

Appendix D

Traffic Impact Assessment

TRANSPORTATION ASSESSMENT FOR RESIDENTIAL PROJECT

Located at
6728 Sepulveda Boulevard

in the
City of Los Angeles



Prepared by:
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TRANSPORTATION ASSESSMENT
RESIDENTIAL DEVELOPMENT

(Case No. DIR-2022-5107-TOC-SPR-VHCA, ENV-2022-5108-MND)

Located at 6728 N. Sepulveda Boulevard
in the Van Nuys – North Sherman Oaks Community Plan Area
of the City of Los Angeles

Prepared by:

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October 2022



EXECUTIVE SUMMARY

Overland Traffic Consultants has prepared this assessment of the transportation impacts for a proposed residential land development project at 6728 N. Sepulveda Boulevard in the in the Van Nuys – North Sherman Oaks Community Plan area of the City of Los Angeles, see Project’s location on Figure 1.

The purpose of this Transportation Assessment (TA) is to document potential transportation impacts associated with the Project using the Los Angeles Department of Transportation’s (LADOT) Transportation Assessment Guidelines (TAG). The TAG establishes procedures and methods for review of development projects following the California Environmental Quality Act (CEQA) guidelines. LADOT has determined that a Transportation Assessment (TA) is required for the Project and has approved a Memorandum of Understanding (MOU) for the Project analysis (see MOU Appendix A).

Project Description

The Project Site is currently a vacant lot of approximately 94,951 square feet (2.18 acres). A six-story apartment building will be constructed with 405 units (364 market rate and 41 affordable).

Project Parking and Access

The Project proposes 556 parking spaces at-grade with 3 subterranean parking levels and 194 bicycle parking spaces (176 long-term on Level P1 and 18 short-term spaces along the Sepulveda Boulevard frontage).

The Project will use an existing driveway on Sepulveda Boulevard along the southerly property line to access the Project’s parking garage. The existing driveway is currently shared with an elder care medical facility to the south.

A [Q] or permanent, qualified zone condition was attached to this Project Site by Ordinance to prevent vehicle access to Columbus Avenue because of traffic congestion and child safety issues related to Columbus Elementary School and single-family neighborhoods located off Columbus Avenue immediately east of the subject site (see Appendix J - Permanent zoning [Q] condition- per Ordinance 170031 -SA189 and Ordinance 143733 prohibits vehicle access to Columbus Avenue from this site). Additional emergency fire access only will be provided from Columbus Avenue.

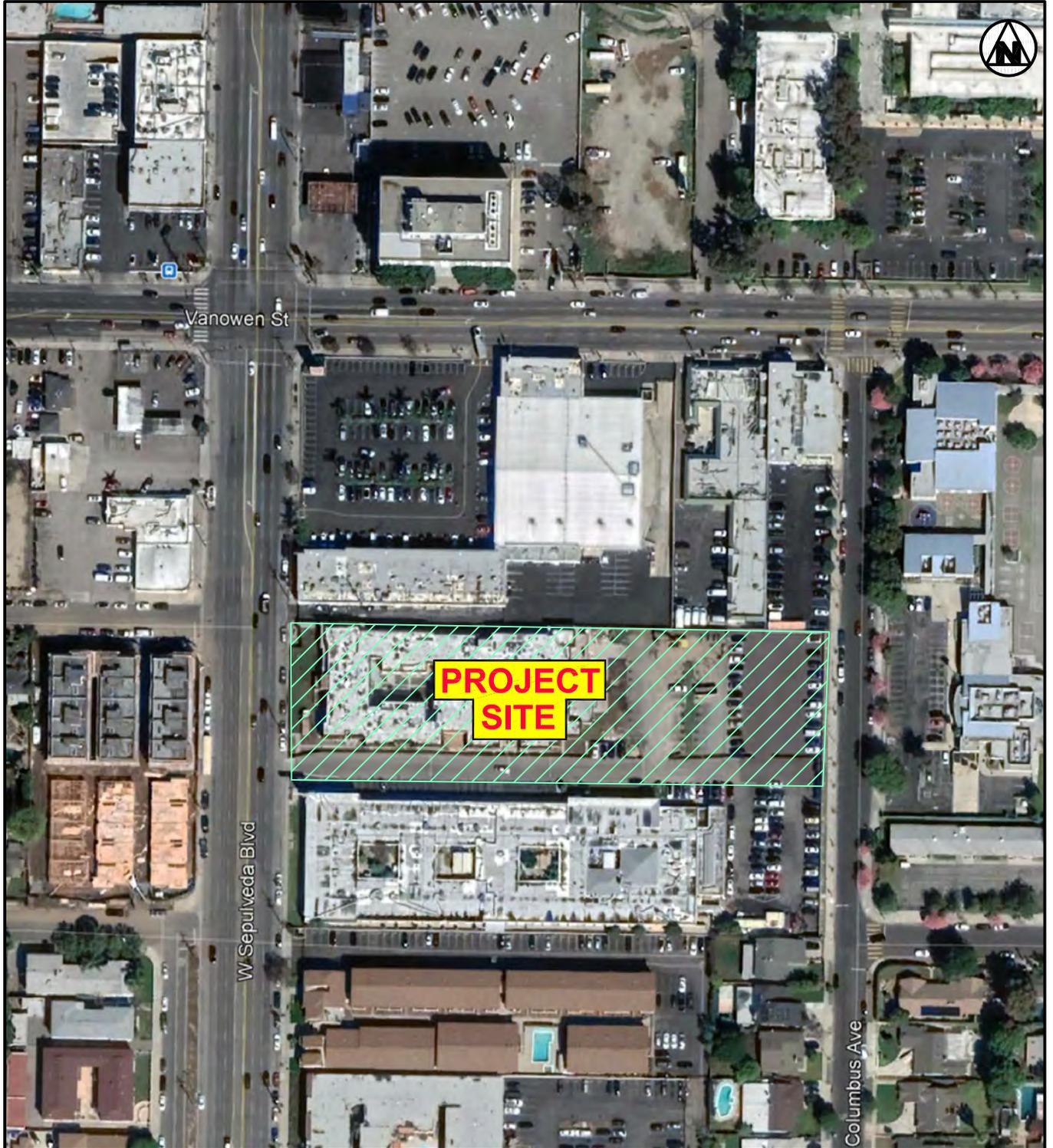


FIGURE 1

7/2021

PROJECT SETTING



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Transportation Assessment CEQA and NON – CEQA Review

The CEQA guidelines for evaluating transportation impacts no longer focus on measuring automobile delay and level of service (LOS). Instead, State of California Senate Bill 743 (SB 743) directed lead agencies to revise transportation assessment guidelines to include a transportation performance metric that promotes: the reduction of greenhouse gas emissions, the development of multimodal networks, and access to diverse land uses.

On July 30, 2019, the City of Los Angeles adopted the vehicle miles traveled (VMT) metric as its criteria for determining transportation impacts under the California Environmental Quality Act (CEQA) per SB 743 and the State’s CEQA Guidelines.

The August 2022 LADOT TAG establishes the criteria, instructions, and standards for the preparation of the CEQA transportation analyses for land development projects. The TAG recognizes three CEQA thresholds for identifying significant transportation impacts in accordance with SB 743 that are applicable to the Project.

- Threshold T-1: Conflicting with Plans, Programs, Ordinances, or Policies
- Threshold T-2.1: Causing Substantial Vehicle Miles Traveled (VMT)
- Threshold T-3: Substantially Increasing Hazards Due to a Geometric Design Feature or Incompatible Use

The City’s adopted review process also requires an additional non-CEQA traffic flow analysis for land development projects. The purpose of this review is to evaluate how projects affect vehicular access, circulation, and safety for all users of the transportation system.



Findings

Based on this assessment, the Project does not create a significant transportation VMT impact (CEQA analysis) or any significant circulation, access, and safety deficiencies (non-CEQA analysis).

A cumulative VMT impact analysis conducted through a consistency check with the Southern California Association of Governments' (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (2016-2040 RTP/SCS) plan. The RTP/SCS is the regional plan that demonstrates compliance with air quality conformity requirements and greenhouse gas (GHG) reduction targets.

Per the LADOT TAG, projects that are consistent with the RTP/SCS plan in terms of development location and density are part of the regional solution for meeting air pollution and GHG goals. Projects that have less than a significant VMT impact are deemed consistent with the SCAG's 2016-2040 RTP/SCS and would have a less-than-significant cumulative impact on VMT. The Project is consistent with the RTP/SCS plan.

An analysis of cumulative development projects shows that potential impacts would not preclude the City's ability to provide transportation mobility in the area. As such, the Project will not create any cumulative operational impacts, emergency access impacts, and/or hazardous geometric design features.



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CHAPTER 1

PROJECT DESCRIPTION

The Project Site is at 6728 N. Sepulveda Boulevard (Project Site) on a total lot area of approximately 94,951 square feet (2.18 acres). The Project site fronts Sepulveda Boulevard, a designated a Boulevard II roadway, and Columbus Avenue, a local street. The Project Site is vacant. Figure 2 shows the Project's map location.

The Project consists of a six-story apartment building with 405 units (364 market rate and 41 affordable).

Project Parking and Access

The Project proposes 556 parking spaces at-grade and 3 subterranean levels with 194 bicycle parking spaces (176 long-term on Level P-1 and 18 short-term spaces fronting Sepulveda Boulevard).

The Project will use an existing driveway on Sepulveda Boulevard along the southerly property line to access the Project's parking garage. The existing access is currently shared with an elder care medical facility to the south.

A [Q] or permanent, qualified zone condition was attached to this Project Site by Ordinance to prevent vehicle access to Columbus Avenue because of traffic congestion and child safety issues related to Columbus Elementary School and single-family neighborhoods located off Columbus Avenue immediately east of the subject site (see Appendix J - Permanent zoning [Q] condition- per Ordinance 170031 -SA189 and Ordinance 143733 prohibits vehicle access to Columbus Avenue from this site). Additional emergency fire access only will be provided from Columbus Avenue.

Figures 3a-b illustrates the vehicular access, ground level plan and subterrean parking levels.

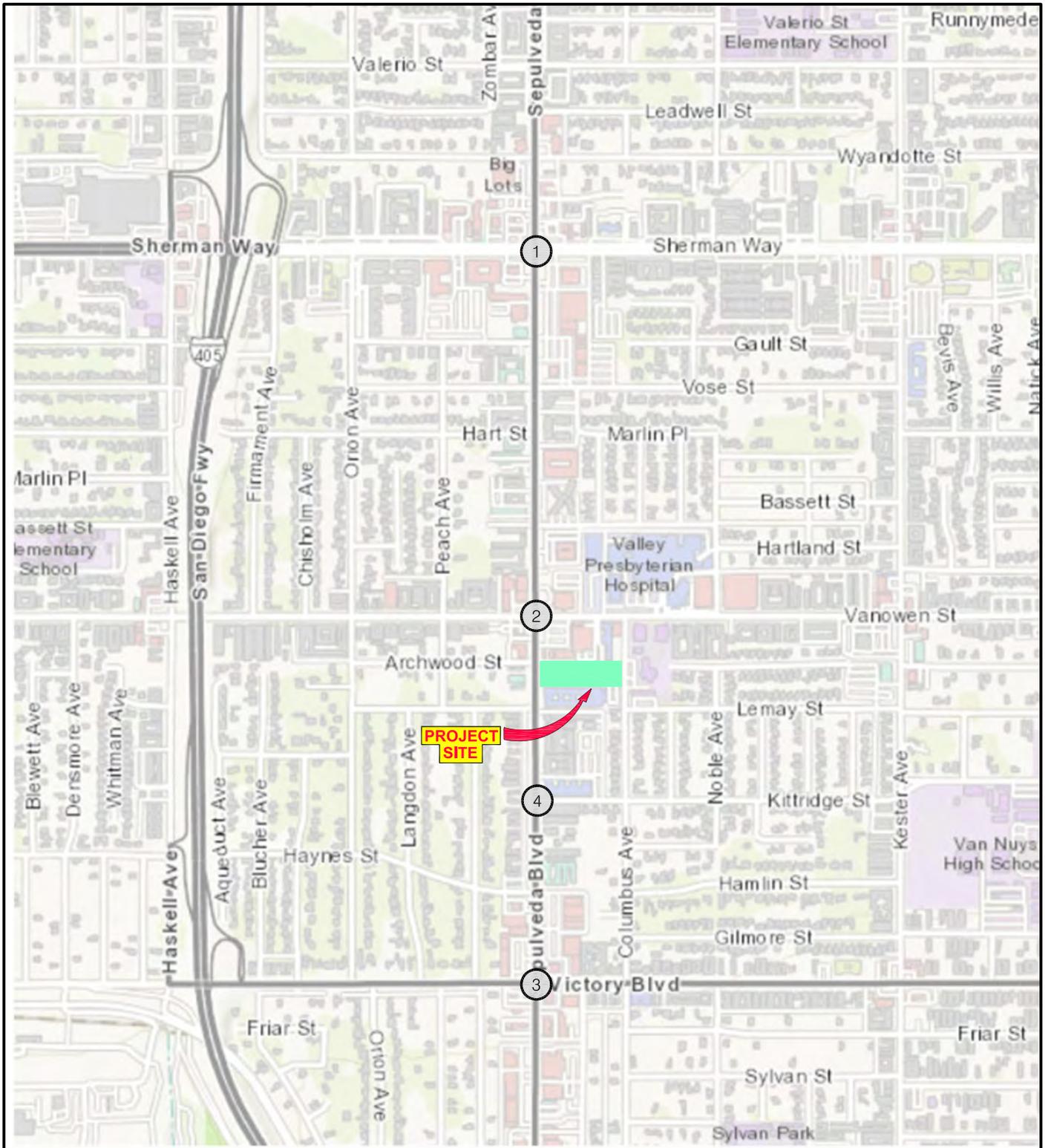
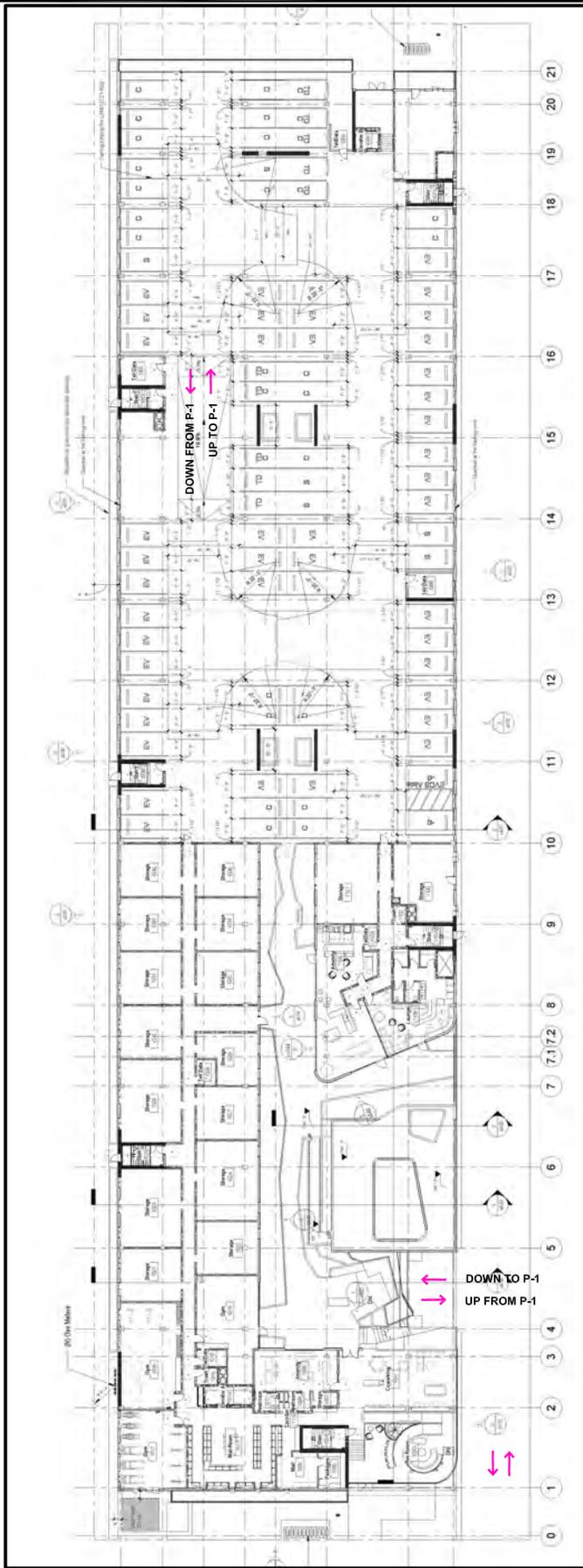


FIGURE 2

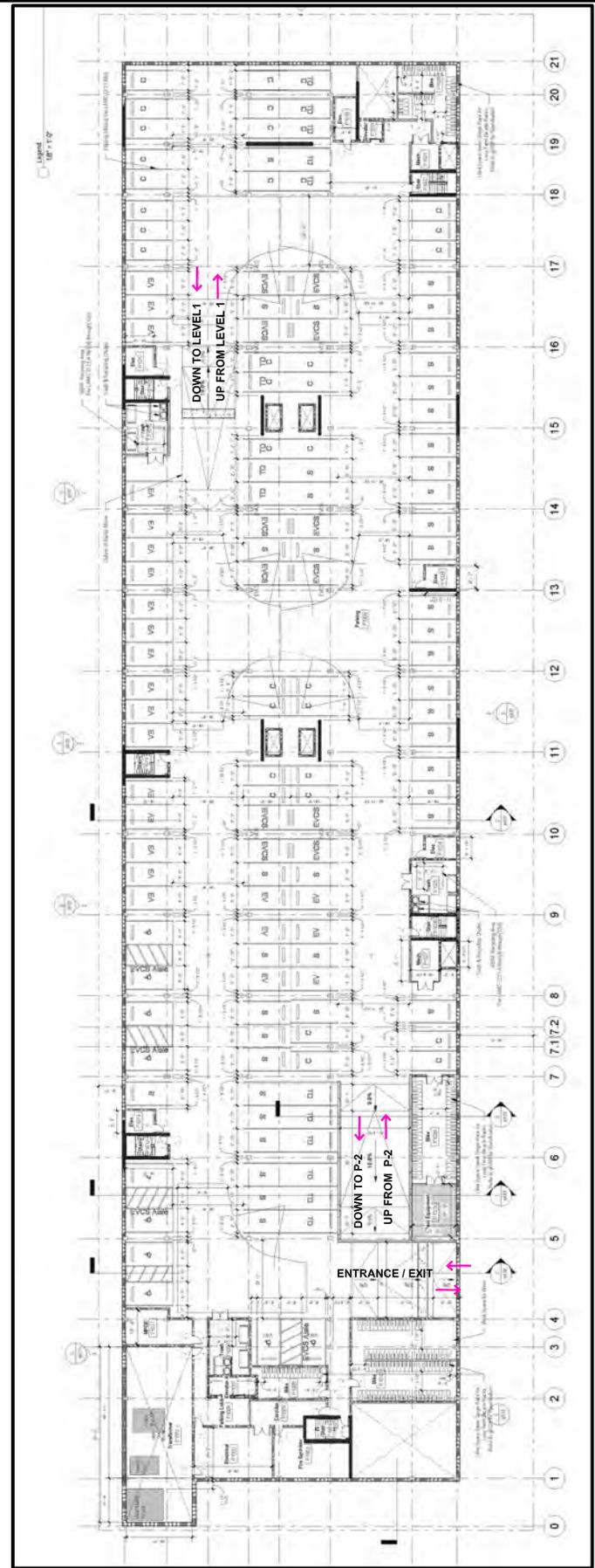
**PROJECT MAP LOCATION
AND STUDY INTERSECTIONS**

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LEVEL 1

FIGURE 3A



P-1 PARKING LEVEL

**PROJECT SITE PLAN
AND P-1 PARKING LEVEL**

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CHAPTER 2

CEQA TRANSPORTATION ASSESSMENT

The TAG is the City of Los Angeles document that establishes procedures and methods for conducting transportation analyses for land development projects. The TAG recognizes three CEQA thresholds for identifying significant transportation impacts in accordance with SB 743 that are applicable to the Project.

- Threshold T-1: Conflicting with Plans, Programs, Ordinances, or Policies
- Threshold T-2.1: Causing Substantial Vehicle Miles Traveled (VMT)
- Threshold T-3: Substantially Increasing Hazards Due to a Geometric Design Feature or Incompatible Use

I. Conflicts with Plans, Programs, Ordinances or Policies (Threshold T-1)

To guide the City's Mobility Plan 2035 (Transportation Element of the General Plan), the City adopted programs, plans, ordinances, and policies that establish the transportation planning framework for all travel modes, including vehicular, transit, bicycle, and pedestrian facilities. Land development projects are evaluated for conformance with these City adopted transportation plans, programs, and policies.

The Threshold T-1 impact criteria applies if the project conflicts with a program, plan, ordinance(s), or policy addressing the transportation circulation system. Please note however, a project would not result in an impact merely based on whether a project would not implement a program, policy, or plan. Rather, it is the intention of this threshold test to ensure that proposed development does not conflict with nor preclude the City from implementing adopted programs, plans, and policies.

Screening Criteria for Policy Analysis

If the development project requires a discretionary action, and the answer is yes to any of the following screening threshold questions, additional analysis is necessary to determine whether the proposed project would conflict with plans, programs, ordinances, or policies.

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?

Yes, the Project does require a discretionary action. The TAG provides a list of key City plans, policies, programs, and ordinances for a consistency review. This review has been completed, as shown in the following pages, and concluded that the Project does substantially conform to the purpose, intent, and provisions of the General Plan, see Table 1 and Appendix I.

2. Is the Project known to directly conflict with a transportation plan, policy or program adopted to support multi-modal transportation options or public safety?

No, the Project would not conflict with these key City planning documents, and potential impacts would be less than significant, see Table 1, Consistency Check. The Project is near regional and local public transit services and provides bicycle parking to promote multimodal transportation options. Furthermore, the Project's vehicular and pedestrian access follows City design guidelines.

3. Is the Project proposing to, or required to, make any voluntary or required, modifications to the public right-of-way (i.e., street dedications, reconfigurations of curb lines, etc.)?

No, pursuant to the following Mobility Element Street Standards, the Project does not require highway dedication or street widening.

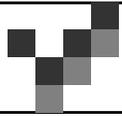
1. Sepulveda Boulevard is designated a Boulevard II Street which calls for an 80 - foot roadway (40 - foot half) on 110 feet of right - of - way (55 - foot half). Sepulveda Boulevard is currently developed to a 44 - foot half roadway on a 55 - foot half right - of - way adjacent to the Project site. No dedication or street widening is necessary along the east side of Sepulveda Boulevard to satisfy the Boulevard II standard.
2. Columbus Avenue is designated a Local Street which calls for a 36 - foot roadway (18 - foot half) on 60 feet of right - of - way (30 - foot half). Columbus Avenue is currently developed to a 20 - foot half roadway on a 30 - foot right - of - way adjacent to the Project site. No dedication or street widening is necessary along the west side of Columbus Avenue to satisfy the Local Street standard.



The TAG provides a list of key City plans, policies, programs, and ordinances for consistency review as shown below in Table 1. Projects that conform with and do not conflict with the City's development policies and standards addressing the circulation system, will be considered consistent.

Table 1
Consistency Check with Key City Plans, Programs, Ordinances or Policies

TAG Table 2.1-1: City Documents that Establish the Regulatory Framework				
	Plan or Policy	Consistent?	Notes	Preclude City Implementation?
1.	LA Mobility Plan 2035	Yes	The Project will comply with the LA Mobility Plan 2035 street standards as required by the City of Los Angeles Bureau of Engineering Department.	No
2.	Plan for Healthy LA	Yes	The Project would support Policy 5.7, Land Use Planning for Public Health, and Greenhouse Gas (GHG) Emission Reduction by reducing single-occupant vehicle trips by its proximity to high quality and high frequency transit service. The Project would include both electric charging stations and pre-wiring spaces for potential future electric vehicle charging (Ord. 186485). The Project provides pedestrian access separate from the vehicular access. The Project would not conflict with policies in the Plan for Healthy LA.	No
3.	Land Use Element of the General Plan (35 Community Plans)	Yes	The Project is in the Van Nuys – North Sherman Oaks Community Plan area which is currently going through a Plan update. The Project will be in substantial conformance with the purposes, intent, and provisions of the General Plan and the Community Plan.	No
4.	Specific Plans	Yes	The Project is not located in a Specific Plan area.	N/A
5.	LAMC Section 12.21A.16 (Bicycle Parking)	Yes	The Project complies with the ratio of short and long-term bicycle parking pursuant to LAMC Section 12.21. A.16.	No
6.	LAMC Section 12.26J (TDM Ordinance)	Yes	LAMC Section 12.26J for Transportation Demand Management and Trip Reduction Measures applies only to the construction of new non-residential floor area greater than 25,000 s.f. The Project will comply with the existing and future TDM Ordinances, as required.	No
7.	LAMC Section 12.37 (Waivers of Dedications and Improvement)	Yes	No waivers for street dedications or improvements are being requested. The Project will comply with the Mobility Street Standards to serve long-term mobility needs identified in the Mobility Plan 2035.	No



	Plan or Policy	Consistent?	Notes	Preclude City Implementation?
8.	Vision Zero Action Plan	Yes	Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all. One Vision Zero Project has been identified in the vicinity of the Project Site - on Vanowen Street between Sepulveda Boulevard and Van Nuys Boulevard.	No
9.	Vision Zero Corridor Plan	Yes	LADOT is installing safety improvements on one mile of Vanowen Street, between Sepulveda Boulevard and Van Nuys Boulevard, as shown on the Los Angeles safety improvement maps. https://ladotlivablestreets.org/projects/vanowen-sepulveda-vannuys The Project would not preclude or conflict with the implementation of this or any future Vision Zero projects in the public right-of-way.	No
10.	Citywide Design guidelines	Yes		No
	Guideline 1: Promote a safe, comfortable, and accessible pedestrian experience for all	Yes	The Project will create a continuous and straight sidewalk clear of obstructions for pedestrian travel. The Project will provide adequate sidewalk width and right-of-way that accommodates pedestrian flow and activity. Pedestrian access will be at street level with direct access to the surrounding neighborhood and amenities.	No
	Guideline 2: Carefully incorporate vehicular access such that it does not degrade the pedestrian experience.	Yes	The Project complies with the Citywide Design Guidelines incorporating vehicle access locations that do not discourage and/or inhibit the pedestrian experience. Vehicular access is from an existing driveway on Sepulveda Boulevard.	No
	Guideline 3: Design projects to actively engage with streets and public space and maintain human scale.	Yes	The building design uses attractive architectural elements. The Project would not preclude or conflict with the implementation of future streetscape projects in the public right-of-way.	No



Cumulative Consistency Check

Pursuant to the TAG, each of the plans, programs, ordinances, and policies to assess potential conflicts with proposed projects are reviewed to assess cumulative impacts that may result from the Project in combination with other nearby development projects. In accordance with the TAG, the cumulative analysis must include Related Projects within 0.5 miles of the Project Site. A listing of twenty one Related Projects considered in this analysis is provided in Appendix G.

A cumulative impact could occur if the Project, with other future development projects located on the same block were to cumulatively preclude the City's ability to serve transportation user needs as defined by the City's transportation policy framework. Note that Related Projects would be individually responsible for complying with the City's transportation plans, programs ordinances and policies.

The Project does not have a significant transportation impact under CEQA Threshold T-1 (Conflicting with Plans, Programs, Ordinances, or Policies).

Criteria for Transportation Projects

A Transportation Project includes the addition of through traffic lanes on existing or new highways, including general purpose lanes, high-occupancy vehicle (HOV) lanes, peak period lanes, auxiliary lanes, and lanes through grade-separated interchanges (except managed lanes, transit lanes, and auxiliary lanes of less than one mile in length designed to improve roadway safety).

Not Applicable - This analysis for Transportation Projects is not applicable to land development projects and the Project is not a transportation project because the Project is a land development project. Therefore, the Transportation Project analysis is not part of the Project's CEQA review.

II. Causing Substantial Vehicle Miles Traveled (Threshold T - 2.1)

The intent of this threshold question is to assess whether a land development project causes a substantial VMT impact. CEQA Guidelines Section 15064.3(b) relates to use of VMT as the methodology for analyzing transportation impacts.

To address this question, LADOT’s TAG identified significant VMT impact thresholds for each of seven Area Planning Commission (APC) sub-areas in the City of Los Angeles. A project’s VMT is compared against its APC threshold goal for household VMT per capita and work VMT per employee to evaluate the significance of the project’s VMT.

A development project will have a potential impact if the development project would generate VMT exceeding 15% below the existing average VMT for the Area Planning Commission (APC) area in which the project is located per TAG’s Table 2.2-1, shown below.

Table 2.2-1: VMT Impact Criteria (15% Below APC Average)

<i>AREA PLANNING COMMISSION</i>	<i>DAILY HOUSEHOLD VMT PER CAPITA</i>	<i>DAILY WORK VMT PER EMPLOYEE</i>
Central	6.0	7.6
East LA	7.2	12.7
Harbor	9.2	12.3
North Valley	9.2	15.0
South LA	6.0	11.6
South Valley	9.4	11.6
West LA	7.4	11.1

The Project is in the South Valley APC sub - area which limits daily household VMT per capita to a threshold value of 9.4 and a daily work VMT per employee to a threshold value of 11.6 (15% below the existing VMT for the South Valley APC).

The Project’s household VMT per capita is 7.3 per the LADOT VMT calculator tool, which is below the VMT threshold 9.4 VMT per capita for the South Valley APC. The work VMT per employee is not applicable because no commercial use is proposed.

Therefore, the Project does not create significant VMT impacts in the South Valley APC. Results of the Project’s VMT calculation are provided in Appendix F.



Transportation Demand Management (TDM)

The Project's design features include TDM measures that reduce trips and VMT through TDM strategies selected in the VMT calculator. Specifically, the Project's TDM program includes reduce parking and bike parking which are regulatory measure(s) and part of the Project, as described below by LADOT'S TAG:

- Parking Strategy – Reduced Parking Supply – This strategy changes the on-site parking supply to provide less than the amount of vehicle parking required by direct application of the Los Angeles Municipal Code (LAMC) without consideration of parking reduction mechanisms permitted in the code. Permitted reductions in parking supply could utilize parking reduction mechanisms such as TOC, Density Bonus, Bike Parking ordinance, or locating in an Enterprise Zone or Specific Plan area. Required unadjusted LAMC parking for the Project is 624 parking spaces, the Project is providing 556 parking spaces.
- Bike Parking - This strategy involves implementation of short and long-term bicycle parking to support safe and comfortable bicycle travel by providing parking facilities at destinations under existing LAMC regulations applicable to the Project (LAMC Section 12.21.A.16). The Project is providing 194 bicycle parking spaces (176 long-term on Level P-1 and 18 short-term along the Sepulveda Boulevard frontage).

The effectiveness of the TDM strategies included in the VMT Calculator is based primarily on research documented in the 2010 California Air Pollution Control Officers Association (CAPCOA) publication, Quantifying Greenhouse Gas Mitigation Measures (CAPCOA, 2010).

Cumulative VMT Consistency Check

Cumulative VMT impacts are evaluated through a consistency check with the Southern California Association of Governments' (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (2016-2040 RTP/SCS) plan. The RTP/SCS is the regional plan that



demonstrates compliance with air quality conformity requirements and greenhouse gas (GHG) reduction targets.

Per the City's TAG, projects that are consistent with the RTP/SCS plan in terms of development location and density are part of the regional solution for meeting air pollution and GHG goals. Projects that have less than a significant VMT impact are deemed to be consistent with the SCAG's 2016-2040 RTP/SCS and would have a less-than-significant cumulative impact on VMT.

As shown, the Project VMT impact would not exceed the City's South Valley APC VMT impact thresholds and as such, the Project's contribution to the cumulative VMT impact is adequate to demonstrate there is no cumulative VMT impact that would preclude the City's ability to provide transportation mobility in the area.

III. Substantially Increasing Hazards Due to a Geometric Design Feature or Incompatible Use (Threshold T- 3.1)

Impacts regarding the potential increase of hazards due to a geometric design feature relate to the design of access points to and from the Project Site, and may include safety, operational, or capacity impacts. Impacts can be related to vehicle conflicts as well as to operational delays caused by vehicles slowing and/or queuing to access a project site.

- The Project will use an existing driveway on Sepulveda Boulevard along the southerly property line to access the Project parking garage. As shown in the following driveway analysis, no significant vehicle queuing will occur on Sepulveda Boulevard.
- The Project's access is consistent with LADOT driveway width and placement per LADOT Manual of Policies and Procedures, Section 321, Driveway Design.

A review of the Project Site plan does not present any hazardous geometric design features that would result in vehicle/pedestrian, vehicle/bicycle, or vehicle/vehicle safety hazards. Therefore, the Project does not have a significant transportation impact under CEQA Threshold T-3.1 (Substantially Increasing Hazards Due to a Geometric Design Feature).



CHAPTER 3

NON-CEQA TRANSPORTATION ASSESSMENT

In addition to conducting a CEQA review of development projects pursuant to SB743, LAMC Section 16.05 (Site Plan Review) authorizes a non-CEQA transportation analysis of development projects to identify deficiencies that may occur in the area due to the Project. LADOT retains the ability to review and impose development conditions to improve operational safety and access around a project site and to better assess how proposed projects may affect the City's transportation system under the non-CEQA assessment.

To assist in the Project's non-CEQA evaluation, the following information summarizes the environmental conditions for the Project Site.

ENVIRONMENTAL SETTING

Land Use

The Project Site is in the Van Nuys - North Sherman Oaks Community Plan area approximately 15 miles northwest of downtown Los Angeles. The Project Site is also located in Los Angeles Council District 6 and the Van Nuys Neighborhood Council area.

The Community Plan consists of 8,220 net acres with 53% residential (38% single family and 15% multi-family), 7% commercial, 7.5% industrial with the balance being open space and streets. The Community Plan currently in effect was adopted by the City in 1998, a new community plan update is actively underway. Appendix B contains the adopted Van Nuys – North Sherman Oaks Community Plan land use map and summary table.

The Project Site is bounded by Sepulveda Boulevard to the west, a retail shopping center to the north, The Columbus Avenue Elementary School is located across Columbus Avenue to east, and the Beverly Manor Convalescent Center to the south.



Transportation Facilities

The City of Los Angeles has adopted the Mobility Plan 2035 as an update to the City's General Plan Transportation Element to incorporate the complete streets principles for integrating multi-mode transportation networks. The Mobility Plan 2035 dictates the street standards and designations for all users. Appendix C provides the community plan circulation map of the area roadway designations and roadway design standards.

Regional freeway access to and from the Project site is available from the San Diego Freeway (Interstate 405) located less than a ½ mile west of the Project Site. This north - south freeway provides four mixed-flow lanes plus HOV lanes in each direction near study area. Freeway access is provided from Sherman Way, Victory Boulevard, and Haskell Avenue (north of Sherman Way and north of Victory Boulevard). At Sherman Way, the 405 Freeway carries approximately 15-16,000 vehicles per hour with an average daily traffic volume of approximately 220,000 vehicles per weekday day.

Pursuant to the City of Los Angeles Mobility Element, arterial roadways are designated Boulevards and Avenues. Boulevards represent the City's widest streets that typically provide regional access to major destinations; the roadway standard for a Boulevard II roadway is a right - of - way width of 110 feet and a roadway width of 80 feet. Avenues may vary in their land use context, with some streets passing through both residential and commercial areas; the roadway standard for an Avenue II roadway is a right - of - way width of 86 feet and a roadway width of 56 feet.

Non - arterial roadways connect arterial roadways to local residential neighborhoods or industrial areas. Non - arterial roadways are designated Collector or Local streets. The standard for a Collector Street is a right - of - way width of 66 feet and a roadway width of 40 feet. The standard for a Local Street is a right - of - way width of 60 feet and a roadway width of 36 feet.

Major north - south streets providing access to the study area include Sepulveda Boulevard, Haskell Avenue and Kester Avenue. Key east - west streets serving the study area include Victory Boulevard, Vanowen Street, and Sherman Way.



Descriptions of the streets near the Project Site are presented below.

Sepulveda Boulevard is a north – south Boulevard II roadway in the City of Los Angeles Mobility Plan. Sepulveda Boulevard extends from the north San Fernando Valley to the South Bay Cities with a posted speed limit of 35MPH at the Project Site. Sepulveda Boulevard provides three lanes in each direction, on-street parking, and a median left turn lane. The predominate land uses on Sepulveda Boulevard are commercial and multi-family. Sepulveda boulevard is listed on the High Injury Network, Tier 3 Bicycle Enhanced Network, Transit Enhanced Network, and Pedestrian Enhanced District.

Sherman Way is an east - west divided roadway designated a Boulevard II roadway providing for three lanes in each direction and on-street parking. The land uses along Sherman Way are a mix of commercial and multi-family. A traffic signal controls with protected double left-turn signals at its intersection with Sepulveda Boulevard. Sherman Way is listed on the High Injury Network, Transit Enhanced Network, Tier 1 Bicycle Enhanced Network, and Pedestrian Enhanced District.

Vanowen Street is an east - west Avenue II roadway providing for two lanes in each direction, left-turn lanes, and on-street parking. The land uses along Vanowen Street are predominately multi-family with a mix of commercial at major intersections. A traffic signal with protected left-turn phasing controls traffic at its intersection with Sepulveda Boulevard. Vanowen Street is listed on the High Injury Network and Pedestrian Enhanced District.

Victory Boulevard is an east - west Boulevard II roadway providing for two lanes in each direction and on-street parking. A third peak hour lane is provided between 7-9 am and 4-7pm. The land uses along Victory Boulevard are a mix of commercial, single family and multi-family. A traffic signal with protected left-turns controls traffic at its intersection with Sepulveda Boulevard. Victory Boulevard is listed on the Vehicle Enhanced Network, High Injury Network, and Pedestrian Enhanced District.

Columbus Avenue is a north- south Local street providing one lane in each direction with on-street parking restrictions on the east side adjacent to the Columbus Avenue



Elementary School (passenger loading between 6:30 – 9 am and 1:30 to 4 pm school days and 2-hour parking from 9 am to 1:30 pm school days. On-street parking is allowed on the east side adjacent to the Project Site. An all-way stop controls traffic on Columbus Avenue at its intersection with Lemay Street with a traffic signal controlling traffic at the intersection of Columbus Avenue and Vanowen Street.

Kittridge Street is an east - west Collector street providing one lane in each direction with on-street parking and access to the Van Nuys High School. A stop sign controls traffic flow at its “T” type intersection with Sepulveda Boulevard. Kittridge Street is listed on the Neighborhood Network.

Transit Information

Public transportation in the study area is provided by the Metropolitan Transportation Authority (Metro) and LADOT. The Project Site is located near a major Transit Stop¹ at Sepulveda Boulevard and Vanowen Street, approximately 300 feet to the north. The transit service available to the Project is briefly described below with maps illustrated in Appendix D.

Regional Transit Service

The Metro G line (formerly the Orange line) is a bus rapid transit line that operates on dedicated bus lanes between the North Hollywood Red line rail station to Chatsworth Transit station. The G line is an 18-mile route with 17 stations spaced approximately 1 mile apart. A separated Class I bicycle path shares the right-of-way with the G Line buses.

Transit Service

Metro is implementing The NextGen Bus Plan which was approved by the Metro Board of Directors and is being implemented with a 3-phased roll-out that began in December 2020. Under the NextGen bus Plan, most Metro Bus lines will be replaced with a new type of bus line that will have more frequent service and new stop intervals.

¹ Per AB 744, A major transit stop is defined as a site containing an existing rail transit station, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods (Pub. Resources Code, § 21064.3).



These new replacement lines combine elements of a Rapid Bus and a Local Bus. The approved Bus Plan is a reimagined bus system that focuses on providing fast, frequent, dependable, and accessible service to meet the needs of today's riders.

Metro NextGen Tier 1 Rapid Line 234 – The new Line 234 (merges lines 234 and Rapid 734) ends at the Sherman Oaks Galleria (Ventura/ Sepulveda), following the same alignment as Lines 234 and 734 north to Sylmar and LA Mission College past the Project Site. Line 234 provides 12-minute headways during the peak hours and mid-day, 12-60-minute headways during the evening hours. Key stops include the Sylmar and Van Nuys Metrolink Stations, the San Fernando City Hall and the Van Nuys Civic Center and the Sepulveda G line Station. A transit stop for this line is located on Sepulveda Boulevard just south of Vanowen Street, approximately 300 feet to the north. An overnight Owl service has been added to Line 234.

Metro NextGen Local Route 165 runs from the Downtown Burbank Metro Link Station to the Fallbrook Center in West Hills. Near the Project site, the Metro line 169 travels along Vanowen Street. NextGen Line 165 provides a more frequent 15-minute headways during the peak hours, mid-day and during the evening hours. Key stops include the Burbank Airport north Metrolink and Van Nuys Metrolink Stations, Kaiser Foundation Hospital, Panorama Mall, Van Nuys Airport, the Northridge Hospital and West Hills Medical Center, Westfield Topanga, and the Warner Center Transit Hub. A transit stop for this line is located on Vanowen Street just west of Sepulveda Boulevard.

LADOT DASH Panorama City / Van Nuys operates a looped route within Van Nuys and Panorama City neighborhoods. Key stops include the Van Nuys Civic Center, the Valley Hospital Medical Center, the Van Nuys Metrolink Station, Panorama Mall, Sepulveda Park, and Recreation Center, and the Van Nuys High School. A transit stop for this line is located at the intersection of Vanowen Street and Sylmar Avenue. It should be noted that LADOT has launched a pilot program for this DASH service which allows riders to request a courtesy stop in between designated stops before 7 am and after 6 pm.



Complete Streets Mobility Networks (Vehicle, Bicycle, Transit and Neighborhood)

The Mobility Plan Element establishes a layered network of street standards that are designed to emphasize mobility modes within the larger system. This approach maintains the primary function of the streets that exist but identifies streets for potential alternative transportation modes providing a range of options available when selecting the appropriate design elements.

Network layers have been created for the Complete Street Network that prioritizes a certain mode within each layer with the goal of providing better connectivity. The network layers are Vehicle Enhanced Network, Transit Enhanced Network, Bicycle Enhanced Network, Neighborhood Enhanced Network, and Pedestrian Enhanced District. Street may be listed in several networks with the goal of selecting a variety of mobility enhancements. Definitions of these networks per the Complete Street Design Guidelines are provide below.

Vehicle Enhanced Network (VEN) - The VEN includes a select number of arterials that carry high volume of traffic for long distance travel on corridors with freeway access. Moderate enhancements typically include technology upgrades and peak-hour restrictions for parking and turning movements. Comprehensive enhancements can include improvements to access management, all-day lane conversions of parking, and all-day turning movement restrictions or permanent access control.

- Victory Boulevard is identified on Vehicle Enhanced Network Map.

Transit Enhanced Network (TEN) - The TEN is comprised of streets that prioritize travel for transit riders.

- Van Nuys Boulevard is designated a Comprehensive Transit Enhanced Street - which typically include transit vehicles operating in an all-day exclusive bus lane.
- Roscoe Boulevard is designated a Moderate Plus Transit Enhanced street - An upgraded enhancement would include an exclusive bus lane during the peak travel period only.

- Sepulveda Boulevard and Sherman Way are designated Moderate Transit Enhanced streets which typically include bus stop enhancements and increased service, with transit vehicles continuing to operate in mixed traffic.

Bicycle Enhanced Network (BEN) – The BEN is comprised of a network of low – stressed protected bike lanes (Tier 1) and bike paths prioritize bicycle travel by providing specific bicycle facilities and improvements. The BEN proposes bike facilities on arterial roadways with a striped separation. Tier 1 corresponding to protected bicycle lanes, and Tier 2 and Tier 3 bicycle lanes on arterial roads with a striped separation - The difference between Tier 2 and Tier 3 implies probability that some bike lanes are not expected to be implemented by 2035.

The City of Los Angeles adopted a 2010 Bicycle Master Plan to encourage alternative modes of transportation and provide a network system that is safe and efficient to use in coordination with the vehicle and pedestrian traffic. The Master Plan has mapped out the existing, funded, and potential future Bicycle Paths, Lanes, and Routes. A brief definition of these bicycle facilities is provided below:

Bicycle Path – A bicycle path is a facility that is separated from the vehicular traffic for the exclusive use of the cyclist (although sometimes combined with a pedestrian lane). The designated path can be completely separated from vehicular traffic or cross the vehicular traffic with right-of-way assigned through signals or stop signs.

- Metro G Line Rapid Bus Path - A separated Class I bicycle path shares the right-of-way with the G Line buses.
- The Metrolink Ventura County Line Bike and Pacoima Wash Paths are included on the future Green Network along river channels and transit right-of-way.

Bicycle Lane – A bicycle lane is typically provided on street with a designated lane striped on the street for the exclusive use of the cyclist. The bicycle lanes are occasionally curbside, outside the parking lane, or along a right turn lane at intersections.

- Sherman Way and Van Nuys Boulevard are listed on the Bicycle Lane Network map as Tier 1 bicycle lane street.



- Sepulveda Boulevard are listed on the Bicycle Lane Network map as Tier 3 bicycle lane street.

Bicycle Route – A bicycle route is a designated route in a cycling system where the cyclist shares the lane with the vehicle. Cyclist would follow the route and share the right-of-way with the vehicle.

- No study area streets are identified as a bike route in the Bicycle Master Plan.

Neighborhood Enhanced Network (NEN) - NEN is comprised of local streets intended to benefit from pedestrian and bicycle related safety enhancements for more localized travel of slower means of travel while preserving the connectivity of local streets to other enhanced networks. These enhancements encourage lower vehicle speeds, providing added safety for pedestrians and bicyclists.

- Kittridge Street and Kester Avenue have been identified in the NEN.

Pedestrian Enhanced District (PEDs) - In addition to these street networks, many arterial streets that could benefit from additional pedestrian features to provide better walking connections are identified as Pedestrian Enhanced Districts. The PED segments provided in the mobility map identify streets where pedestrian improvements on arterial streets could be prioritized to provide better walking connections to and from the major destinations within communities.

Several streets within the study area have been identified in the pedestrian enhanced district maps with the goal of providing a more attractive environment to promote walking for shorter trips.

The PEDs call out portions of Sepulveda Boulevard, Vanowen Street, Van Nuys Boulevard, Victory Boulevard, Sherman Way, and Saticoy Street where pedestrian improvements could be prioritized to provide better walking connections to and from the major destinations.

LA Mobility Plan Element Network Maps are included in Appendix E.



PROJECT TRAFFIC GENERATION

As part of the non-CEQA assessment, an operational analysis of the peak hour traffic flow with the Project has been prepared. This traffic flow evaluation is based on a level of service (LOS) calculation which determines vehicle delay using current traffic volume data, traffic signal and street characteristics.

Project traffic has been estimated using traffic generation studies published by the Institute of Transportation Engineers (ITE Trip Generation, 11th Edition Handbook) and LADOT. Using these traffic rates, Project traffic has been estimated at 1,815 daily trips (LADOT VMT Calculator Tool) with 135 morning and 136 afternoon peak hour trips, as shown below.

**Table 2
Project Trip Generation Rates**

ITE Code	Description	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
221	Apartments (mid-rise per unit)	23%	77%	0.37	61%	39%	0.39
LADOT	Affordable	40%	60%	0.55	55%	45%	0.43

**Table 3
Estimated Project Traffic Generation**

ITE Code	Description	Size	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Proposed Project								
221	Apartments (mid-rise)	364 units	31	104	135	87	55	142
	Transit Adjustment *	15%	<u>-5</u>	<u>-15</u>	<u>-20</u>	<u>-13</u>	<u>-8</u>	<u>-21</u>
	Subtotal		26	89	115	74	47	121
LADOT	Affordable	41 units	9	14	23	10	8	18
	Transit Adjustment *	15%	<u>-1</u>	<u>-2</u>	<u>-3</u>	<u>-2</u>	<u>-1</u>	<u>-3</u>
	Subtotal		8	12	20	8	7	15
	Total Proposed		34	101	135	83	54	136

* Tier 1 Metro NextGen Line 234 on Sepulveda Bd



PEDESTRIAN, BICYCLE AND TRANSIT ACCESS ASSESSMENT

Governor's Office of Planning and Research (OPR) Technical Advisory on Evaluating Transportation Impacts in CEQA, identifies projects and areas presumed to have a less than significant transportation impact. Generally, projects that contribute to efficient land use patterns enabling higher levels of walking, cycling, and transit as well as lower than average trip length are considered to have a less than significant impact on transportation. OPR identified projects and areas presumed to have a less than significant transportation impact to include:

- Residential, office, or retail projects within a Transit Priority Area (TPA), where a project is within a ½ mile of an existing or major transit stop (see Footnote 1 for Major Transit Stop definition) or an existing stop along a high - quality transit corridor which will ultimately reduce vehicle trips and encourage public transportation ridership.
- A high-quality transit corridor is defined as a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours (Pub. Resources 215 Code, § 21155).

The Project Site is located within 300 feet of a Major Transit Stop (Sepulveda Boulevard and Vanowen Street).

The pedestrian, bicycle and transit assessments are intended to determine a project's potential effect on pedestrian, bicycle, and transit facilities in the vicinity of the Project Site. Any deficiencies could be physical (through removal, modification, or degradation of facilities) or demand-based (by adding pedestrian or bicycle demand to inadequate facilities).

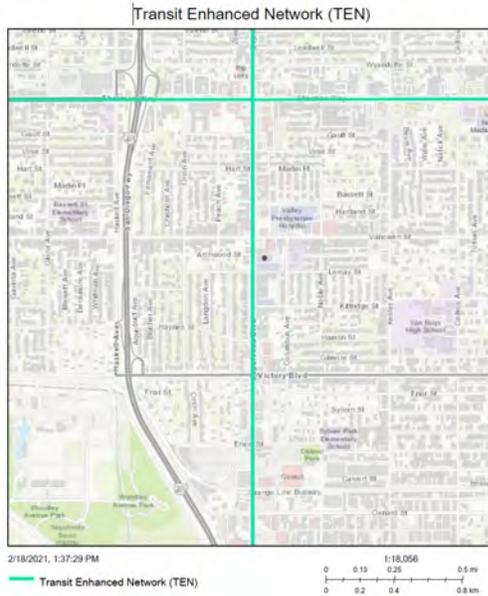
Removal or Degradation of Facilities

The Project will not remove, modify, or degrade any pedestrian, bicycle, and transit facility in the vicinity of the Project Site. In fact, any damaged or off grade sidewalk, curb and gutter along the property frontage(s) will be repaired under Section 12.37 of the Los Angeles Municipal Code (LAMC).



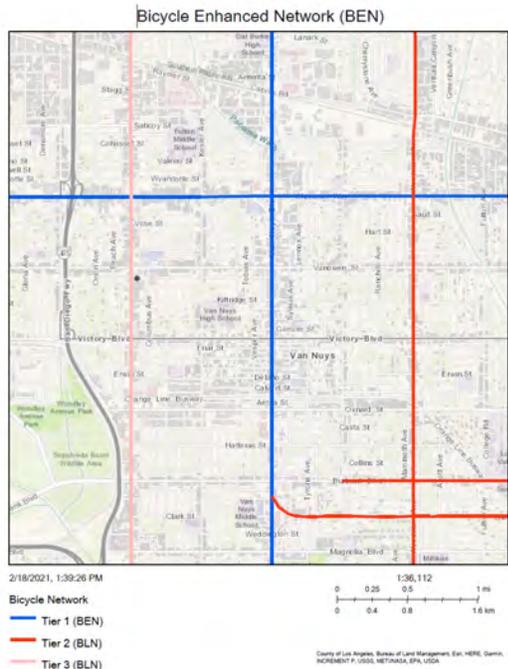
Project Intensification of Use

The residential Project is located on the Pedestrian Enhanced Network, Bike Enhanced Network, and Transit Enhanced Network, as shown below in the Complete Street network maps, also provided in Appendix E.



The residents of the Project will have good access to public transit opportunities being located near a Major Transit stop. The Project site is located near Sepulveda Boulevard Line 234 which provides 12-minute headways during the peak hours and mid-day, and 12-60-minute headways during the evening hours. NextGen Vanowen Street Line 165 provides frequent 15-minute headways during the peak hours, mid-day, and the evening hours. Transit benches are provided at the Vanowen Street and Sepulveda Boulevard stops with shaded shelters on

Vanowen Street west of Sepulveda Boulevard.



No bike facilities are currently located along this segment of Sepulveda Boulevard, however, Sepulveda Boulevard is identified as a potential future Tier 3 bike facility (long term project). This Project will not delay or prevent a future bike lane on Sepulveda Boulevard. To encourage bicycle usage, the Project is providing 194 bicycle parking spaces (176 on-site long-term and 18 short-term spaces on its Sepulveda Boulevard frontage) and an on-site work-space for bike repairs.



Pedestrian facilities will be improved along Sepulveda Boulevard and Columbus Avenue with the replacement of broken sidewalks and curb/gutter. Protected pedestrian crosswalks, access ramps and protected left-turn phases are provided at the intersection of Sepulveda Boulevard and Vanowen Street, approximately 300 feet to the north which promotes a safe and comfortable pedestrian path to transit. No new vehicle access is proposed that would degrade pedestrian flow on Sepulveda Boulevard. The Project’s street level pedestrian access to Sepulveda Boulevard promotes street level

pedestrian activity. The Complete Streets guide acknowledges that adding pedestrian design features and street trees encourages people to take trips on foot instead of by car. The Project Site has a Walk Score of 78 out of 100 – very walkable where most errands can be accomplished on foot.

<https://www.walkscore.com/score/6728-sepulveda-blvd-los-angeles-ca-91411>

Following these OPR guidelines, the Project would have less than a significant impact on transportation. No additional bike or pedestrian facilities are necessary with the construction of this Project.

PROJECT ACCESS, SAFETY AND CIRCULATION EVALUATION

Project access and circulation is evaluated for safety, operational, and capacity constraints to identify circulation and access deficiencies that may require specific operational improvements. It should be noted that this analysis is not intended to be interpreted as a threshold of significance for the purposes of CEQA review and does not affect the CEQA VMT Impact analysis.



Safety Evaluation

No Project design features affect the visibility of pedestrians and bicyclists to drivers entering and exiting the Project Site or the visibility of vehicles to pedestrian and bicyclists. Red curb markings prohibit parking along the east side of Sepulveda Boulevard south of the driveway which facilitates the sight lines for exiting traffic and approaching traffic on Sepulveda Boulevard.

Pedestrian and bicycle volume crossing the existing Project driveway show light levels of activity (5 and 8 pedestrians crossing during the am and pm peak hour respectively with 2 and 3 bicyclists crossing in front of driveway driving and am and pm peak hour respectively). Lastly, pedestrian, and vehicular access to the Project Site is separated with a clear pedestrian and vehicular pathways for promoting a safe and comfortable environment for all.

All emergency ingress/egress associated with the Project would be designed and constructed in conformance to all applicable City Building and Safety Department, LADOT, and LAFD standards and requirements for design and construction. This would also ensure pedestrian safety.

Operational Evaluation

Operational performance may be quantified for primary site access points, unsignalized intersections integral to the project's site access, and signalized intersections in the vicinity of the project site. However, as required by Section 15064.3 of the California Code of Regulations, a project's effect on automobile delay shall not constitute a significant environmental impact under CEQA.

Per the TAG, Project access is considered constrained if the project's traffic would contribute to unacceptable queuing on a Boulevard (as designated in the Mobility Plan 2035) at project driveway(s) or would cause or substantially extend queuing at nearby signalized intersections. Unacceptable or extended queuing may be defined as follows:



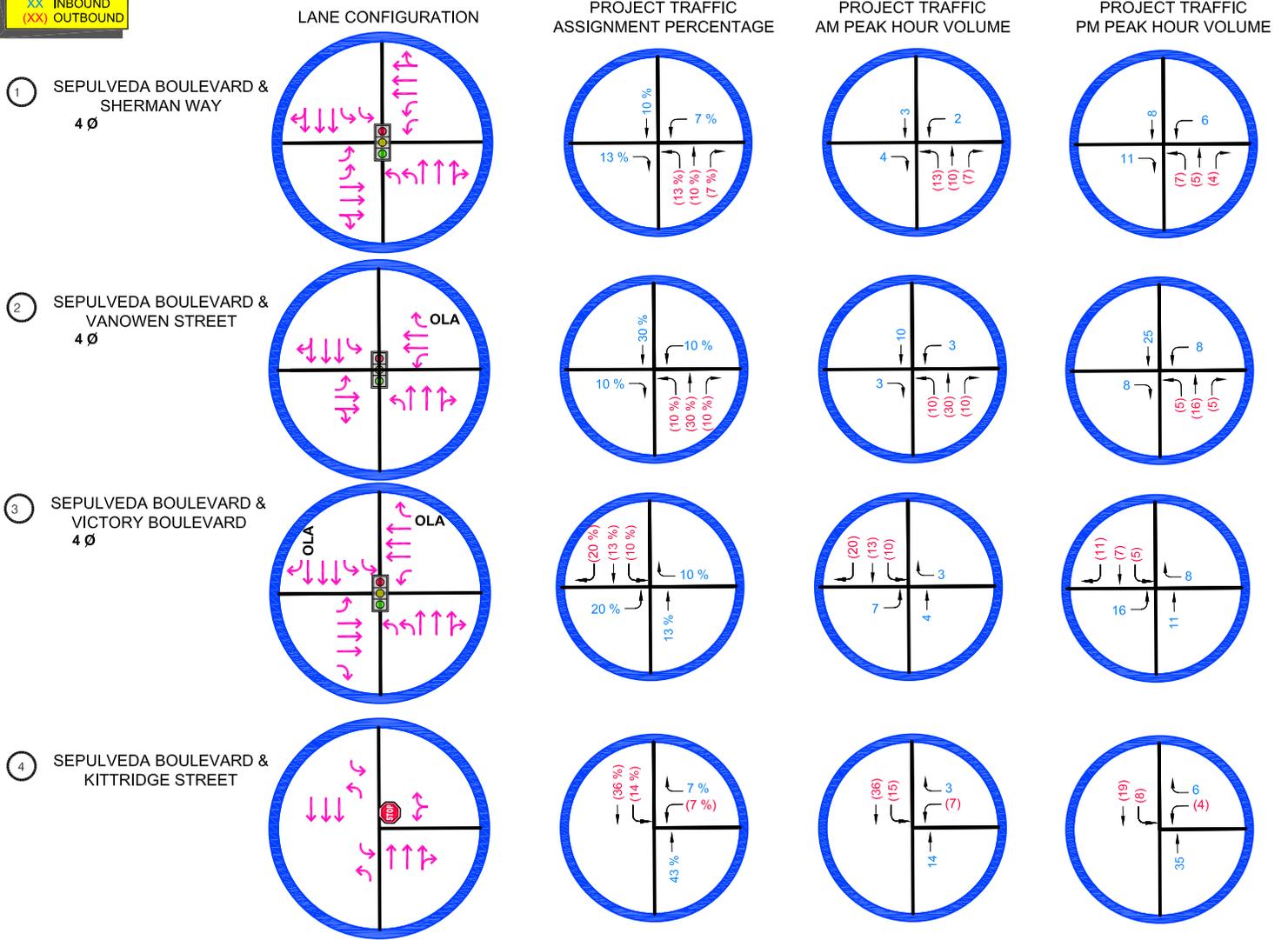
- Additional queue along through lanes and either of the following conditions are expected:
 1. The projected peak hour intersection LOS is D and the through lane queue increases by greater than 75 feet on any approach with the directional approach LOS at E or F, or
 2. The projected peak hour intersection LOS is E or F and the through lane queue increases by greater than 50 feet on any approach with the directional approach LOS at E or F.
- Spill over from turn pockets into through lanes.
- Block cross streets or alleys.
- Spill over from drive-throughs into streets.
- Contribute to “gridlock” congestion. For the purposes of this section, “gridlock” is defined as the condition where traffic queues between closely-spaced intersections and impedes the flow of traffic through upstream intersections.

The following traffic conditions evaluation has been prepared to identify any new circulation and access deficiencies that may require specific operational improvements. Existing and future traffic conditions, without and with the Project, have been analyzed at 4 intersections selected by LADOT and at the Project driveway using Level of Service (LOS) procedures. The Project’s driveway assignment and traffic flow at the study intersections has been developed as shown in Figures 4 and 5. This estimated assignment of the Project’s traffic and future traffic conditions provides the information necessary to analyze the Project’s traffic flow.

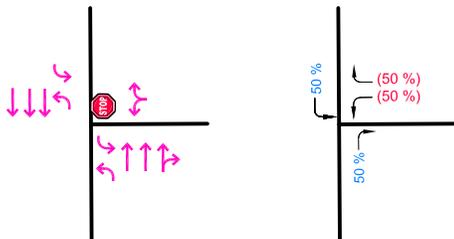
An analysis of the existing and future without and with the Project peak hour traffic has been conducted at each study intersection listed below.

1. Sepulveda Boulevard and Sherman Way (traffic signal)
2. Sepulveda Boulevard and Vanowen Street (traffic signal)
3. Sepulveda Boulevard and Victory Boulevard (traffic signal)
4. Sepulveda Boulevard and Kittridge Street (“T” type stop sign controlled)

LEGEND
 XX INBOUND
 (XX) OUTBOUND



project driveway assignment



LEGEND
 XX INBOUND
 (XX) OUTBOUND

PROJECT TRIP GENERATION

AM TRIPS
 IN 34
 OUT 101

PM TRIPS
 IN 82
 OUT 54

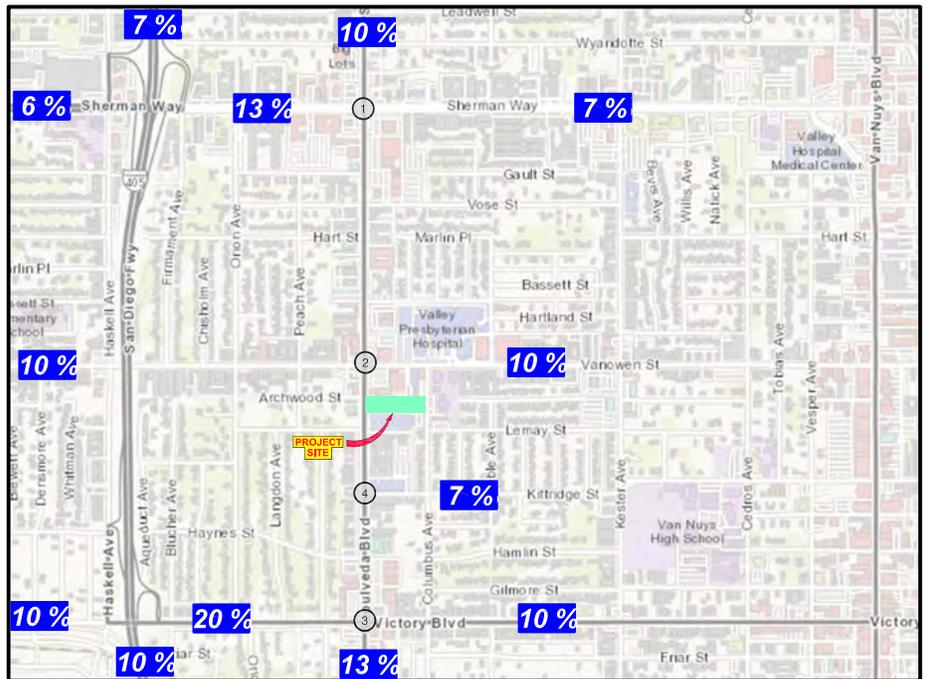
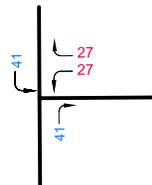
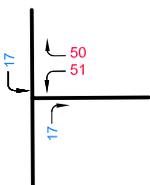


FIGURE 4

PROJECT TRAFFIC ASSIGNMENT

Overland Traffic Consultants, Inc.
 952 Manhattan Beach Bl, #100, Manhattan Beach, CA 90266
 (310) 545 - 1235, OTC@overlandtraffic.com

LEGEND
 XX INBOUND
 (XX) OUTBOUND

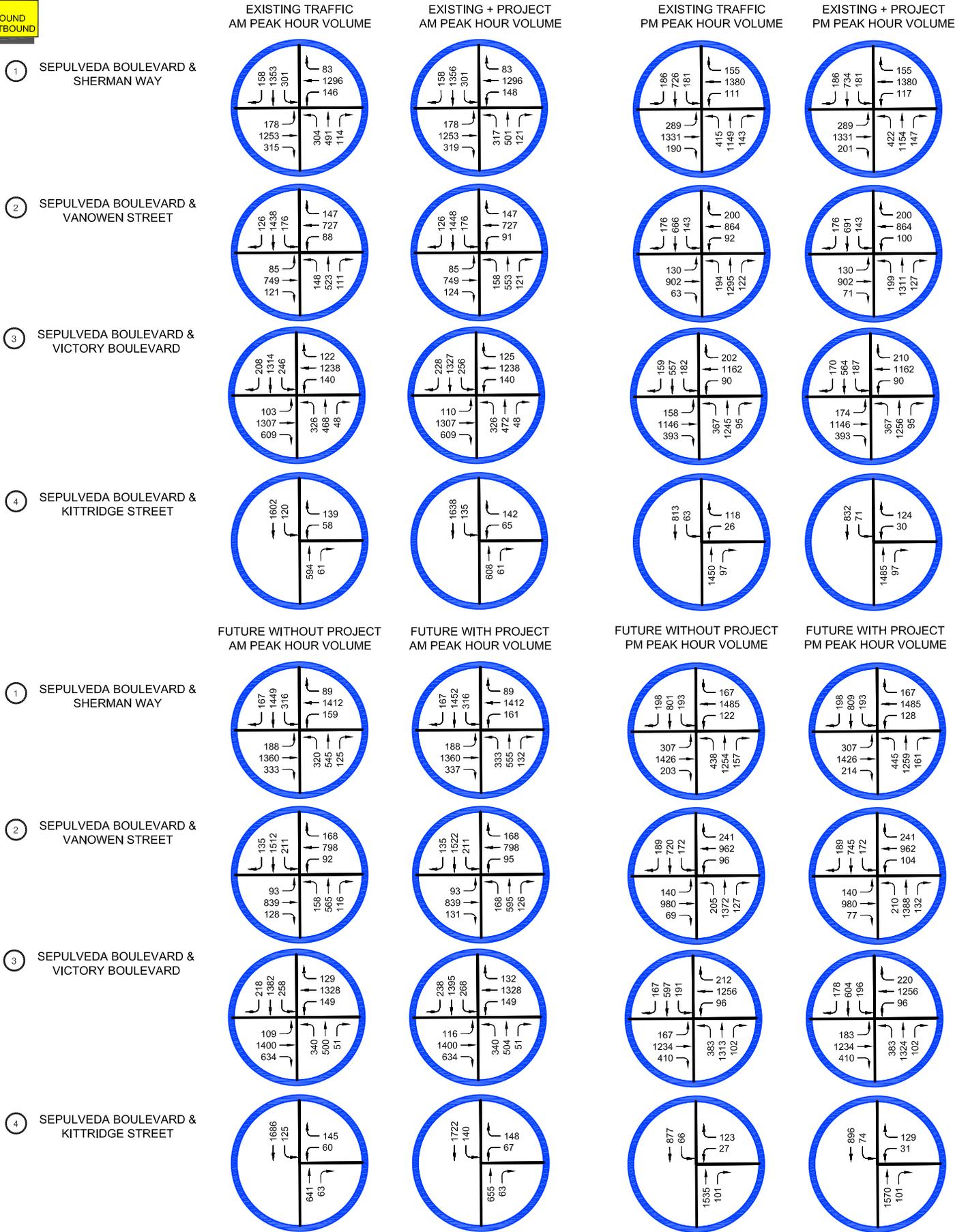


FIGURE 5

**EXISTING AND FUTURE TRAFFIC VOLUME
 WITHOUT AND WITH PROJECT
 AM AND PM PEAK HOUR**

The evaluation is based on capacity software which calculates the amount of delay per vehicle based upon the intersection traffic volumes, lane configurations, and signal timing. Once the vehicle delay value has been calculated, operating characteristics are assigned a level of service grade (A through F) to estimate the level of congestion and stability of the traffic flow. The term "Level of Service" (LOS) is used by traffic engineers to describe the quality of traffic flow. Definitions of the intersection LOS values are shown in Table 4a for traffic signals and Table 4b for stop controlled intersections,

Table 4a
Signalized Intersection Level of Service Definitions

<u>LOS</u>	<u>HCM (delay in seconds)</u>	<u>Operating Conditions</u>
A	Less than 10	No loaded cycles and few are even close. No approach phase is fully utilized with no delay.
B	>10 to 20	A stable flow of traffic.
C	>20 to 35	Stable operation continues. Loading is intermittent. Occasionally drivers may have to wait more on red signal and backups may develop behind turning vehicles.
D	>35-55	Approaching instability. Delays may be lengthy during short time periods within the peak hour. Vehicles may be required to wait through more than one signal cycle.
E	>55 to 80	At or near capacity with possible long queues for left-turning vehicles. Full utilization of every signal cycle is seldom attained.
F	> 80	Gridlock conditions with stoppages of long duration.

Table 4b
Stop Sign Controlled Intersection Level of Service Definitions

<u>LOS</u>	<u>DELAY (seconds)</u>
A	Less than or equal to 10
B	Over 10 to 15
C	16 - 25
D	26 - 35
E	36 - 50
F	Greater than 50



Results of the intersection LOS analysis are shown in Table 5 below for Existing (2022) and Future (2026) traffic conditions without and with the Project's traffic volume. Future traffic volumes have been increased by 1 percent per year and include other related development project's traffic volume provided in Appendix G.

Table 5
Traffic Conditions Without and With Project

No.	Intersection	Peak Hour	Existing (2022)		Existing + Project		Future (2026) Without Project		Future (2026) With Project	
			Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS
1	Sepulveda Boulevard & Sherman Way	AM	44.6	D	45.2	D	53.0	D	54.0	D
		PM	46.0	D	45.9	D	54.4	E	51.6	D
2	Sepulveda Boulevard & Vanowen Street	AM	37.0	D	37.9	D	43.3	D	45.1	D
		PM	38.8	D	40.5	D	44.9	D	44.9	D
3	Sepulveda Boulevard & Victory Boulevard	AM	37.5	D	39.5	D	42.0	D	42.3	D
		PM	32.3	C	33.1	C	37.1	D	35.8	D
4	Sepulveda Boulevard & Kittridge Street	AM	21.3	C	24.6	C	23.9	C	28.3	D
		PM	43.9	E	53.7	F	56.1	F	71.1	F

s = seconds

Results of the driveway delay and queuing LOS analysis are shown in Table 6 below for Existing (2022) with the Project and Future (2026) with the Project traffic. Note this analysis includes the existing traffic generated by the adjacent elder cared medical facility. As shown no significant queuing on Sepulveda Boulevard (maximum 1.7 vehicles turning from the southbound two-way left-turn lane on from Sepulveda Boulevard). The projected vehicle queuing exiting the driveway is estimated at 1.7 to 5 vehicles (95% percentile probability)

Table 6
Traffic Conditions at Project Driveway

Intersection	Peak Hour	Existing + Project 2022				Future + Project 2026		
		Delay and Queue Length				Delay and Queue Length		
		Direction	Delay (s)	LOS	QUEUE	Delay (s)	LOS	QUEUE
Sepulveda Boulevard & Project Driveway	AM	WB Out	21.6	C	1.7	25.1	D	2.0
		SB LEFT	14.9	B	0.5	16.5	C	0.5
	PM	WB Out	71.4	F	3.9	109.1	F	5.0
		SB LEFT	37.5	E	1.3	47.7	E	1.7

s = Seconds

95% percentile Queue = Vehicles

The 95th percentile says that 95% of the time, the usage is below this amount: with the remaining 5% of the time, the usage is above.

Queueing data for the study intersections is presented in the worksheets and summary Table in Appendix H. The Project does not create any significant operational deficiencies in the study area.

Passenger Loading Evaluation

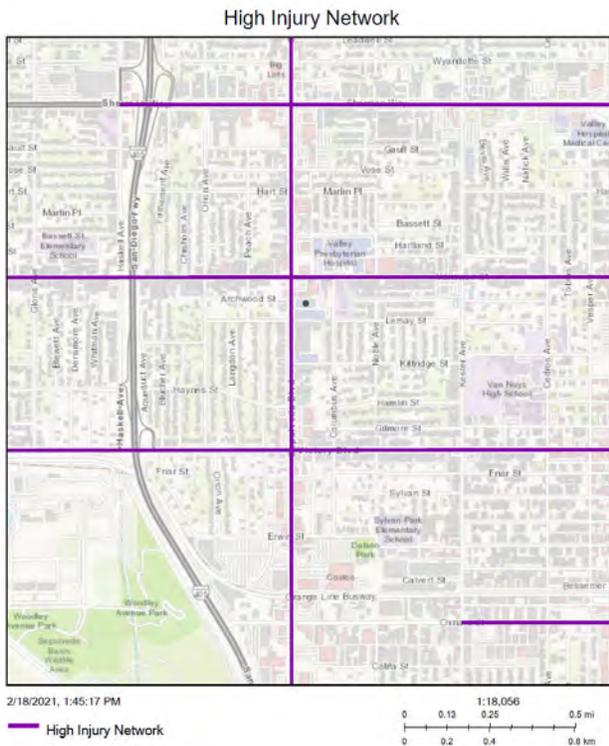
All required parking is located on – site in a parking garage. It is anticipated that all loadings will occur from within the parking garage, from the adjacent drive aisle or from the unrestricted parking lanes on the adjacent streets.

High Injury Network

Vision Zero Los Angeles identified a strategic plan to reduce traffic deaths to zero by focusing on engineering, enforcement, education, and evaluation. The priority identified in the report is safety with a goal to make the streets of the City of Los Angeles safer.

The priority identified in the report is safety with a goal to make the streets of the City of Los Angeles safer.

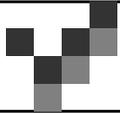
As part of an effort to achieve this goal, LADOT identified a High Injury Network (HIN) of city streets. The HIN identifies streets with a high number of traffic-related severe injuries and deaths across all modes of travel with emphasis on those involving pedestrians and cyclists



Sepulveda Boulevard is part of the HIN shown to the left and in Appendix C. LADOT is installing safety improvements on one mile of Vanowen Street, between Sepulveda Boulevard and Van Nuys Boulevard, as shown on the Los Angeles

safety improvement maps. The Project would not preclude or conflict with the implementation of this or any future Vision Zero projects in the public right-of-way.

<https://ladotlivablestreets.org/projects/vanowen-sepulveda-vannuys>



Guidance for Freeway Safety Analysis

On May 1, 2020, LADOT issued an Interim Guidance for Freeway Safety Analysis memorandum. The purpose of this memorandum is to provide interim guidance on the preparation of freeway safety analysis for land use proposals that are required by LADOT to prepare Transportation Assessments. The following evaluation is consistent with the LADOT guidance.

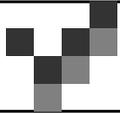
Caltrans District 7 requested that environmental analyses for new land use development projects include freeway off-ramp safety considerations. Specifically, it was requested that a development project study the effects on vehicle queuing on freeway off-ramps

In response, LADOT has developed the following criteria for a project freeway safety analysis to be included in Transportation Assessments for land development projects.

The initial step is to identify the number of Project trips expected to be added to nearby freeway off-ramps serving the Project Site. If the Project adds twenty-five or more trips to any off ramp in either the morning or afternoon peak hour, then that ramp should be studied for potential queuing impacts. If the Project is not expected to generate more than twenty-five or more peak hour trips at any freeway off-ramps, then a freeway ramp analysis is not required.

Project freeway traffic is not expected to exceed 25 peak hour trips in any one direction during either the morning or afternoon peak hour. The Project freeway traffic flow is estimated at most 10% with expected off ramp volumes of no more than 10 peak hour trips at any 405 Freeway off Ramps.

As shown in Figures 4 and 5, the Project traffic assignment graphic shows the Project will not add 25 peak hour trips to any freeway off ramp during any peak hour. Therefore, no further freeway safety analysis is necessary for the Project using this guidance criteria.



Construction Overview

Project construction is evaluated to determine if activities substantially interfere with pedestrian, bicycle, transit, or vehicle mobility. Factors to be considered are the location of the Project Site, the functional classification of the adjacent street affected, temporary loss of bus stops or rerouting of transit lines, and the loss of vehicle, bicycle, or pedestrian access.

The Project's potential construction impacts may involve temporary construction activities within the Sepulveda Boulevard roadway that could cause a temporary loss of on - street parking. However, most of the construction activity would occur on – site.

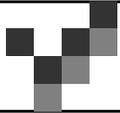
LADOT's TAG considers three areas to be considered when evaluating project construction activities.

Temporary Transportation Constraints

As part of the Project's construction, the City of Los Angeles may require a Construction Traffic Management Plan (Plan) to be implemented during the construction phase to minimize potential conflicts with vehicles, pedestrians, bicycle, and transit facilities associated with the Project's construction. The Plan should include a construction schedule, the location of any traffic lane or sidewalk closures, any traffic detours, haul routes, hours of operation, access plans to abutting properties, and contact information.

Construction workers are typically expected to arrive at the Project Site before 7:00 AM and depart before or after the weekday peak hours of 4:00 to 6:00 PM. Construction worker vehicles that cannot be accommodated on site will be provided off - street parking and encouraged to use public transit services and/or shuttle service to the site, if needed. Deliveries of construction materials will be coordinated to non-peak travel periods, to the extent possible and occur on-site or from the adjacent parking lanes.

For off-site activities, Worksite Traffic Control Plans would be prepared for any temporary traffic lane or sidewalk closures in accordance with City guidelines. These worksite plans will require a formal review and approval by the City prior to the issuance of any construction permits. In addition, the City of Los Angeles will require a Truck Haul Route plan including permitted hauling hours and a haul route to and from the landfill.



No detours around the construction site are expected; however, flaggers would be used to control traffic movement during the ingress and egress of construction trucks.

Since Project construction would not substantially interfere with pedestrian, bicycle or vehicle mobility, the construction impacts would be less than significant.

1. Temporary Loss of Access

Vehicular and pedestrian access to the adjacent properties will be maintained. Safe pedestrian circulation paths adjacent to or around the work areas will be provided by covered pedestrian walkways if necessary and will be maintained as required by City-approved Work Area Traffic Control Plans.

Since Project construction would not result in complete loss of vehicular or pedestrian access, the construction impacts on loss of access would be less than significant.

2. Temporary Loss of Bus Stops or Rerouting of Bus Lines

No bus stops are located within the immediate work zone adjacent to the Project Site that would need to be temporarily relocated. There will be no loss of pedestrian access to transit stops and no rerouting of bus lines are necessary.

Since Project construction would not require relocation of bus stops or bus lines, the construction impacts on transit operations would be less than significant.



Overland Traffic Consultants, Inc.

APPENDIX A

Memorandum of Understanding (MOU)



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: Uncommon Van Nuys
 Project Address: 6728 Sepulveda Boulevard
 Project Description: Construct 405 apartments (364 market rate and 41 affordable units).

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 Feature¹, that are being considered for this project:

<input type="checkbox"/>	Reduced Parking Supply ²	<input checked="" type="checkbox"/>	Bicycle Parking and Amenities	<input type="checkbox"/>	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 _____ 3 _____
 2 _____ 4 _____

III. TRIP GENERATION

Trip Generation Rate(s) Source: ITE 10th Edition / Other LADOT and ITE 11th Edition

Trip Generation Adjustment (Exact amount of credit subject to approval by LADOT)	Yes	No
Transit Usage	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Existing Active or Previous Land Use	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Internal Trip	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Pass-By Trip	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Transportation Demand Management (See above)	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

	<u>IN</u>	<u>OUT</u>	<u>TOTAL</u>
AM Trips	<u>34</u>	<u>101</u>	<u>135</u>
PM Trips	<u>82</u>	<u>54</u>	<u>136</u>

NET Daily Vehicle Trips (DVT)
<u>1,549</u> DVT (ITE 11ed.)
<u>1,815</u> 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: 2026 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 Sepulveda Boulevard and Sherman Way 4 Sepulveda Boulevard and Kittridge Street
- 2 Sepulveda Boulevard and Vanowen Street 5 _____
- 3 Sepulveda Boulevard and Victory Boulevard 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 Sepulveda Bd frontage 165 feet
- 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., the Transportation Assessment must assess the project’s potential effect on pedestrian, bicycle, and transit facilities in the vicinity of the proposed project. Complete **Attachment C.1: Access Assessment Criteria** and attach to the draft Transportation Assessment to support the analysis. For the full scope of analysis, see Section 3.2 of the Transportation Assessment Guidelines.

VII. SITE PLAN AND MAP OF STUDY AREA

Please note that the site plan should 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	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
*Project Vehicle Peak Hour trips at each study intersection	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
*Project Vehicle Peak Hour trips at each project access point	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
*Project trip distribution percentages at each study intersection	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Project driveways designed per LADOT MPP 321 (show widths and directions or lane assignment)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Pedestrian access points and any pedestrian paths	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Pedestrian loading zones	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Delivery loading zone or area	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bicycle parking onsite	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bicycle parking offsite (in public right-of-way)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

*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

	<u>CONSULTANT</u>	<u>DEVELOPER</u>
Name:	<u>Overland Traffic Consultants Inc.</u>	<u>6728 Sepulveda QOZBLLC</u>
Address:	<u>952 Manhattan Beach Bd #100, Manhattan Beach CA 90266</u>	<u>9220 Winnetka Avenue Los Angeles CA 91311</u>
Phone Number:	<u>310.930.3303</u>	<u>818.738.5688</u>
E-Mail:	<u>otc@overlandtraffic.com</u>	<u>opher@uncommondevelopers.com</u>

Approved by:	x		9-15-2022	x		9/21/2022
		Consultant's Representative			Date	LADOT Representative
Adjacent Municipality:			Approved by: (if applicable)		Representative	Date

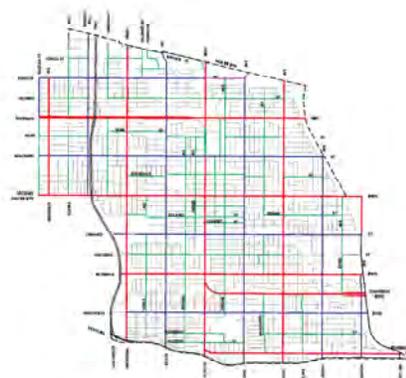
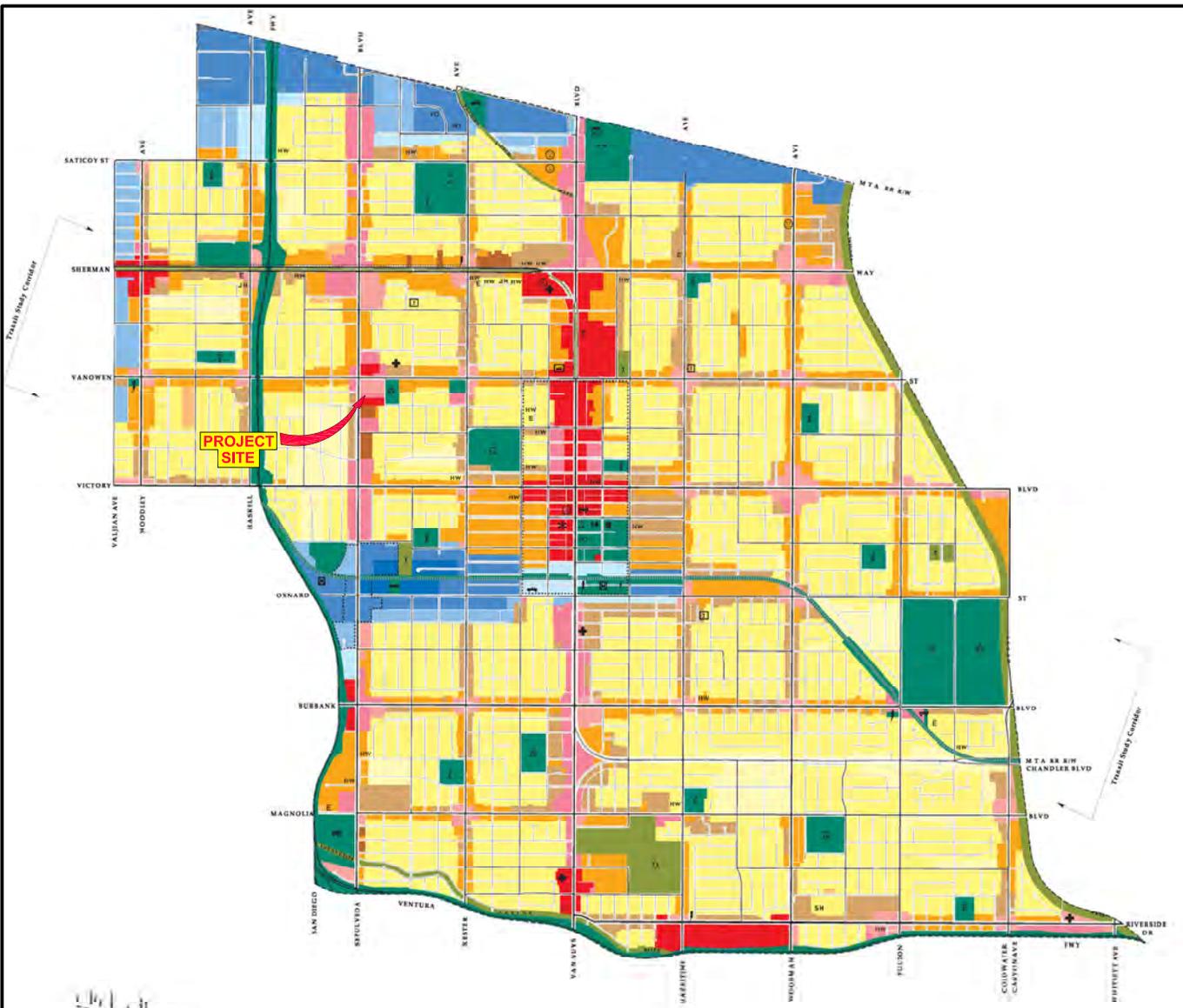
**MOUs are generally valid for two years after signing. If after two years a transportation assessment has not been submitted to LADOT, the developer's representative shall check with the appropriate LADOT office to determine if the terms of this MOU are still valid or if a new MOU is needed.



Overland Traffic Consultants, Inc.

APPENDIX B

Community Plan Land Use Map



LAND USE

RESIDENTIAL	COMMERCIAL/GENERAL	INDUSTRIAL	COMMERCIAL/GENERAL
LOW DENSITY	COMMERCIAL/GENERAL	INDUSTRIAL	COMMERCIAL/GENERAL
...

CIRCULATION

SPECIAL BOUNDARY

ADMINISTRATIVE BOUNDARY

- SERVICE SYSTEMS**
1. Major Arterial
 2. Major Arterial
 3. Major Arterial
 4. Major Arterial
 5. Major Arterial
 6. Major Arterial
 7. Major Arterial
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 42. Major Arterial
 43. Major Arterial
 44. Major Arterial
 45. Major Arterial
 46. Major Arterial
 47. Major Arterial
 48. Major Arterial
 49. Major Arterial
 50. Major Arterial

City of Los Angeles - City Planning Department - Systems And GIS Division

GENERAL PLAN LAND USE MAP (as of February 04 2015)
VAN NUYS - NORTH SHERMAN OAKS COMMUNITY PLAN
 A PART OF THE GENERAL PLAN OF THE CITY OF LOS ANGELES



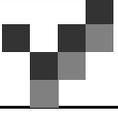
COMMUNITY PLAN LAND USE MAP

Overland Traffic Consultants, Inc.
 952 Manhattan Beach Bl, #100, Manhattan Beach, CA 90266
 (310) 545 - 1235, OTC@overlandtraffic.com

VAN NUYS - NORTH SHERMAN OAKS

SUMMARY OF LAND USE

CATEGORY	LAND USE	CORRESPONDING ZONES	NET ACRES	% AREA	TOTAL NET ACRES	TOTAL % AREA
RESIDENTIAL						
Single Family					3,141	38.2
	Very Low	RE20, RA, RE15, RE11	277	3.4		
	Low	RE9, RS, R1, RU, RD6, RD5	2,864	34.8		
Multiple					1,237	15.1
	Low Medium I	R2, RD3, RD4, RZ3, RZ4, RU, RW1	24	0.3		
	Low Medium II	RD1.5, RD2, RW2, RZ2.5	458	5.6		
	Medium	R3	738	9.0		
	High Medium	R4	17	0.2		
COMMERCIAL					586	7.1
	Neighborhood	C1, C1.5, C2, C4	164	2.0		
	General	CR, C1.5, C2, C4	211	2.5		
	Community	CR, C2, C4	188	2.3		
	Regional	CR, C1.5, C2, C4, R3, R4, R5	23	0.3		
INDUSTRIAL					611	7.4
	Commercial	CM, P	67	0.8		
	Limited	CM, MR1, M1	156	1.9		
	Light	MR2, M2	362	4.4		
	Heavy	M3	26	0.3		
PARKING					1	0.0
	Parking	P, PB	1	0.0		
OPEN SPACE/PUBLIC FACILITIES					850	10.4
	Open Space	OS, A1	169	2.1		
	Public Facilities	PF	681	8.3		
STREETS					1,794	21.8
	Private Streets	-	1	0.0		
	Public Streets	-	1,793	21.8		
TOTAL					8,220	100.0



Overland Traffic Consultants, Inc.

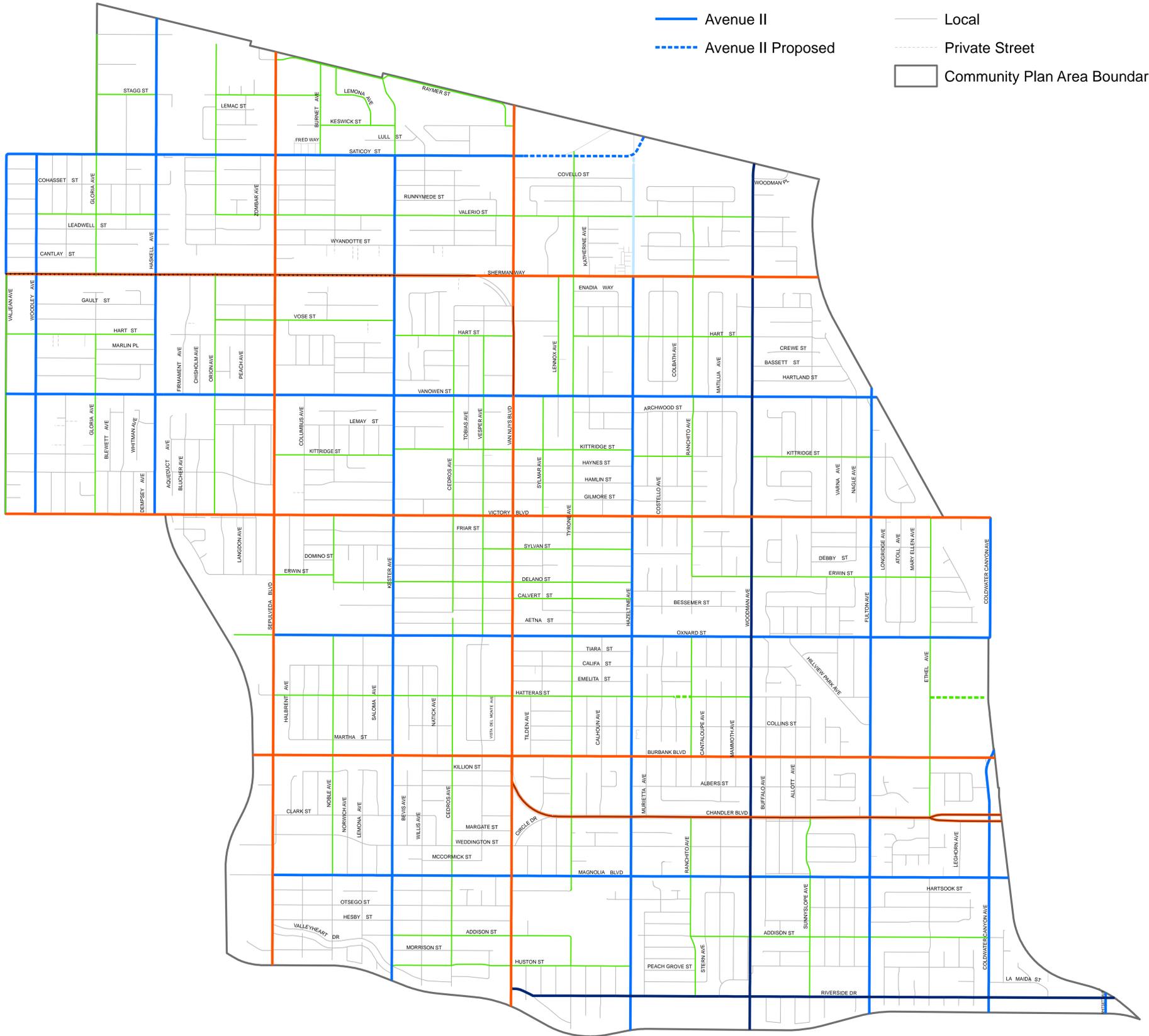
APPENDIX C

Street Standards, Circulation & High Injury Network Map

VAN NUYS - NORTH SHERMAN OAKS CIRCULATION

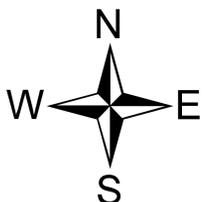
Legend

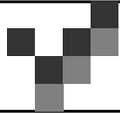
- Boulevard II
- Boulevard II Divided
- Boulevard II Divided Scenic
- Avenue I
- Avenue II
- Avenue II Proposed
- Avenue III
- Avenue III Proposed
- Collector
- Collector Proposed
- Local
- Private Street
- Community Plan Area Boundary



Date: 2/7/2017
DEPARTMENT OF CITY PLANNING
INFORMATION TECHNOLOGIES DIVISION

Disclaimer:
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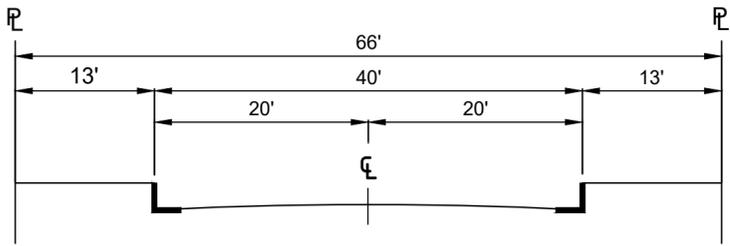


Street Designations and Standard Roadway Dimensions

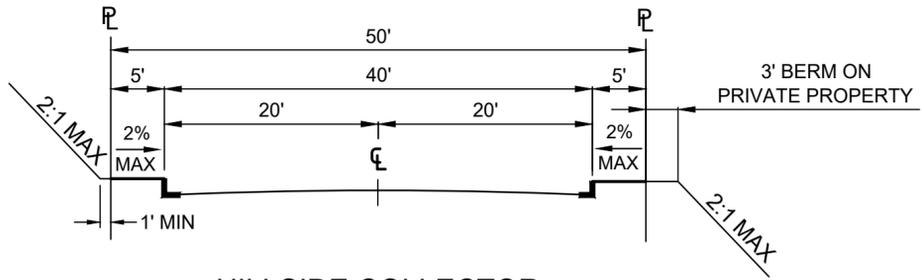
Previous Designation	Previous Designated Dimensions	Example of Previous Built Dimensions	New Designation(s)	New Designated Dimensions (right-of-way/(Right-of-Way/Roadway widths, feet) Roadway widths, feet)
Major Highway Class I	(126/102)	(126/102)	Boulevard I	(136/100)
		(110/80)	Boulevard II	(110/80)
Major Highway Class II	(104/80)	(104/80)	Boulevard II	(110/80)
		(100/70)	Avenue I	(100/70)
		(86/56)	Avenue II	(86/56)
		(72/46)	Avenue III	(72/46)
Secondary Highway (90/70)	(90/70)	(100/70)	Avenue I	(100/70)
		(86/56)	Avenue II	(86/56)
		(72/46)	Avenue III	(72/46)
		(66/40)	Collector Street	(66/40)
Collector Street	(64/44)	(64/44)	Collector Street	(66/40)
Industrial Collector Street	(64/48)	(64/48)	Industrial Collector Street	(68/48)
Local Street	(60/36)	(60/36)	Local Standard	(60/36)
		(50/30)	Local Limited	(50/30)
Industrial Local	(60/44)	(60/44)	Industrial Local	(64/44)
Standard Walkway	10	10	Pedestrian Walkway	(10-25)
	(New Designation)		Shared Street	(30' / 10')
	(New Designation)		Access Roadway	(20 right-of-way)
Service Road	20	Various	One-Way Service Road - Adjoining Arterial Streets	(28-35/12 or 18)
			Bi-Directional Service Road - Adjoining Arterial Streets	(33-41/20 or 28)
Hillside Collector	(50/40)	(50/40)	Hillside Collector	(50/40)
Hillside Local	(44/36)	(44/36)	Hillside Local	(44/36)
Hillside Limited Standard	(36/28)	(36/28)	Hillside Limited Standard	(36/28)

NON-ARTERIAL STREETS

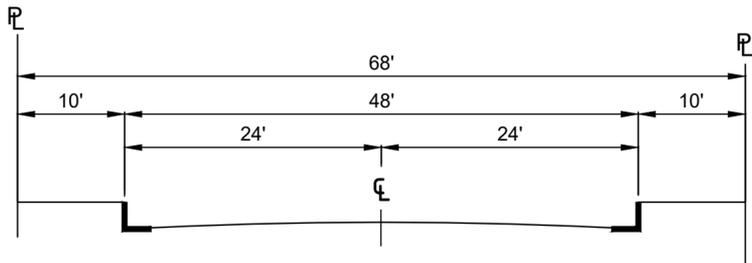
HILLSIDE STREETS



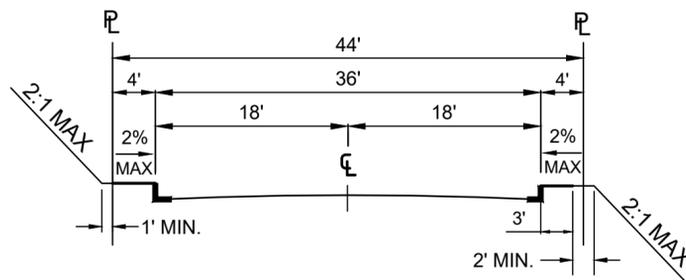
COLLECTOR STREET



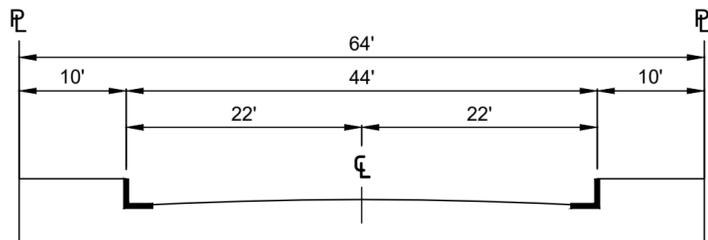
HILLSIDE COLLECTOR



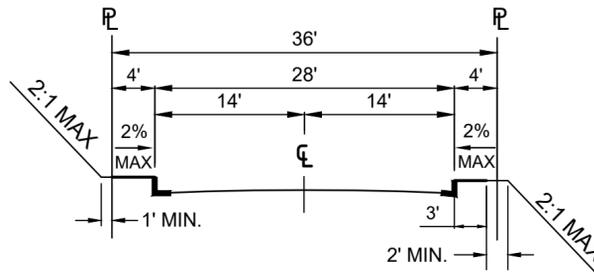
INDUSTRIAL COLLECTOR STREET



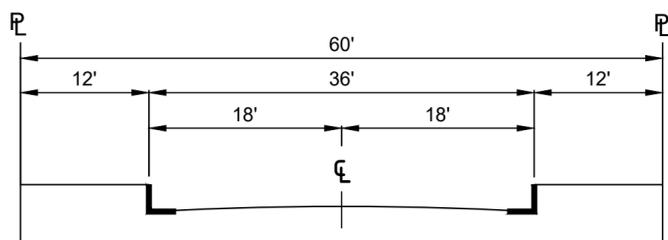
HILLSIDE LOCAL



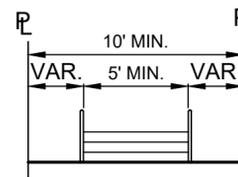
INDUSTRIAL LOCAL STREET



HILLSIDE LIMITED STANDARD

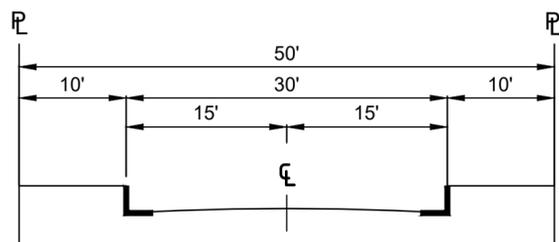


LOCAL STREET - STANDARD



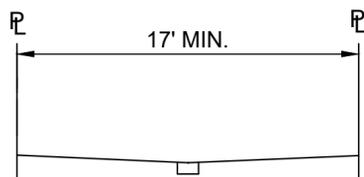
PUBLIC STAIRWAY

CONSTRUCTED IN ACCORDANCE WITH
BUREAU OF ENGINEERING STANDARD PLANS

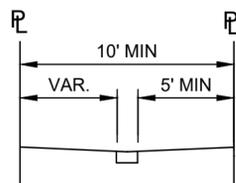


LOCAL STREET - LIMITED

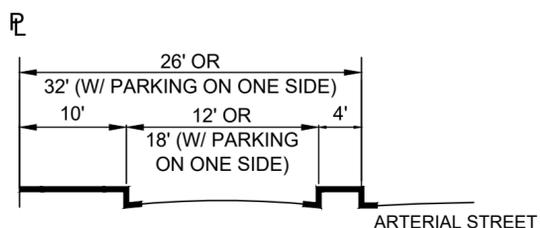
OTHER PUBLIC RIGHTS-OF-WAY



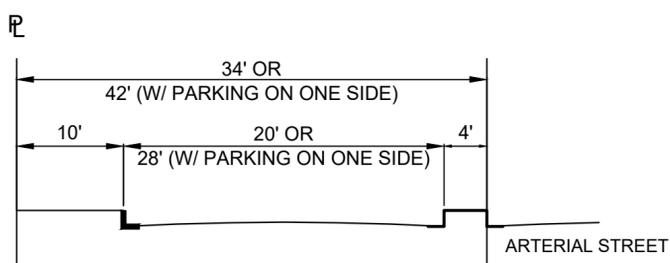
SHARED STREET



PEDESTRIAN WALKWAY

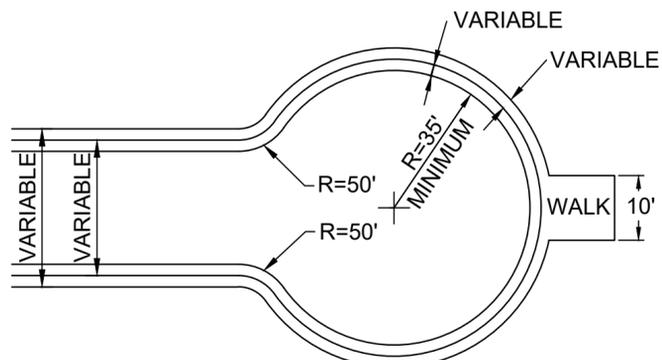


ONE-WAY SERVICE ROAD



BI-DIRECTIONAL SERVICE ROAD

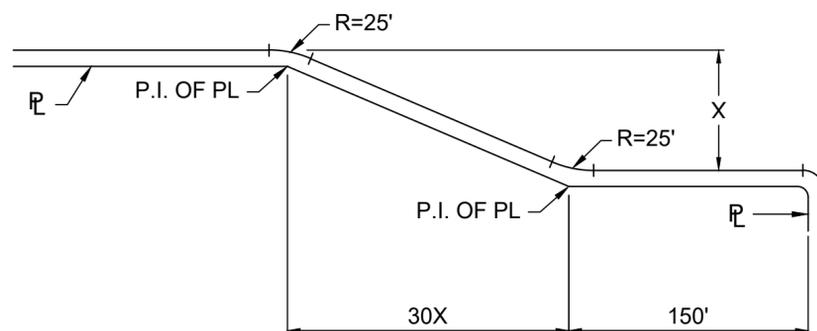
CUL-DE-SAC



**MAY BE UNSYMMETRICAL
(PLAN VIEW)**

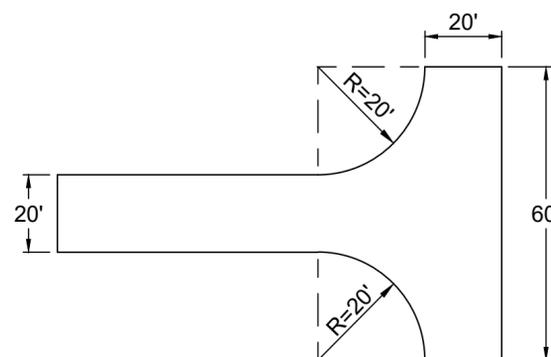
NOTE: FOR FIRE TRUCK CLEARANCE, NO OBSTRUCTION TALLER THAN 6" SHALL BE PERMITTED WITHIN 3FT. OF THE CURB. ON-STREET PARKING SHALL BE PROHIBITED.

TRANSITIONAL EXTENSIONS

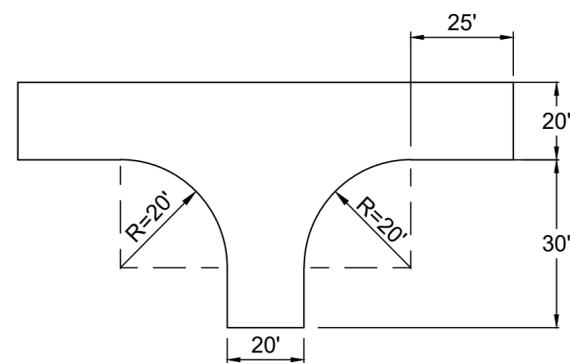


**STANDARD FLARE SECTION
(PLAN VIEW)**

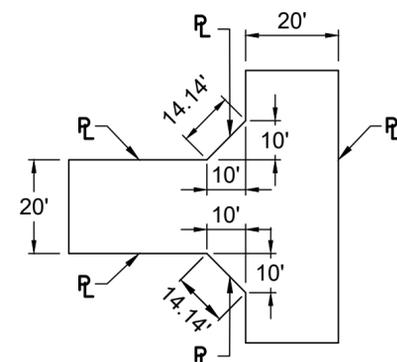
ALLEYS



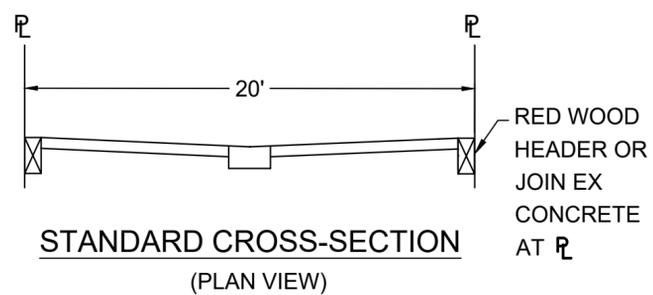
**STANDARD TURNING AREA
(PLAN VIEW)**



**MINIMUM TURNING AREA
(PLAN VIEW)**



**STANDARD CUT CORNERS
FOR 90° INTERSECTION
(PLAN VIEW)**



**STANDARD CROSS-SECTION
(PLAN VIEW)**



Overland Traffic Consultants, Inc.

APPENDIX D
Transit Routes



Transit Service Guide

The table shows approximate frequency in minutes for all Metro services and major municipal bus lines on this map. Information reflects the main part of the line. Consult schedules for details.

Metro Rail & Busway

LINE	PEAK	WEEKDAY		SATURDAY		SUNDAY	
		DAY	EVE	DAY	EVE	DAY	EVE
B Line	15	15	15-20	15	15-20	15	15-20
B Line	6	10	10-20	10	12-20	12	12-20

Metro Bus

LINE	PEAK	WEEKDAY		SATURDAY		SUNDAY	
		DAY	EVE	DAY	EVE	DAY	EVE
2	7.5	10	20-30	12	20-30	12	20-30
90	30	30	30-60	30	30-60	30	30-60
92	30	30	30-60	30	45-60	30	45-60
94	15	15	30-60	30	30-60	30	30-60
96	45	45	-	60	-	60	-
150	20	25	30-60	30	45-60	30	45-60
152	15	20	20-60	30	30-60	30	30-60
154	60	60	60	60	60	60	60
155	60	60	60	60	60	60	60
158	60	60	60	60	60	60	60
161	30-60	60	-	60	-	60	-
162	15-20	20	20-60	30	30-60	30	30-60
164	20	20	20-60	30	45-60	30	45-60
165	15	15	20-60	30	40-60	30	40-60
166	15-20	20	20-45	30	30-45	30	30-45
167	50-60	50	55-60	50-60	55-60	50-60	55-60
169	60	60	60	60	60	60	60
180	12	12	12-30	15	15-30	15	15-30
182	30	30	30-50	40	40-50	40	40-50
204	10	10	12-30	12	20-30	12	20-30
206	15	20	30-60	30	30-60	30	30-60
207	6-7.5	10	10-25	10	10-25	10	10-25
210	10-12	12	15-55	12	15-60	12	15-60
212	15	15	15-35	15	20-35	15	20-35
217	12	12	15-30	15	15-30	15	15-30
218	55	55	55-60	55	55-60	55	55-60
222	60	60	60	60	60	60	60
224	15-20	20	20-60	25	25-60	25	25-60
230	30	40	40-60	35	45-60	45	45-60
233	10	12	12-60	12	20-60	12	20-60
234	12	12	12-60	15	20-60	15	20-60
235	60	60	-	-	-	-	-
236	60	60	60	60	60	60	60
237	60	60	60	60	60	60	60
240	12	12	12-30	15	15-30	20	20-30
242	40	40	40	40	40	40	40
243	40	40	40	40	40	40	40
244	30	30	30	45	45	45	45
294	30	30	30-60	30	30-60	30	30-60
501	30	30	30	40	40	40	40
601	20	20	20	20	20	20	20
603	15	15	15-30	15	15-30	15	20-30
690	25-50	50	50	50	50	50	50
754	12	12	20-30	15	30	15	30
761	15	15	20-30	30	30	30	30

LADOT Commuter Express

LINE	PEAK	WEEKDAY		SATURDAY		SUNDAY	
		DAY	EVE	DAY	EVE	DAY	EVE
409	15-40	-	-	-	-	-	-
419	15-75	-	-	-	-	-	-
422	10-35	-	-	-	-	-	-
423	5-65	-	-	-	-	-	-
549	20-40	-	-	-	-	-	-
573	10-45	-	-	-	-	-	-
574	25-60	-	-	-	-	-	-

LADOT DASH

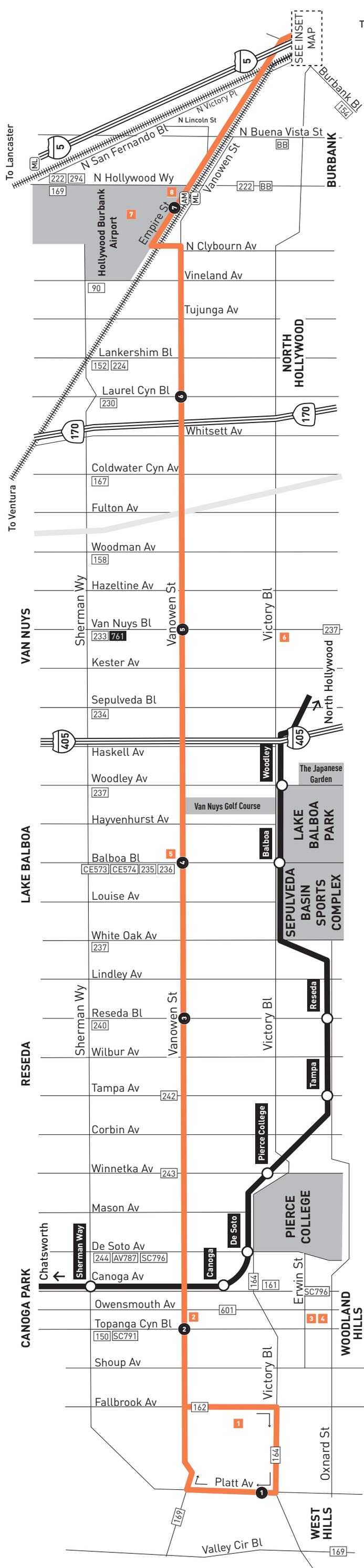
LINE	PEAK	WEEKDAY		SATURDAY		SUNDAY	
		DAY	EVE	DAY	EVE	DAY	EVE
BC	25	25	-	25	-	25	-
NR	15-20	20	-	20	-	20	-
OF	15-20	15-20	15-20	15	15	15	15
PV	20	20	-	20	-	20	-
SYL	15	15	15	30	-	30	-
VS	30	30	-	30	-	30	-

Metro Bus Lines

- 761** A thick line shows a frequency of 15 minutes or better.*
- 166** A thin line shows a less frequent service.*
- 167** A dashed line shows a part-time service.**
- 234**

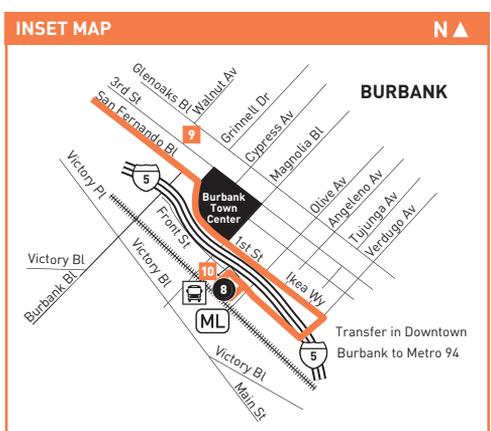
* Based on weekday peak and midday frequencies.
 ** Part-time means peak only or Owl (late night) services.

All information is subject to change. Before you go, check with Metro or your local transit operator for the latest updates.



To Los Angeles

To Lancaster
To Ventura



- MAP NOTES**
- 1 Fallbrook Center**
 - 2 Westfield Topanga**
 - 3 Westfield Promenade**
 - 4 Warner Center Transit Hub**
Metro 601; CE422; LA County Beach Bus; VCTC Conejo Connection
 - 5 Van Nuys Airport**
 - 6 Van Nuys High School**
 - 7 Hollywood Burbank Airport**
 - 8 Burbank Regional Intermodal Transportation Center**
Metro 169, 222; BB Noho / Airport
 - 9 Burbank High School**
 - 10 Burbank Downtown Station**
Metro 92, 96, 154, 155, 164, 165, 294; SC794; BB Media District, Airport/Empire; Megabus; Amtrak; Metrolink Antelope Valley Line, Ventura County Lines

- LEGEND**
- Line 165
 - G Line (Orange) Route
 - Metrolink Rail
 - Local Stop Timepoint
 - Metro G Line (Orange) Station
 - Transit Center
 - Amtrak Station
 - Metrolink Station
 - AV Antelope Valley Transit Authority
 - BB Burbank Bus
 - CE LADOT Commuter Express
 - SC Santa Clarita Transit

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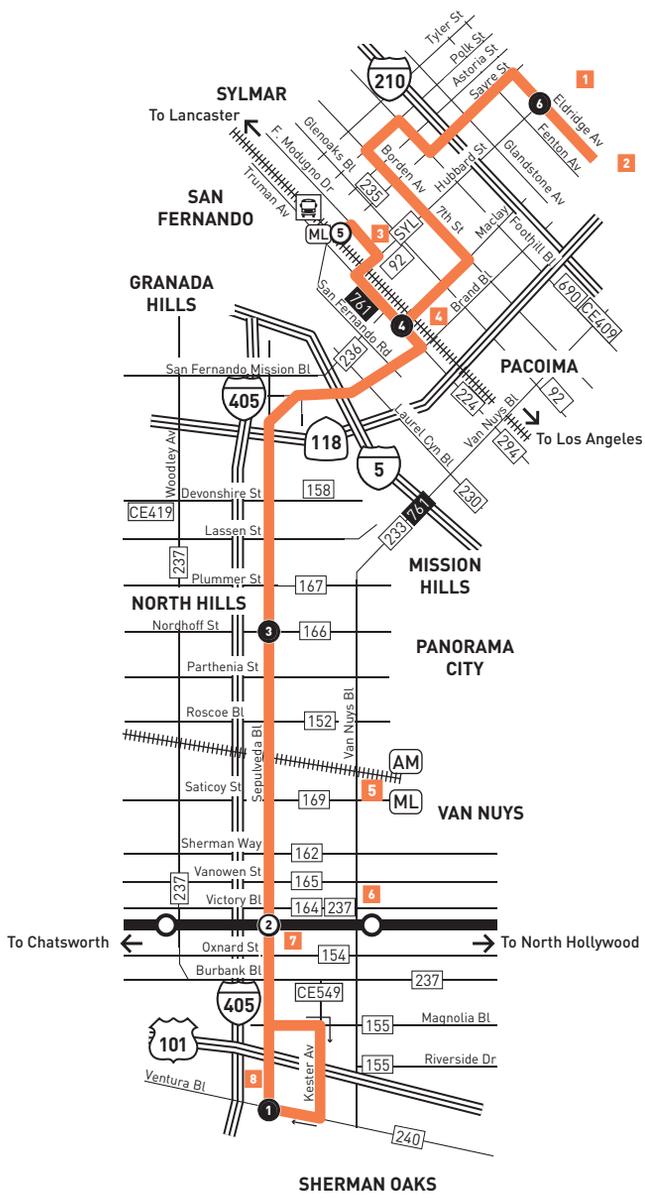
Eastbound *Al Este* (Approximate Times / Tiempos Aproximados)

WEST HILLS	CANOGA PARK	RESEDA	LAKE BALBOA	VAN NUYS	NORTH HOLLYWOOD	BURBANK
1	2	3	4	5	6	7 8
Platt & Victory	Vanowen & Topanga Canyon	Vanowen & Reseda	Vanowen & Balboa	Vanowen & Van Nuys	Vanowen & Laurel Canyon	Hollywood Burbank Airport & Empire Burbank Station
4:37A	4:44A	4:55A	5:01A	5:11A	5:21A	5:29A
4:57	5:04	5:17	5:23	5:33	5:43	5:51
5:16	5:23	5:36	5:42	5:53	6:04	6:13
5:29	5:36	5:50	5:56	6:08	6:20	6:29
5:43	5:50	6:04	6:10	6:23	6:35	6:44
5:56	6:03	6:18	6:24	6:38	6:50	6:59
6:11	6:18	6:33	6:39	6:53	7:06	7:16
6:25	6:33	6:48	6:54	7:08	7:21	7:31
6:37	6:45	7:01	7:09	7:23	7:36	7:46
6:52	7:00	7:16	7:24	7:38	7:52	8:02
7:06	7:14	7:30	7:39	7:53	8:07	8:17
7:20	7:28	7:45	7:54	8:08	8:21	8:31
7:34	7:43	8:00	8:09	8:23	8:36	8:46
7:50	7:59	8:15	8:24	8:38	8:51	9:01
8:06	8:15	8:31	8:39	8:53	9:06	9:16
8:21	8:30	8:46	8:54	9:08	9:20	9:30
8:37	8:46	9:02	9:09	9:23	9:35	9:45
8:52	9:01	9:17	9:24	9:38	9:50	10:00
9:07	9:16	9:32	9:39	9:53	10:05	10:15
9:22	9:31	9:47	9:54	10:08	10:20	10:30
9:37	9:46	10:02	10:09	10:23	10:35	10:45
9:52	10:01	10:17	10:24	10:38	10:50	11:00
10:07	10:16	10:32	10:39	10:53	11:05	11:15
10:22	10:31	10:47	10:54	11:08	11:20	11:30
10:37	10:46	11:02	11:09	11:23	11:35	11:45
10:52	11:01	11:17	11:24	11:38	11:50	12:00P
11:07	11:16	11:32	11:39	11:53	12:05P	12:15
11:22	11:31	11:47	11:54	12:08P	12:20	12:30
11:37	11:46	12:02P	12:09P	12:23	12:35	12:45
11:51	12:00P	12:16	12:23	12:38	12:50	1:00
12:06P	12:15	12:31	12:38	12:53	1:05	1:15
12:21	12:30	12:46	12:53	1:08	1:20	1:30
12:36	12:45	1:01	1:08	1:23	1:35	1:45
12:51	1:00	1:16	1:23	1:38	1:50	2:00
1:06	1:15	1:31	1:38	1:53	2:05	2:15
—	—	—	1:40	1:55	2:07	—
—	—	—	1:45	2:00	2:12	2:22
1:21	1:30	1:46	1:53	2:08	2:20	2:30
1:36	1:45	2:01	2:08	2:23	2:35	2:45
1:51	2:00	2:16	2:23	2:38	2:50	3:00
2:06	2:15	2:31	2:38	2:53	3:05	3:15
2:21	2:30	2:46	2:53	3:08	3:21	3:31
2:33	2:42	2:58	3:07	3:23	3:36	3:46
—	—	—	3:10	3:26	3:39	—
—	—	—	3:17	3:33	3:46	3:56
2:47	2:56	3:13	3:22	3:38	3:51	4:01
3:01	3:11	3:28	3:37	3:53	4:06	4:16
3:15	3:25	3:42	3:51	4:08	4:21	4:31
3:30	3:40	3:57	4:05	4:23	4:36	4:46
3:44	3:54	4:12	4:20	4:38	4:51	5:01
4:00	4:09	4:27	4:35	4:53	5:06	5:16
4:15	4:24	4:42	4:50	5:08	5:21	5:31
4:32	4:41	4:59	5:06	5:23	5:36	5:46
4:48	4:57	5:14	5:21	5:38	5:51	6:01
5:03	5:12	5:29	5:36	5:53	6:06	6:16
5:19	5:28	5:45	5:52	6:08	6:21	6:31
5:35	5:44	6:01	6:08	6:23	6:36	6:46
5:52	6:01	6:17	6:24	6:38	6:50	7:00
6:07	6:16	6:32	6:39	6:53	7:05	7:15
6:27	6:36	6:52	6:59	7:13	7:25	7:35
6:48	6:57	7:12	7:19	7:33	7:45	7:54
7:18	7:27	7:42	7:49	8:02	8:13	8:22
8:07	8:15	8:29	8:35	8:47	8:58	9:06
9:10	9:17	9:30	9:36	9:47	9:58	10:06
10:10	10:17	10:30	10:36	10:47	10:58	11:06
11:10	11:17	11:30	11:36	11:47	11:58	12:06A

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Westbound *Al Oeste* (Approximate Times / Tiempos Aproximados)

BURBANK	NORTH HOLLYWOOD	VAN NUYS	LAKE BALBOA	RESEDA	CANOGA PARK	WEST HILLS
8	7	6	5	4	3	2 1
Burbank Station	Hollywood Burbank Airport & Empire	Vanowen & Laurel Canyon	Vanowen & Van Nuys	Vanowen & Balboa	Vanowen & Reseda	Vanowen & Topanga Canyon Platt & Victory
4:29A	4:43A	4:52A	5:03A	5:13A	5:20A	5:34A
5:00	5:15	5:24	5:35	5:46	5:53	6:07
5:19	5:34	5:44	5:55	6:07	6:14	6:28
5:33	5:48	5:58	6:10	6:22	6:29	6:44
5:48	6:03	6:13	6:25	6:38	6:45	7:00
6:03	6:18	6:28	6:40	6:53	7:00	7:16
6:18	6:33	6:43	6:55	7:10	7:18	7:34
6:27	6:43	6:53	7:06	7:22	7:30	7:47
—	—	7:00	7:14	7:30	7:39	7:56
6:41	6:57	7:08	7:22	7:40	7:49	8:05
—	—	7:16	7:30	7:49	7:58	8:13
6:56	7:12	7:23	7:38	7:57	8:05	8:20
—	—	7:31	7:46	8:04	8:12	8:27
7:12	7:28	7:39	7:54	8:10	8:18	8:33
—	—	7:47	8:02	8:17	8:25	8:40
7:28	7:45	7:56	8:10	8:25	8:33	8:48
7:43	8:00	8:11	8:25	8:39	8:46	9:01
7:59	8:16	8:27	8:40	8:54	9:01	9:16
8:14	8:31	8:42	8:55	9:08	9:15	9:30
8:29	8:46	8:57	9:10	9:23	9:30	9:45
8:45	9:02	9:12	9:25	9:38	9:45	10:00
9:00	9:17	9:27	9:40	9:53	10:00	10:15
9:15	9:32	9:42	9:55	10:08	10:15	10:30
9:30	9:47	9:57	10:10	10:23	10:30	10:45
9:45	10:02	10:12	10:25	10:38	10:45	11:00
10:00	10:17	10:27	10:40	10:53	11:00	11:15
10:15	10:32	10:42	10:55	11:08	11:15	11:30
10:29	10:46	10:56	11:10	11:23	11:30	11:45
10:44	11:01	11:11	11:25	11:38	11:45	12:00P
10:58	11:16	11:26	11:40	11:53	12:00P	12:15
11:13	11:31	11:41	11:55	12:08P	12:15	12:30
11:28	11:46	11:56	12:10P	12:23	12:30	12:45
11:43	12:01P	12:11P	12:25	12:38	12:45	1:00
11:58	12:16	12:26	12:40	12:53	1:00	1:15
12:13P	12:31	12:41	12:55	1:08	1:15	1:30
12:28	12:46	12:56	1:10	1:23	1:30	1:45
—	—	—	—	—	1:43	1:58
12:43	1:01	1:11	1:25	1:38	1:45	2:00
12:57	1:16	1:26	1:40	1:53	2:00	2:15
1:11	1:30	1:41	1:55	2:08	2:15	2:30
1:26	1:45	1:56	2:10	2:23	2:30	2:45
1:41	2:00	2:11	2:25	2:39	2:46	3:01
1:56	2:15	2:26	2:40	2:54	3:01	3:16
2:11	2:30	2:41	2:55	3:10	3:18	3:33
—	—	—	—	—	3:20	3:35
2:26	2:45	2:56	3:10	3:26	3:35	3:50
2:41	3:00	3:11	3:25	3:40	3:49	4:04
2:56	3:15	3:26	3:40	3:55	4:04	4:19
3:11	3:30	3:41	3:55	4:10	4:19	4:34
3:26	3:45	3:56	4:10	4:25	4:34	4:49
3:41	4:00	4:11	4:25	4:40	4:48	5:18
3:56	4:15	4:26	4:40	4:55	5:03	5:33
4:11	4:30	4:41	4:55	5:10	5:18	5:33
4:26	4:45	4:56	5:10	5:25	5:33	5:48
4:41	5:00	5:11	5:25	5:40	5:48	6:03
4:56	5:15	5:26	5:40	5:55	6:03	6:18
5:11	5:30	5:41	5:55	6:09	6:17	6:32
5:26	5:45	5:56	6:10	6:23	6:31	6:46
5:41	6:00	6:11	6:25	6:38	6:45	7:00
5:57	6:16	6:27	6:40	6:53	7:00	7:14
6:12	6:31	6:42	6:55	7:07	7:14	7:28
6:27	6:46	6:57	7:10	7:22	7:29	7:43
6:43	7:02	7:12	7:25	7:37	7:44	7:58
7:02	7:21	7:31	7:44	7:56	8:03	8:16
7:33	7:51	8:00	8:12	8:23	8:29	8:42
8:13	8:31	8:40	8:52	9:03	9:09	9:21
8:53	9:11	9:20	9:32	9:43	9:49	10:01
9:35	9:53	10:02	10:12	10:23	10:29	10:41
10:35	10:52	11:01	11:11	11:21	11:27	11:38
11:35	11:52	12:01A	12:11A	12:21A	12:27A	12:38A



LEGEND

-  Line 234 Route
-  Metro G Line (Orange)
-  Metrolink
-  Local Stop Timepoint
-  Amtrak Station
-  Metrolink Station
-  Transit Center
-  LADOT Commuter Express
-  LADOT Sylmar DASH

MAP NOTES

- 1 Los Angeles Mission College**
- 2 Los Angeles Mission College East Campus**
- 3 Sylmar Station**
Metro 92, 224, 230, 234, 235, 236, 294, 690, 761; CE574; LADOT Sylmar DASH; Metrolink Antelope Valley Line
- 4 San Fernando Courthouse and City Hall**
- 5 Van Nuys Metrolink Station**
Metro 169, 233, 761; Metrolink Ventura County Line; Amtrak
- 6 Van Nuys Civic Center**
- 7 Sepulveda G Line (Orange) Station**
Metro 154, 234
- 8 Sherman Oaks Galleria**

Monday through Friday

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Northbound Al Norte (Approximate Times / Tiempos Aproximados)

SHERMAN OAKS	VAN NUYS	NORTH HILLS	SAN FERNANDO	SYLMAR	
①	②	③	④	⑤	⑥
Sepulveda & Ventura	Sepulveda G Line (Orange) Station	Sepulveda & Nordhoff	Truman & Maclay	Sylmar Station	(Mission College) Hubbard & Eldridge
4:07A 4:37 5:07 5:27 5:41 5:53 6:05 6:17 6:29 6:41 6:53 7:05 7:16 7:29 7:41 7:53 8:04 8:16 8:28 8:40 8:52 9:04 9:16 9:28 9:40 9:52 10:04 10:16 10:28 10:40 10:52 11:04 11:16 11:28 11:40 11:52 12:04P 12:16 12:27 12:39 12:51 1:03 1:15 1:27 1:39 1:51 2:03 2:15 2:27 2:39 2:51 3:03 3:15 3:27 3:39 3:51 4:03 4:15 4:27 4:39 4:51 5:03 5:15 5:27 5:39 5:51 6:03 6:15 6:27 6:39 6:51 7:10 7:30 7:50 8:10 8:35 9:06 9:36 10:25 11:25 12:25A 1:25 2:25 3:25	4:14A 4:44 5:14 5:34 5:48 6:00 6:12 6:24 6:36 6:48 7:00 7:12 7:23 7:36 7:48 8:00 8:12 8:24 8:36 8:48 9:00 9:12 9:24 9:36 9:48 10:00 10:12 10:24 10:36 10:48 11:00 11:12 11:24 11:36 11:48 11:59 12:12P 12:24 12:36 12:48 1:00 1:12 1:24 1:36 1:48 2:00 2:12 2:24 2:36 2:48 3:00 3:12 3:24 3:36 3:48 4:00 4:12 4:24 4:36 4:48 5:00 5:12 5:24 5:36 5:48 6:00 6:12 6:24 6:36 6:48 7:00 7:19 7:39 7:59 8:19 8:44 9:14 9:44 10:32 11:32 12:32A 1:32 2:32 3:32	4:32A 5:02 5:32 5:52 6:06 6:18 6:30 6:42 6:54 7:06 7:19 7:31 7:42 7:55 8:07 8:19 8:31 8:43 8:55 9:07 9:19 9:31 9:44 9:56 10:08 10:20 10:32 10:45 10:57 11:09 11:21 11:33 11:45 11:57 12:09P 12:22 12:34 12:46 12:58 1:10 1:22 1:34 1:46 1:59 2:11 2:23 2:35 2:47 2:59 3:11 3:23 3:35 3:47 3:59 4:12 4:25 4:37 4:49 5:01 5:13 5:25 5:37 5:49 6:01 6:13 6:24 6:36 6:48 6:59 7:11 7:23 7:42 8:02 8:20 8:39 9:04 9:32 10:02 10:49 11:48 12:48A 1:48 2:48 3:48	4:47A 5:17 5:47 6:07 6:21 6:33 6:45 6:57 7:10 7:22 7:35 7:47 7:58 8:11 8:24 8:37 8:49 9:01 9:13 9:25 9:37 9:49 10:02 10:14 10:26 10:39 10:51 11:04 11:16 11:28 11:40 11:52 12:04P 12:17 12:29 12:42 12:54 1:06 1:18 1:30 1:42 1:54 2:06 2:19 2:31 2:43 2:55 3:07 3:19 3:31 3:43 3:55 4:07 4:19 4:32 4:45 4:57 5:09 5:21 5:33 5:45 5:57 6:08 6:19 6:31 6:42 6:54 7:06 7:17 7:29 7:41 8:00 8:19 8:37 8:55 9:19 9:47 10:16 11:03 12:02A 1:02 2:02 3:02 4:02	— — 5:53A 6:27 — — 6:51 — 7:16 — 7:41 8:04 — 8:30 — 8:55 — 9:19 — 9:43 — 10:08 — 10:32 — 10:57 — 11:22 — 11:46 — 12:10P — 12:35 — — 1:00 — 1:24 — 1:48 — 2:12 — 2:37 — 3:01 — 3:25 — 3:49 — 4:14 — 4:39 — 5:04 — 5:28 — — 5:52 — 6:14 — 6:37 — 7:00 — 7:23 — 7:47 — 8:25 — — 9:01 — 9:53 — 11:09 12:08A — — — 2:08 3:08 4:08	5:08A 5:38 — 6:28 — 6:54 — 7:19 — 7:46 — 8:11 — 8:35 — 9:01 — 9:25 — 9:50 — 10:15 — 10:40 — 11:05 — 11:30 — 11:54 — 12:18P — 12:43 — — 1:08 — 1:32 — 1:57 — 2:21 — 2:46 — 3:10 — 3:34 — 3:58 — 4:22 — 4:46 — 5:12 — 5:36 — 6:00 — 6:24 — 6:45 — 7:08 — 7:32 — 7:55 — 8:25 — 9:02 — 9:43 — 10:39 — — — — — — — — —

Monday through Friday

234

Southbound Al Sur (Approximate Times / Tiempos Aproximados)

SYLMAR	SAN FERNANDO	NORTH HILLS	VAN NUYS	SHERMAN OAKS	
⑥	⑤	④	③	②	①
(Mission College) Hubbard & Eldridge	Sylmar Station	Truman & Maclay	Sepulveda & Nordhoff	Sepulveda G Line (Orange) Station	Sepulveda & Ventura
— — — 4:33A — 4:56 — 5:18 — 5:41 — 6:04 — 6:22 — 6:47 — 7:10 — 7:32 — 7:54 — 8:17 — 8:40 — 9:05 — 9:29 — 9:51 — 10:15 — 10:38 — 11:02 — 11:26 — 11:50 — 12:14P — 12:38 — 1:02 — 1:26 — 1:50 — 2:14 — 2:38 — 3:03 — 3:26 — 3:50 — 4:14 — 4:39 — 5:04 — 5:29 — 5:57 — 6:33 — 7:17 — 8:07 — 10:00 — — — —	3:20A — — — — 5:05 — 5:28 — 5:52 — 6:14 — 6:36 — 6:59 — 7:23 — 7:46 — 8:08 — 8:32 — 8:55 — 9:19 — 9:43 — 10:07 — 10:29 — 10:52 — 11:16 — 11:40 — 12:04P — 12:28 — 12:52 — 1:16 — 1:40 — 2:04 — 2:28 — 2:52 — 3:17 — 3:40 — 4:04 — 4:28 — 4:52 — 5:18 — 5:43 — 6:07 — 6:36 — 7:19 — 8:09 — 9:19 — 11:19 12:19A 1:19 2:19	3:26A ▲4:15 ▲4:35 ▲4:47 4:59 5:11 5:22 5:34 5:46 5:58 6:09 6:20 6:32 6:42 6:53 7:05 7:18 7:29 7:41 7:52 8:03 8:14 8:26 8:38 8:50 9:01 9:13 9:25 9:37 9:49 10:01 10:13 10:23 10:35 10:47 10:58 11:10 11:22 11:34 11:46 11:58 12:10P 12:22 12:34 12:46 12:58 1:10 1:22 1:34 1:46 1:58 2:10 2:22 2:34 2:46 2:58 3:10 3:23 3:35 3:48 3:58 4:10 4:22 4:34 4:46 4:58 5:11 5:24 5:36 5:49 6:01 6:13 6:27 6:42 7:03 7:25 7:45 8:15 8:35 9:25 10:25 11:25 12:25A 1:25 2:25	3:40A 4:29 4:49 5:01 5:13 5:25 5:37 5:49 6:01 6:13 6:24 6:35 6:47 6:57 7:09 7:21 7:34 7:46 7:58 8:10 8:21 8:32 8:44 8:56 9:08 9:20 9:32 9:44 9:56 10:08 10:20 10:32 10:43 10:55 11:07 11:19 11:31 11:43 11:55 12:07P 12:19 12:31 12:43 12:55 1:07 1:19 1:31 1:43 1:55 2:07 2:19 2:31 2:43 2:55 3:07 3:19 3:31 3:44 3:56 4:08 4:20 4:32 4:44 4:56 5:08 5:20 5:33 5:45 5:57 6:09 6:21 6:33 6:46 7:01 7:22 7:43 8:03 8:33 8:53 9:40 10:40 11:40 12:40A 1:40 2:40	3:56A 4:45 5:05 5:17 5:29 5:41 5:53 6:05 6:17 6:29 6:41 6:53 7:05 7:17 7:29 7:41 7:53 8:05 8:17 8:29 8:41 8:53 9:05 9:17 9:29 9:41 9:53 10:05 10:17 10:29 10:41 10:53 11:05 11:17 11:29 11:41 11:53 12:05P 12:17 12:29 12:41 12:53 1:05 1:17 1:29 1:41 1:53 2:05 2:17 2:29 2:41 2:53 3:05 3:17 3:29 3:41 3:53 4:05 4:17 4:29 4:41 4:53 5:05 5:17 5:29 5:41 5:53 6:05 6:17 6:29 6:40 6:52 7:03 7:15 7:30 7:50 8:10 8:30 9:00 9:19 10:05 11:05 12:05A 1:05 2:05 3:05	4:05A 4:54 5:14 5:26 5:38 5:50 6:02 6:14 6:26 6:39 6:51 7:03 7:15 7:27 7:39 7:51 8:03 8:15 8:27 8:40 8:52 9:04 9:16 9:28 9:40 9:52 10:04 10:16 10:28 10:40 10:52 11:04 11:16 11:28 11:40 11:52 12:04P 12:17 12:29 12:41 12:53 1:05 1:17 1:29 1:41 1:53 2:05 2:17 2:29 2:41 2:53 3:05 3:17 3:29 3:41 3:53 4:05 4:17 4:29 4:41 4:53 5:05 5:17 5:29 5:41 5:53 6:05 6:17 6:29 6:40 6:52 7:03 7:15 7:30 7:50 8:10 8:30 9:00 9:19 10:05 11:05 12:05A 1:05 2:05 3:05

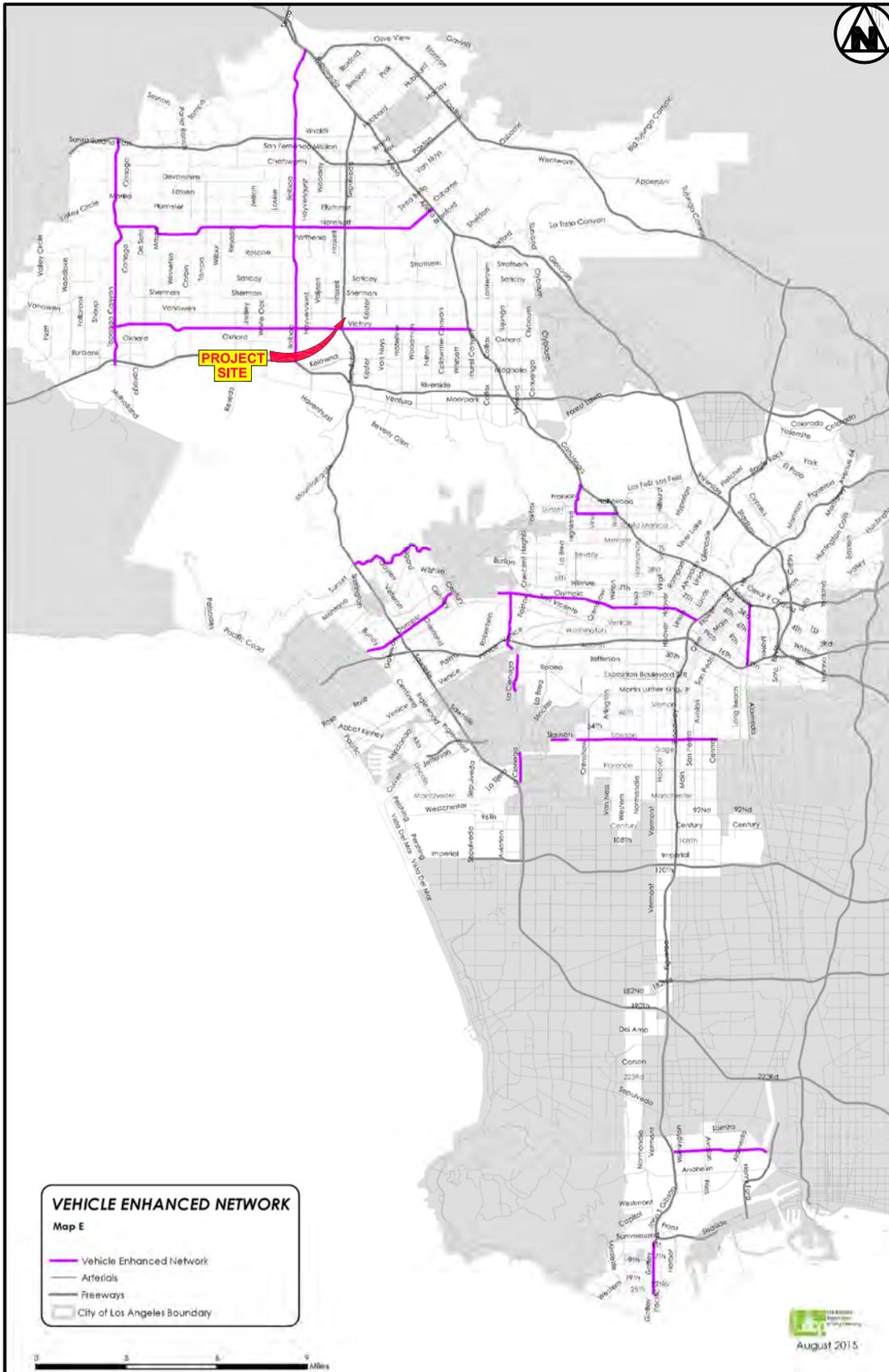




Overland Traffic Consultants, Inc.

APPENDIX E

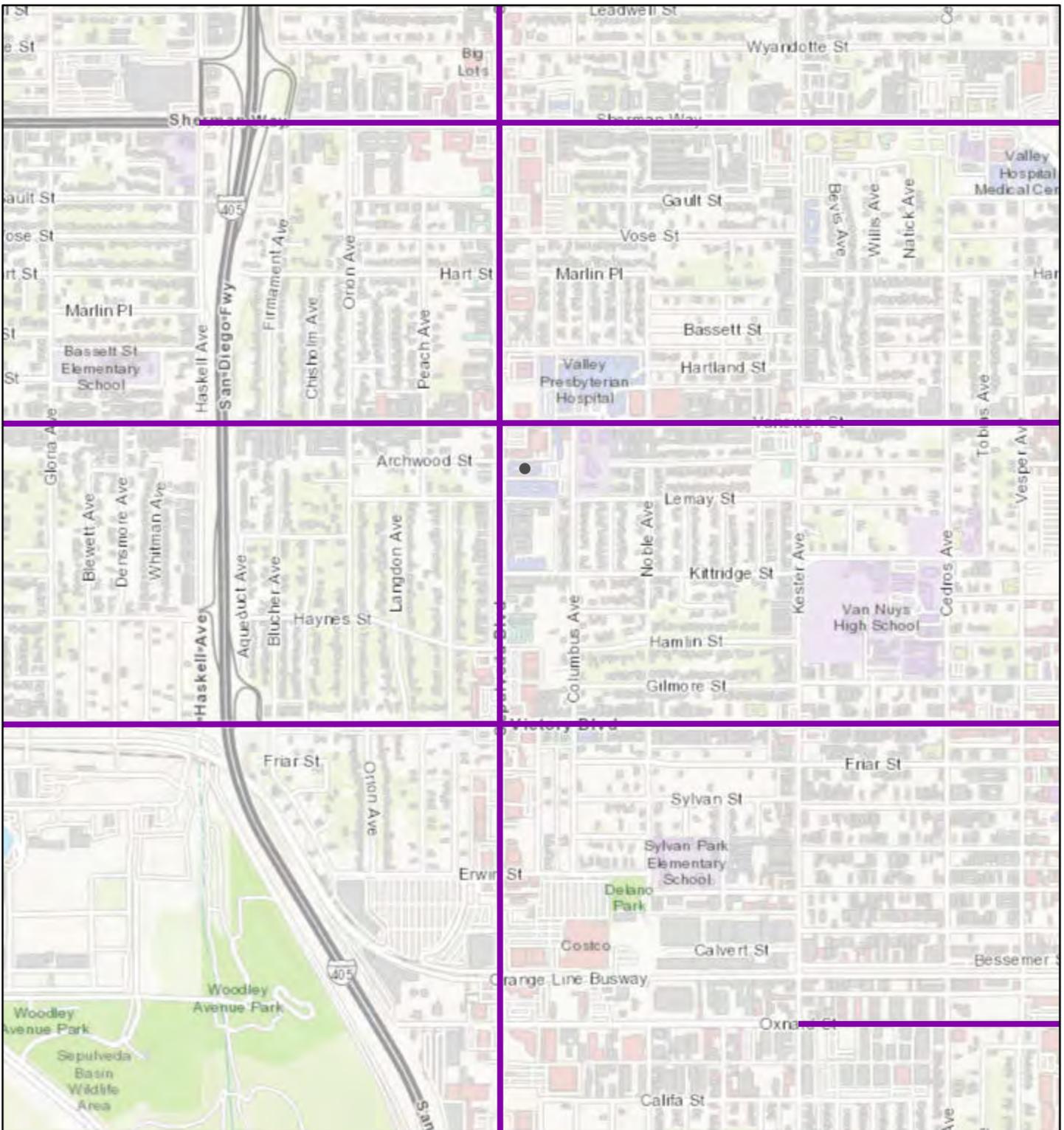
Mobility Network Maps



VEHICLE ENHANCED NETWORK MAP

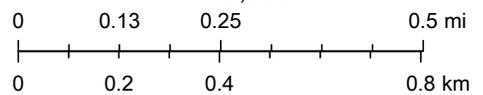
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(310) 545 - 1235, OTC@overlandtraffic.com

High Injury Network



2/18/2021, 1:45:17 PM

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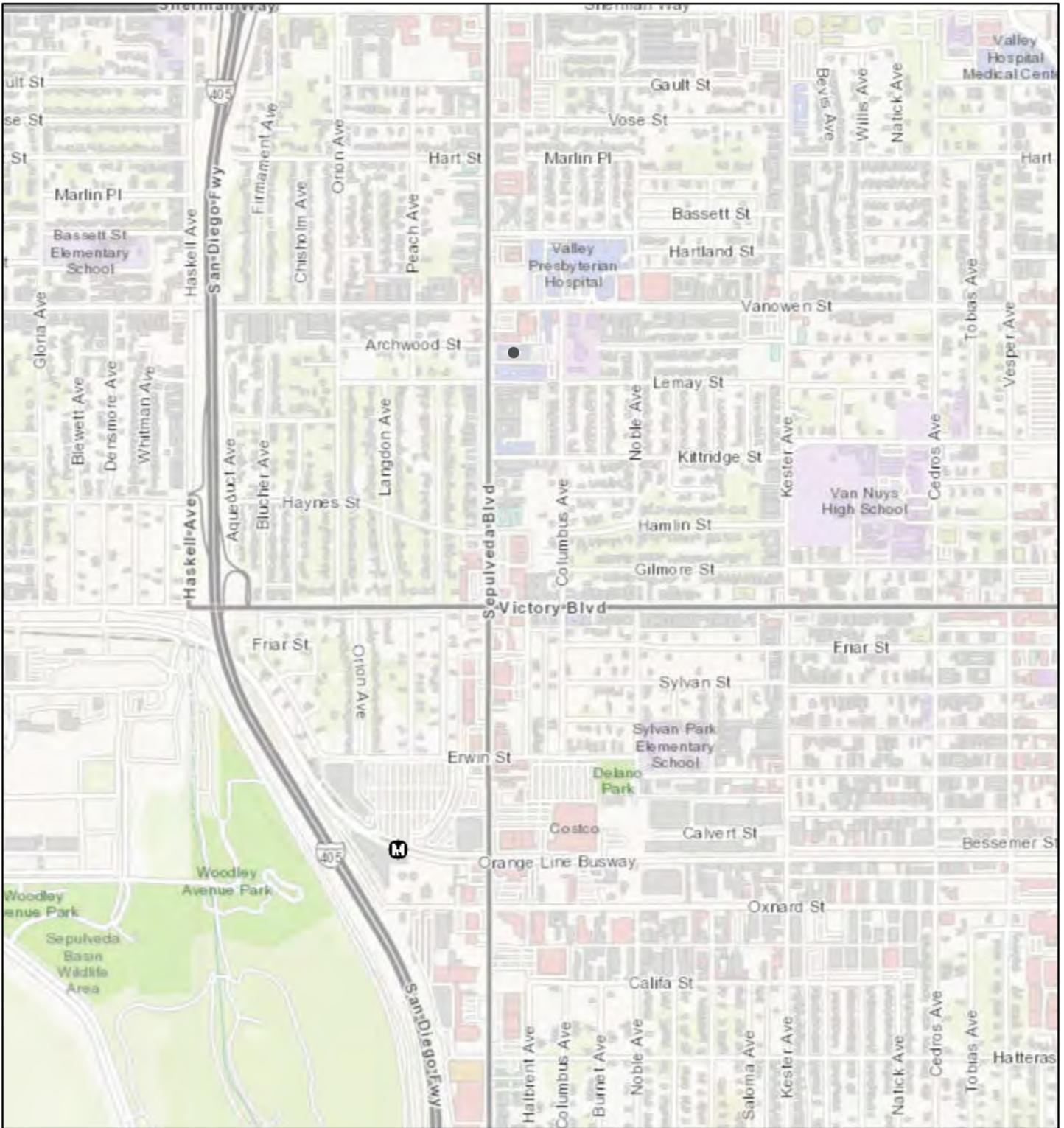
County of Los Angeles, Bureau of Land Management, Esri, HERE, Garmin, INCREMENT P, USGS, METI/NASA, EPA, USDA



TRANSIT ENHANCED NETWORK MAP

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Metro Station Location

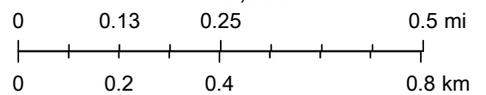


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Metro Stations

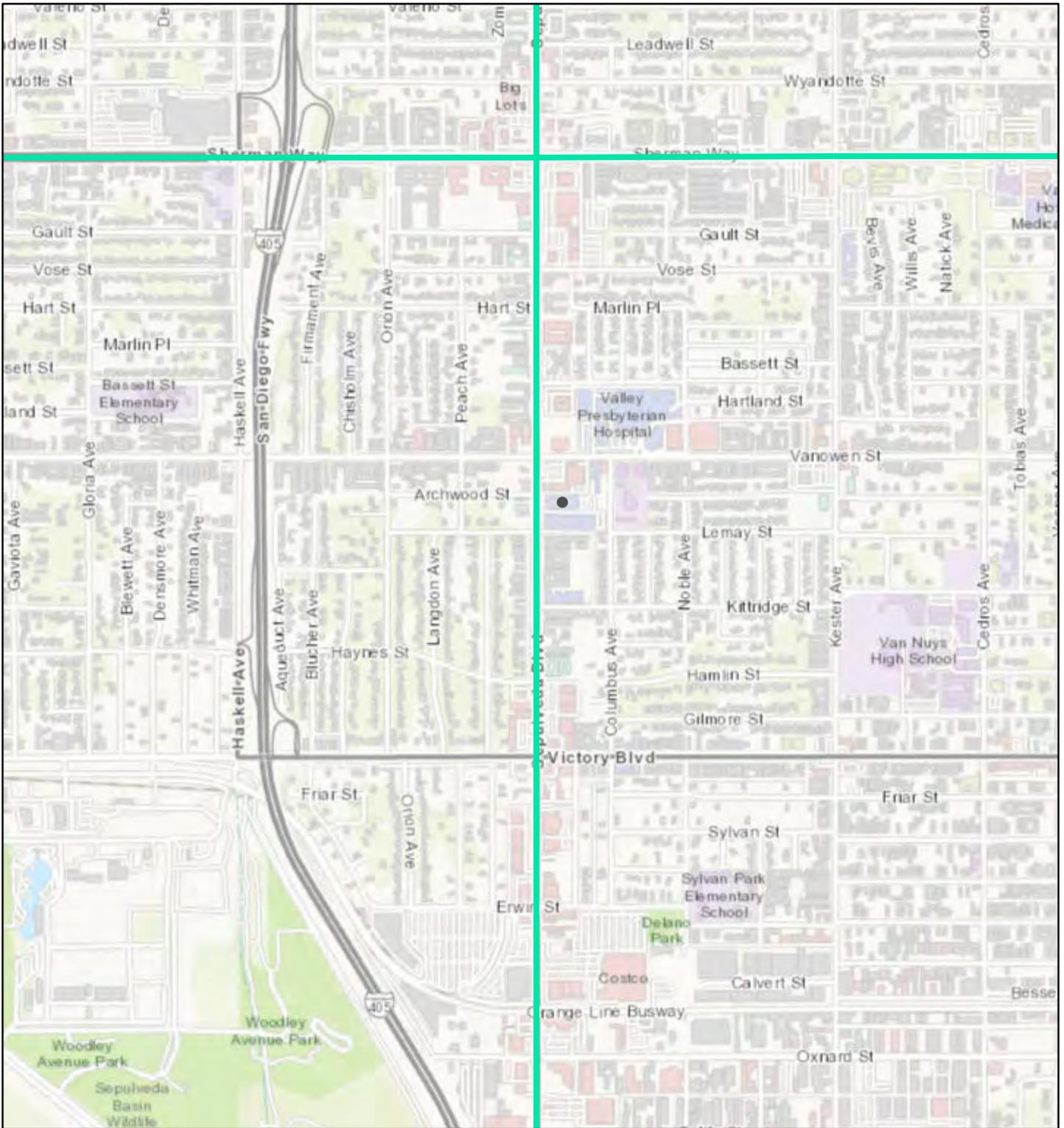
 Existing

1:18,056



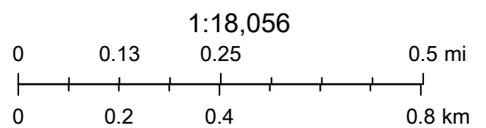
County of Los Angeles, Bureau of Land Management, Esri, HERE, Garmin, INCREMENT P, USGS, METI/NASA, EPA, USDA

Transit Enhanced Network (TEN)

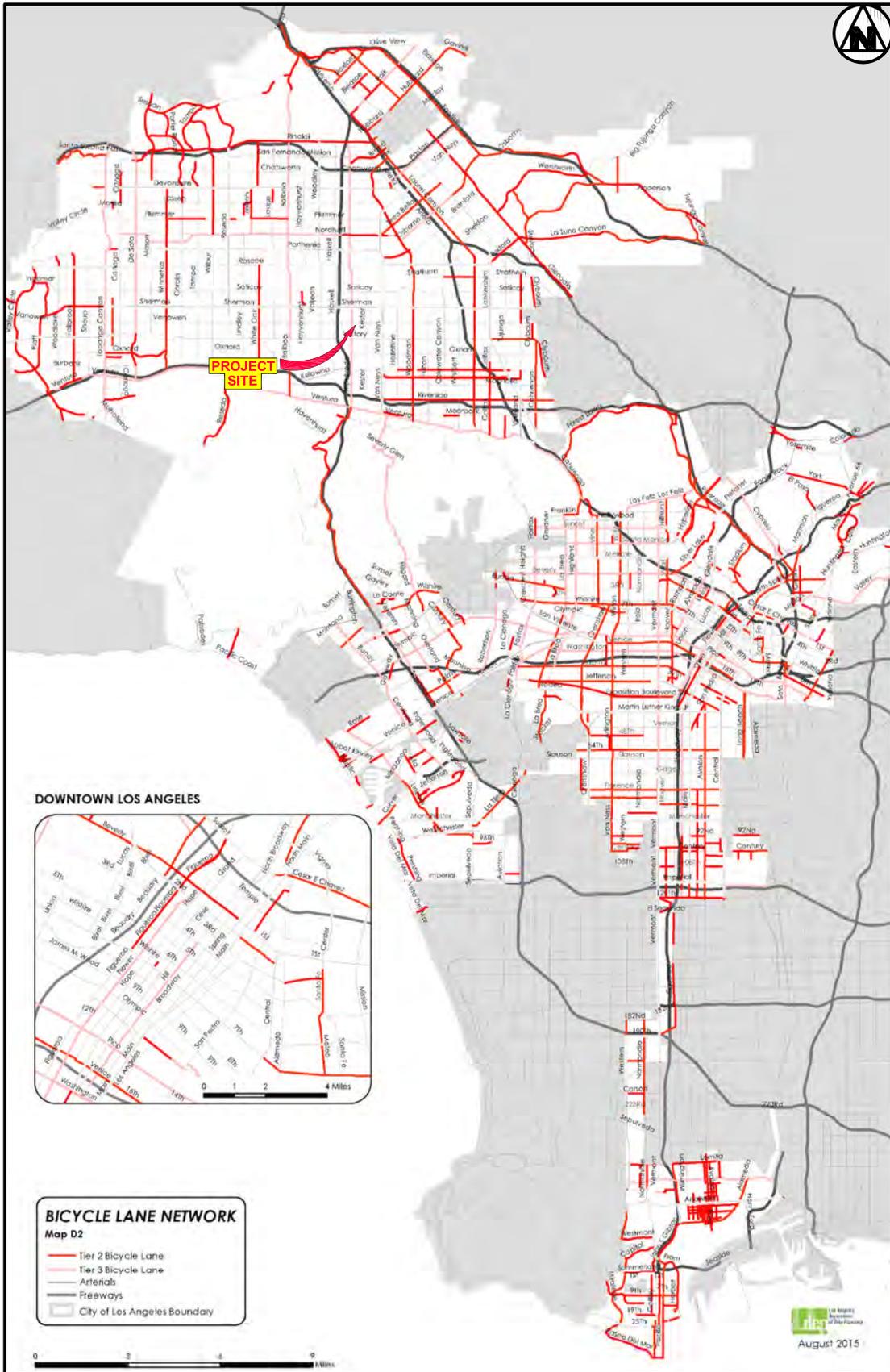


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 Transit Enhanced Network (TEN)

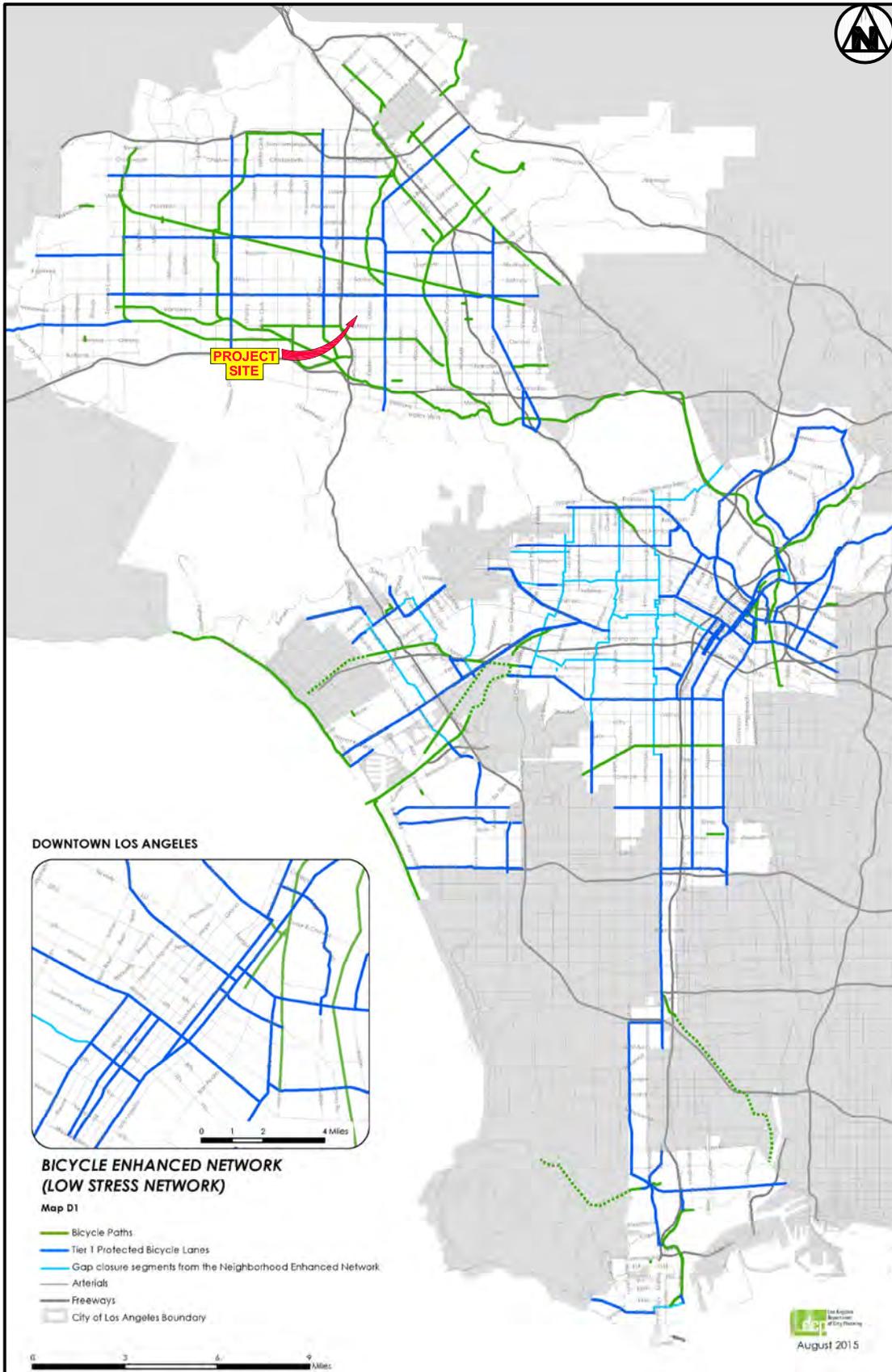


County of Los Angeles, Bureau of Land Management, Esri, HERE, Garmin, INCREMENT P, USGS, METI/NASA, EPA, USDA



BICYCLE LANE NETWORK MAP

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5/2021

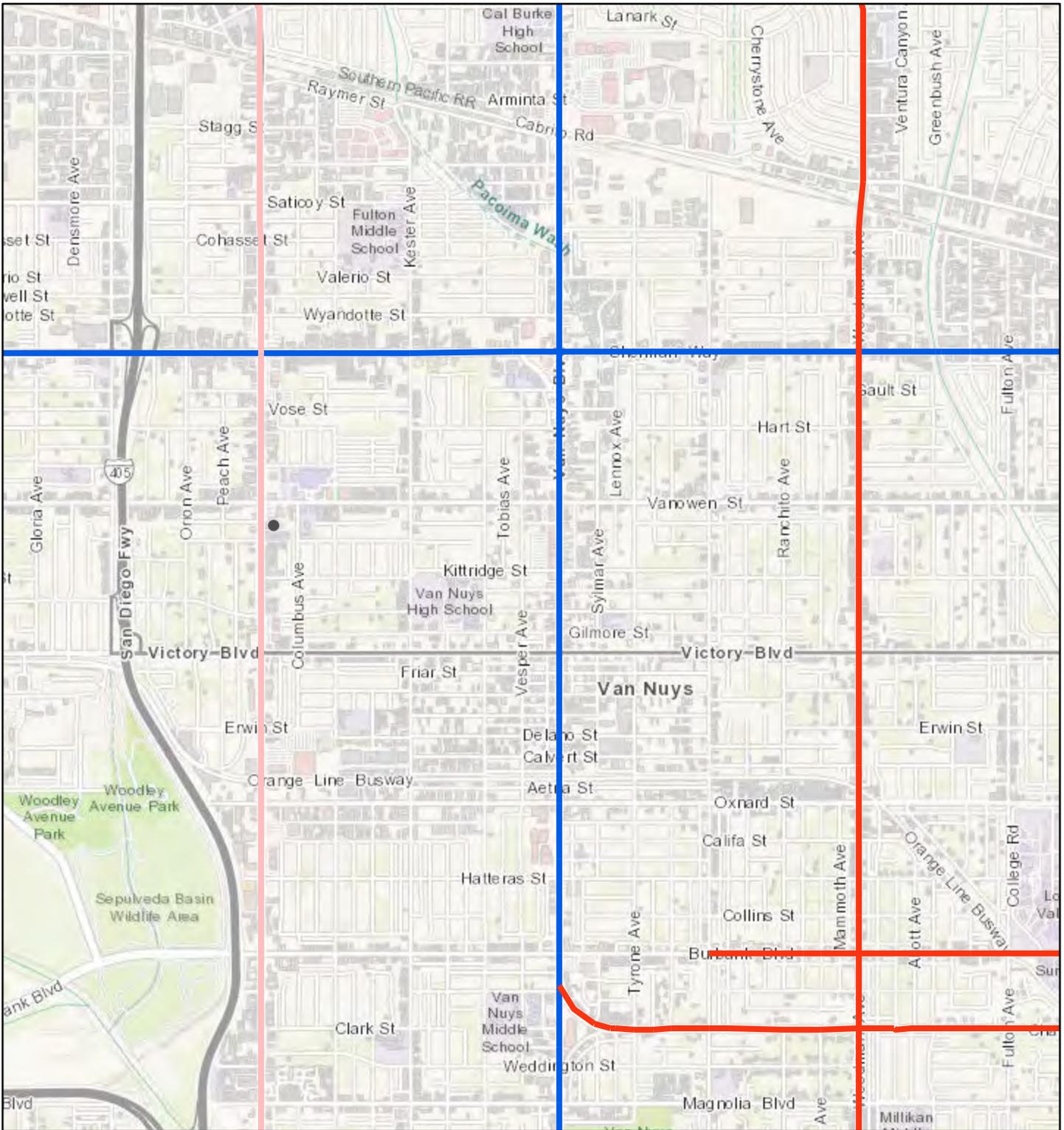
BICYCLE ENHANCED NETWORK MAP (LOW STRESS NETWORK)



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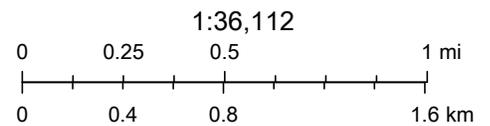
Bicycle Enhanced Network (BEN)



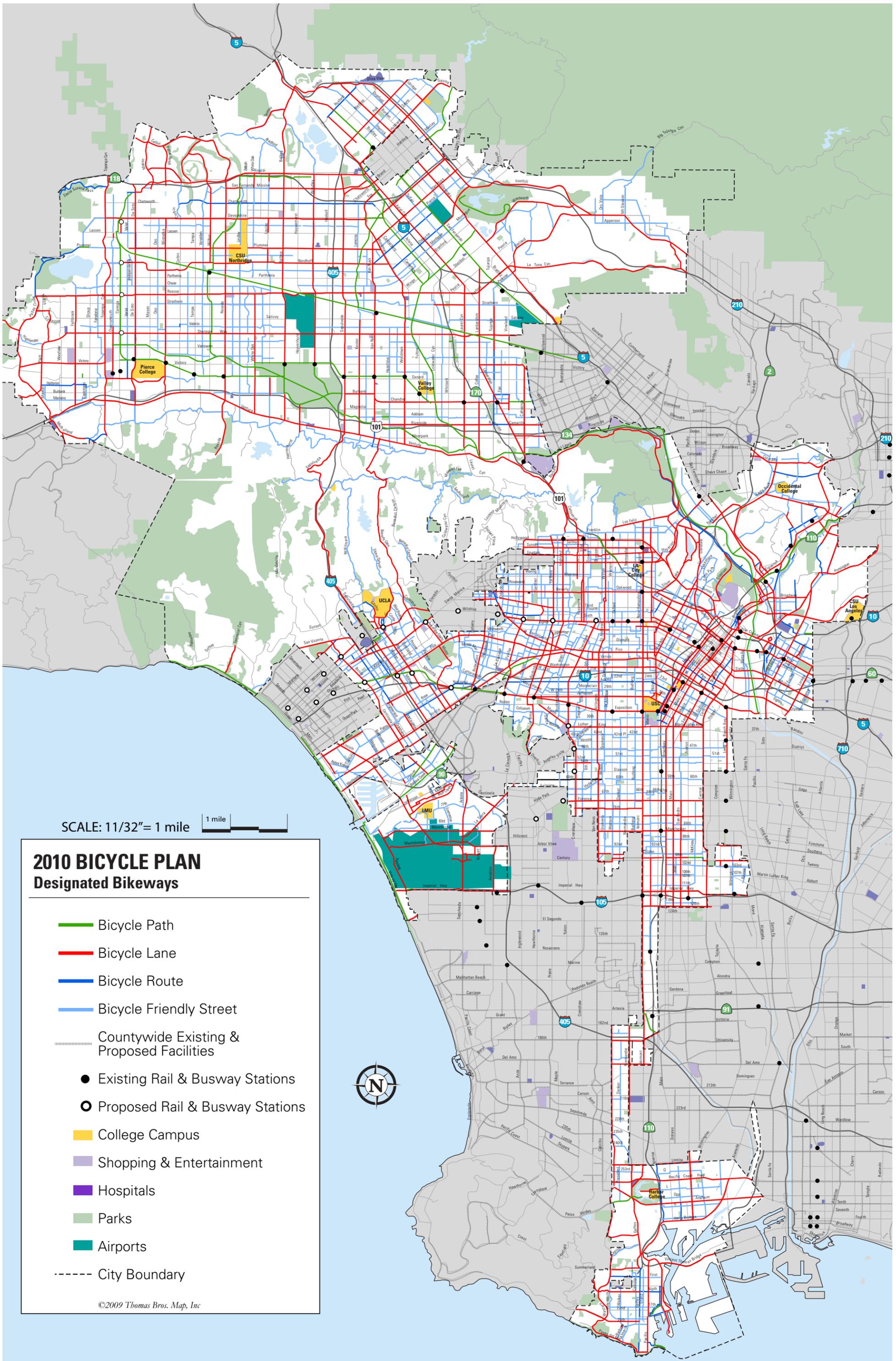
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Bicycle Network

- █ Tier 1 (BEN)
- █ Tier 2 (BLN)
- █ Tier 3 (BLN)



County of Los Angeles, Bureau of Land Management, Esri, HERE, Garmin, INCREMENT P, USGS, METI/NASA, EPA, USDA



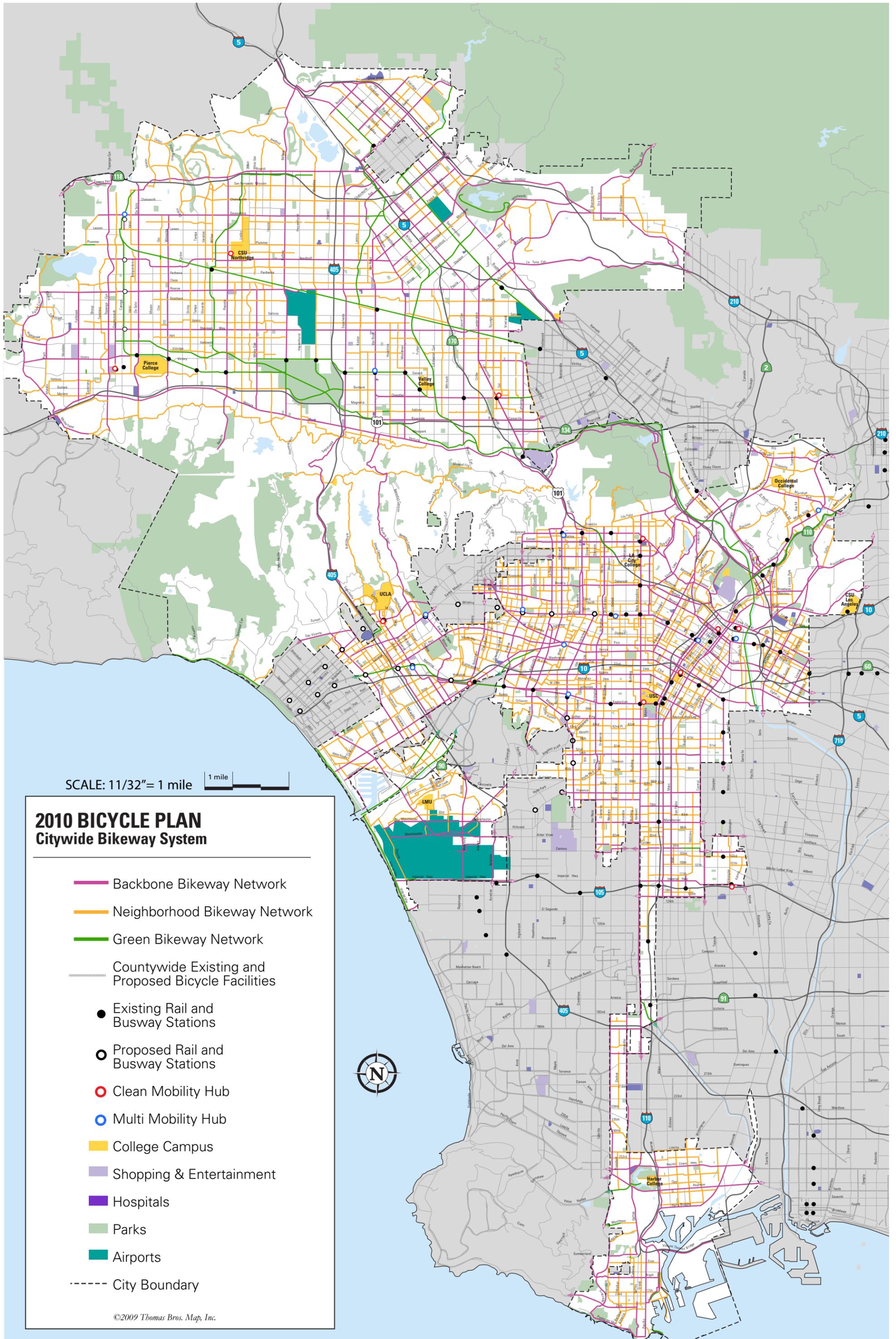
SCALE: 11/32" = 1 mile



2010 BICYCLE PLAN Designated Bikeways

- Bicycle Path
- Bicycle Lane
- Bicycle Route
- Bicycle Friendly Street
- Countywide Existing & Proposed Facilities
- Existing Rail & Busway Stations
- Proposed Rail & Busway Stations
- College Campus
- Shopping & Entertainment
- Hospitals
- Parks
- Airports
- City Boundary

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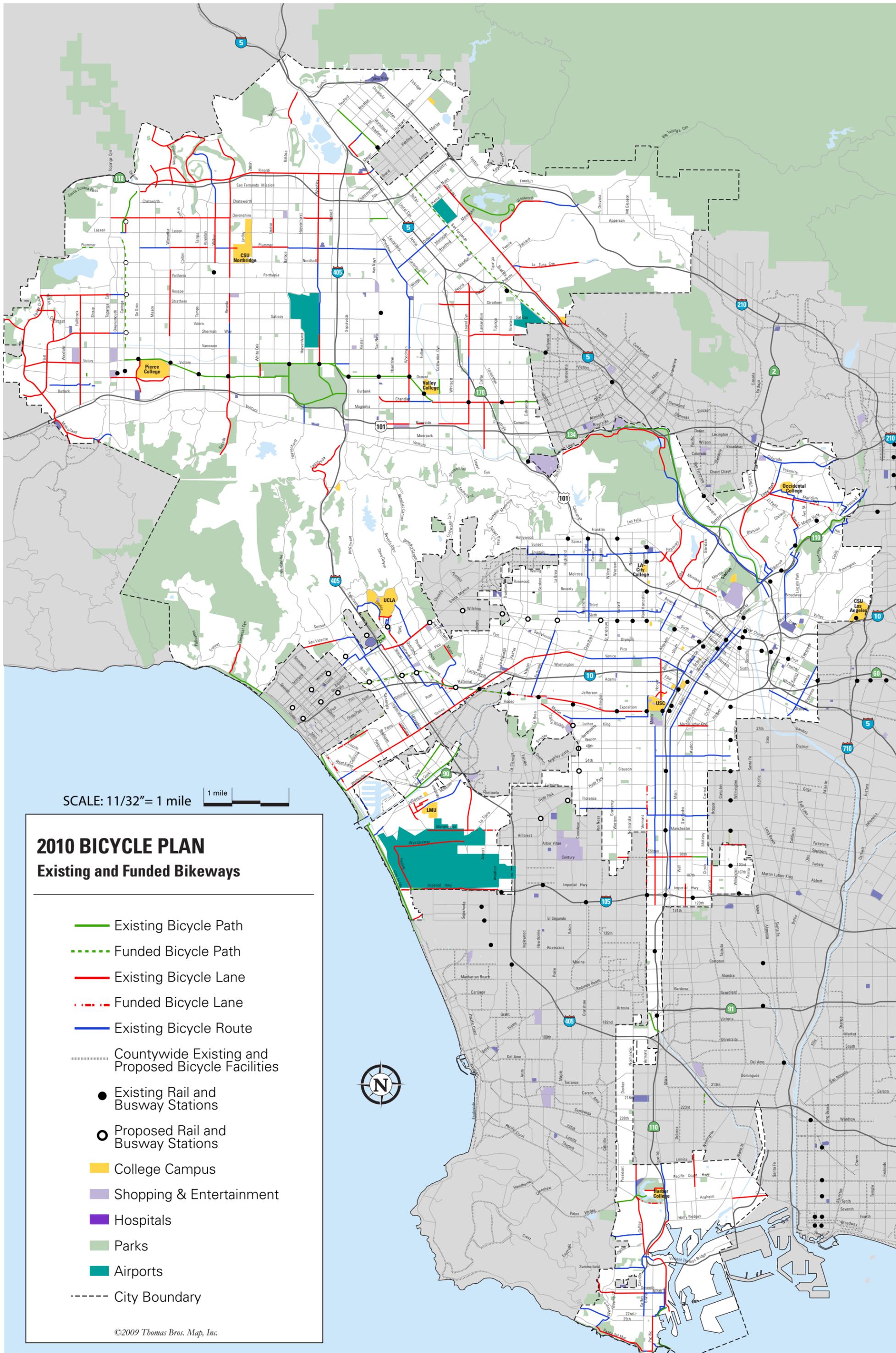
SCALE: 11/32" = 1 mile



2010 BICYCLE PLAN Citywide Bikeway System

- Backbone Bikeway Network
- Neighborhood Bikeway Network
- Green Bikeway Network
- Countywide Existing and Proposed Bicycle Facilities
- Existing Rail and Busway Stations
- Proposed Rail and Busway Stations
- Clean Mobility Hub
- Multi Mobility Hub
- College Campus
- Shopping & Entertainment
- Hospitals
- Parks
- Airports
- City Boundary

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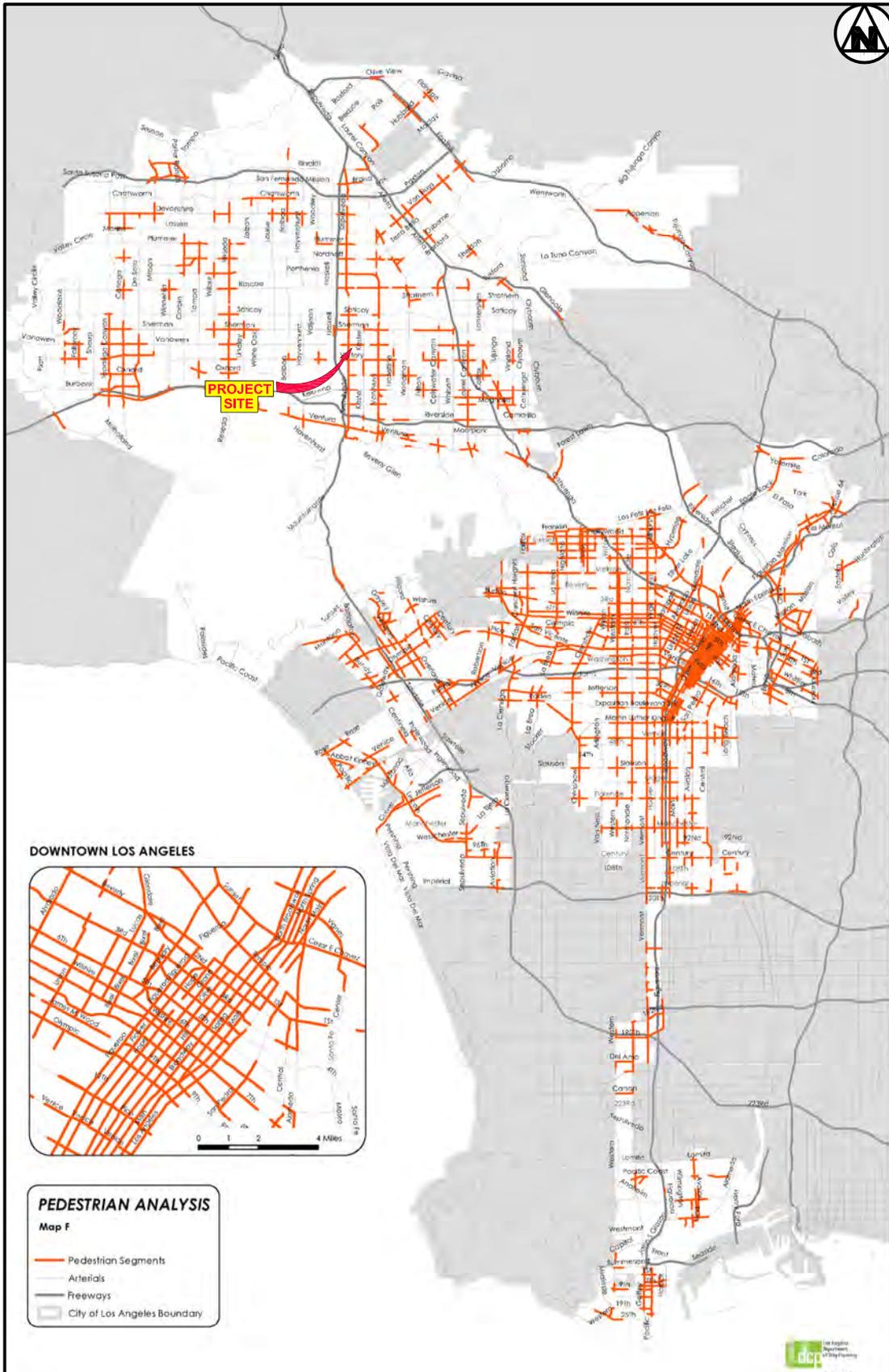
SCALE: 11/32" = 1 mile



2010 BICYCLE PLAN Existing and Funded Bikeways

- Existing Bicycle Path
- - - Funded Bicycle Path
- Existing Bicycle Lane
- - - Funded Bicycle Lane
- Existing Bicycle Route
- Countywide Existing and Proposed Bicycle Facilities
- Existing Rail and Busway Stations
- Proposed Rail and Busway Stations
- College Campus
- Shopping & Entertainment
- Hospitals
- Parks
- Airports
- City Boundary

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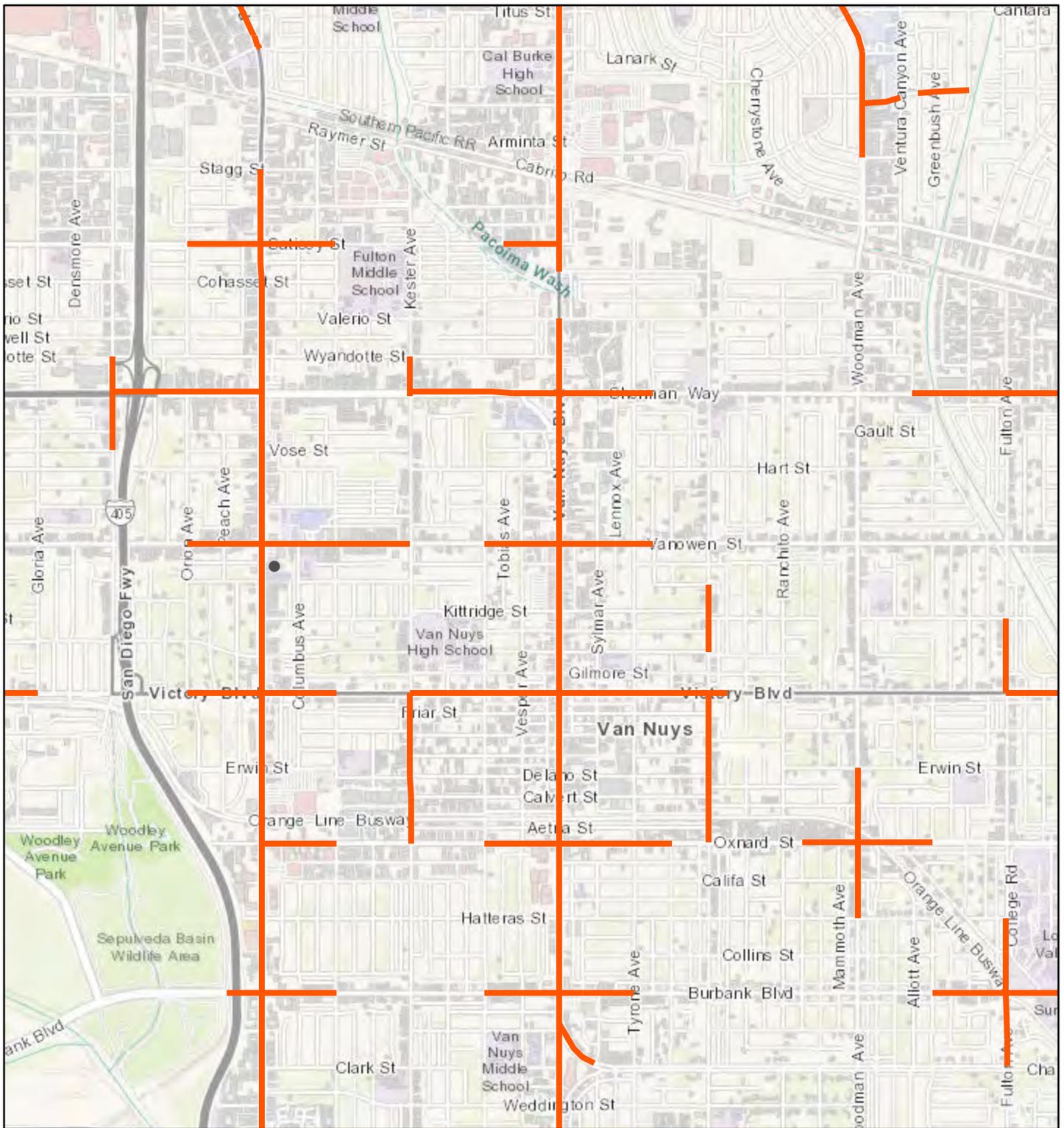
PEDESTRIAN ENHANCED DISTRICT MAP



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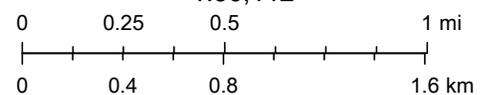
Pedestrian Enhanced Network (PEDs)



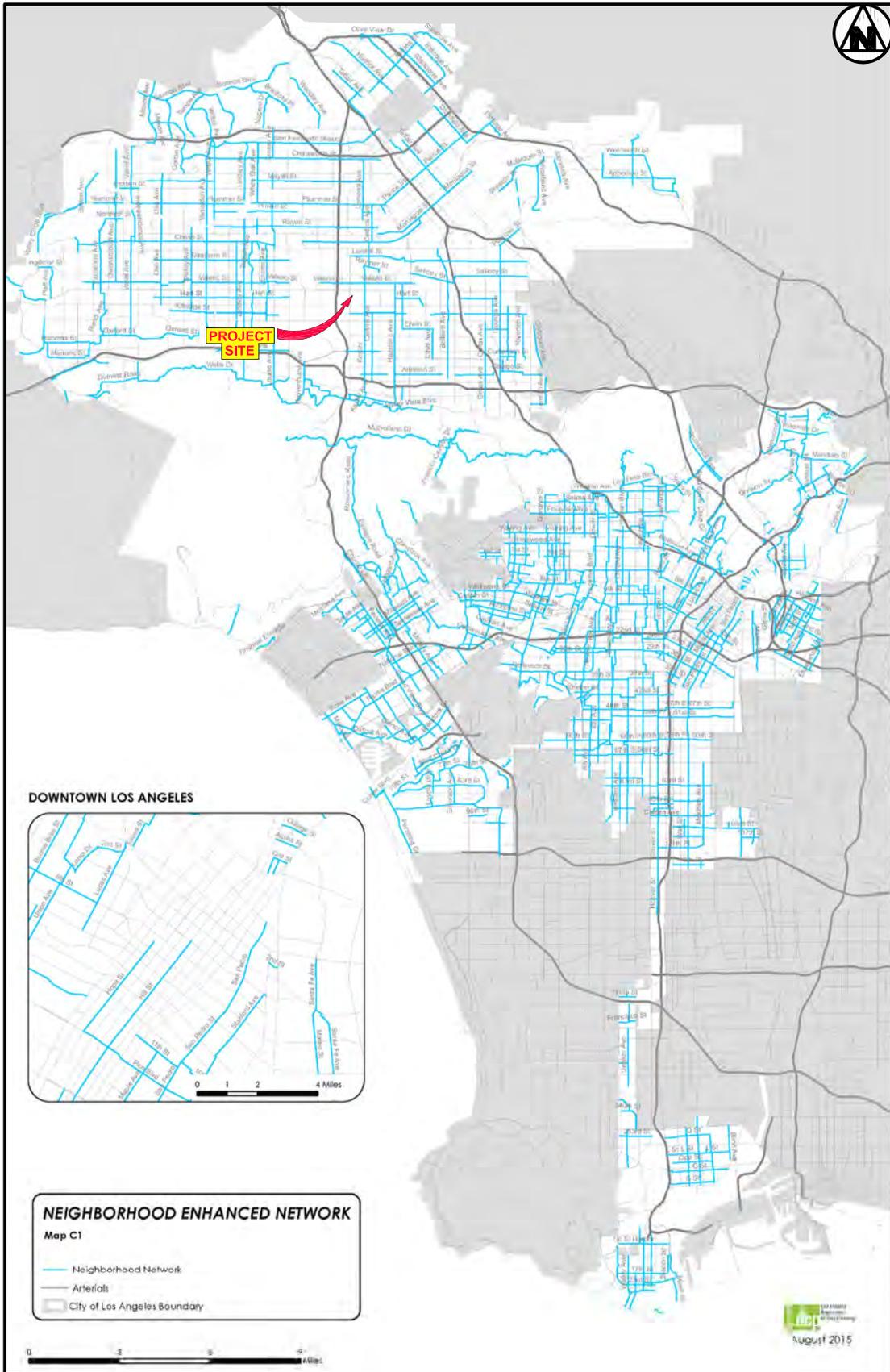
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 Pedestrian Enhanced Districts (PEDs)



County of Los Angeles, Bureau of Land Management, Esri, HERE, Garmin, INCREMENT P, USGS, METI/NASA, EPA, USDA



2/2021

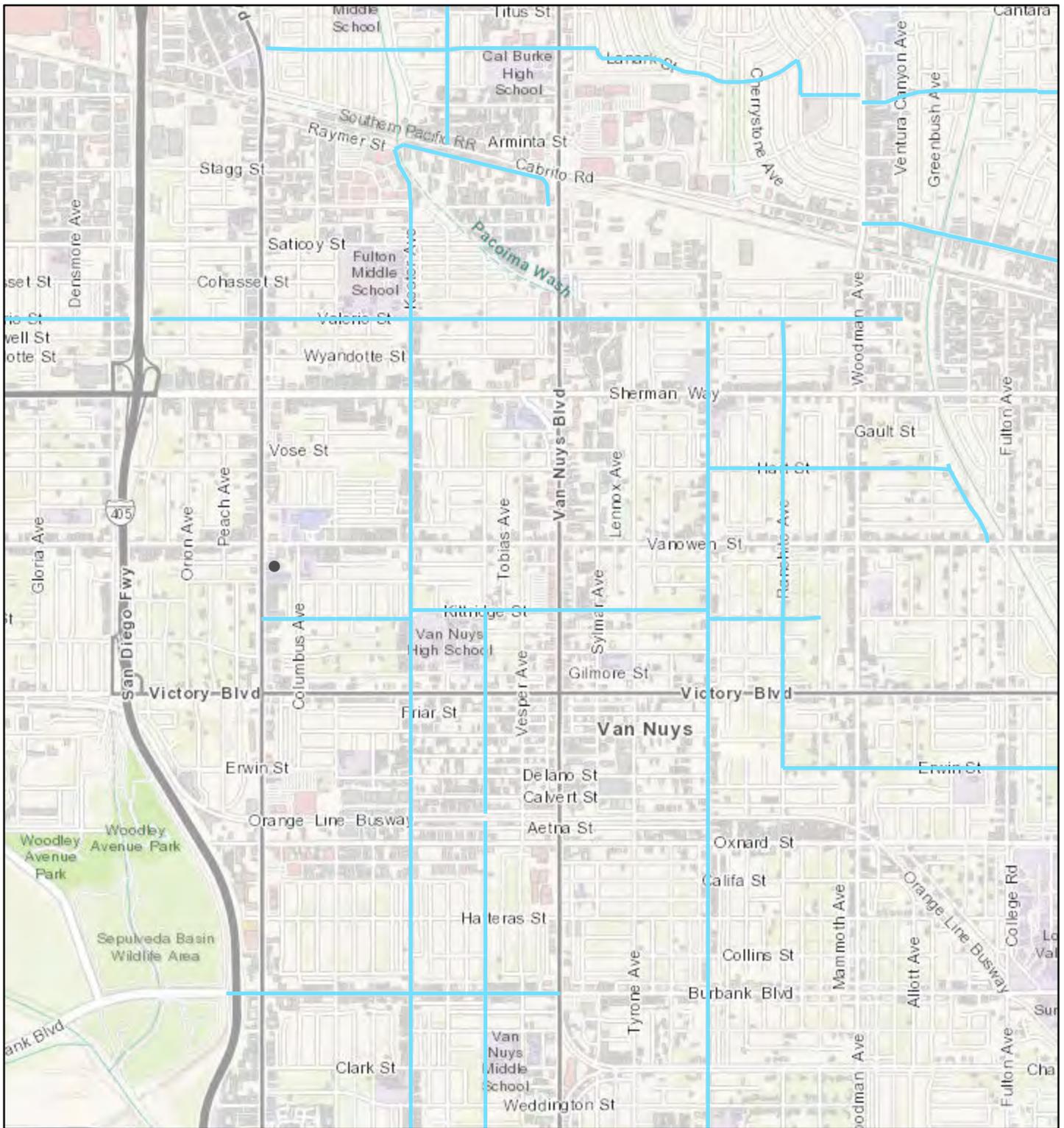
NEIGHBORHOOD ENHANCED NETWORK MAP



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Neighborhood Enhanced Network (NEN)

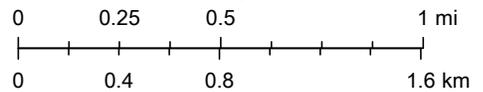


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Neighborhood Network (NEN)

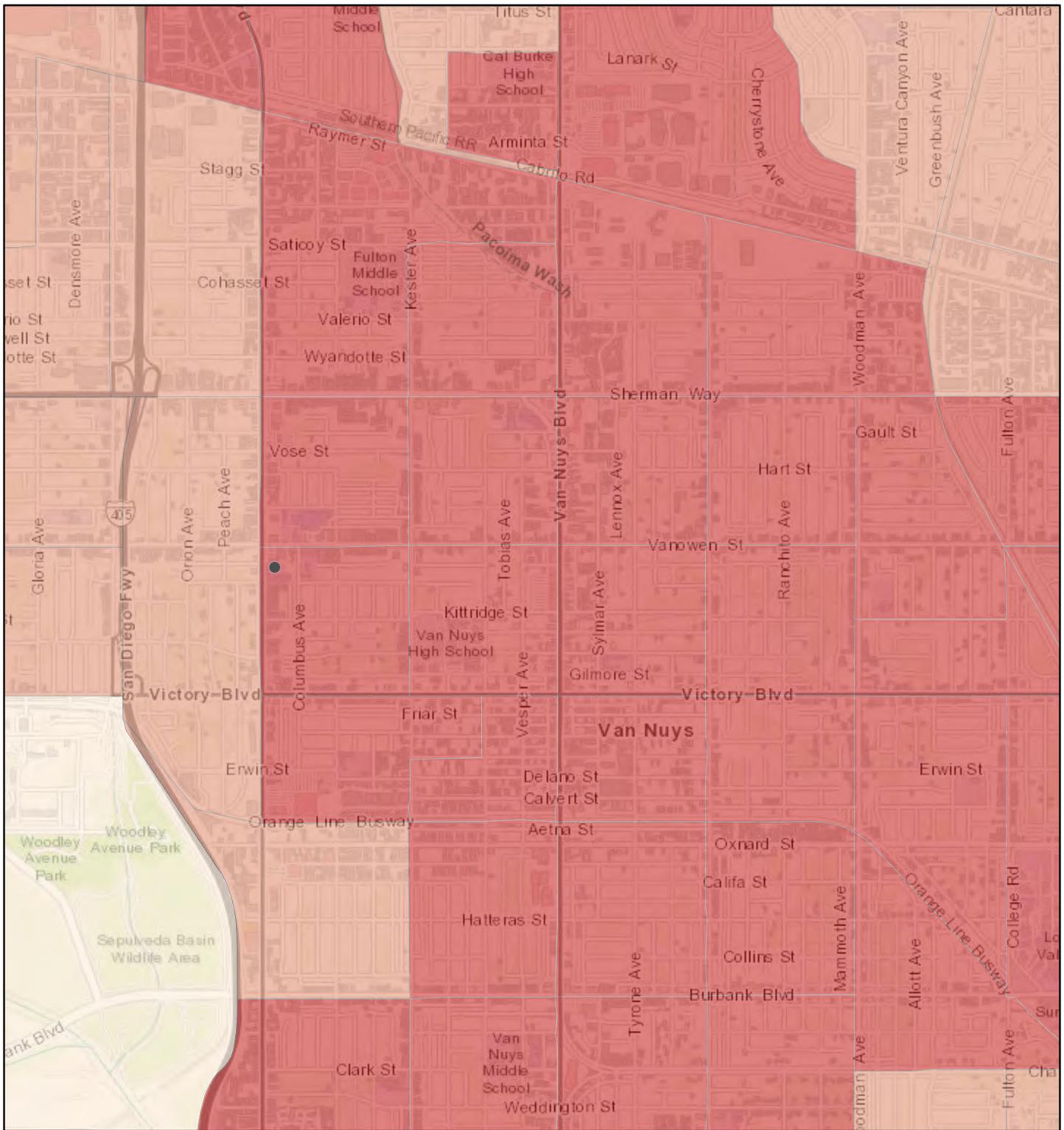
— Tier 2 NEN

1:36,112



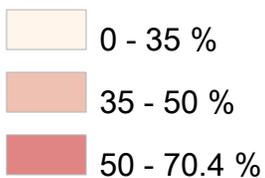
County of Los Angeles, Bureau of Land Management, Esri, HERE, Garmin, INCREMENT P, USGS, METI/NASA, EPA, USDA

Percentage of Trips under Three Miles

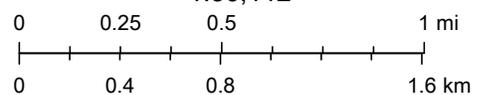


2/18/2021, 1:42:26 PM

Percentage of Trips Under Three Miles

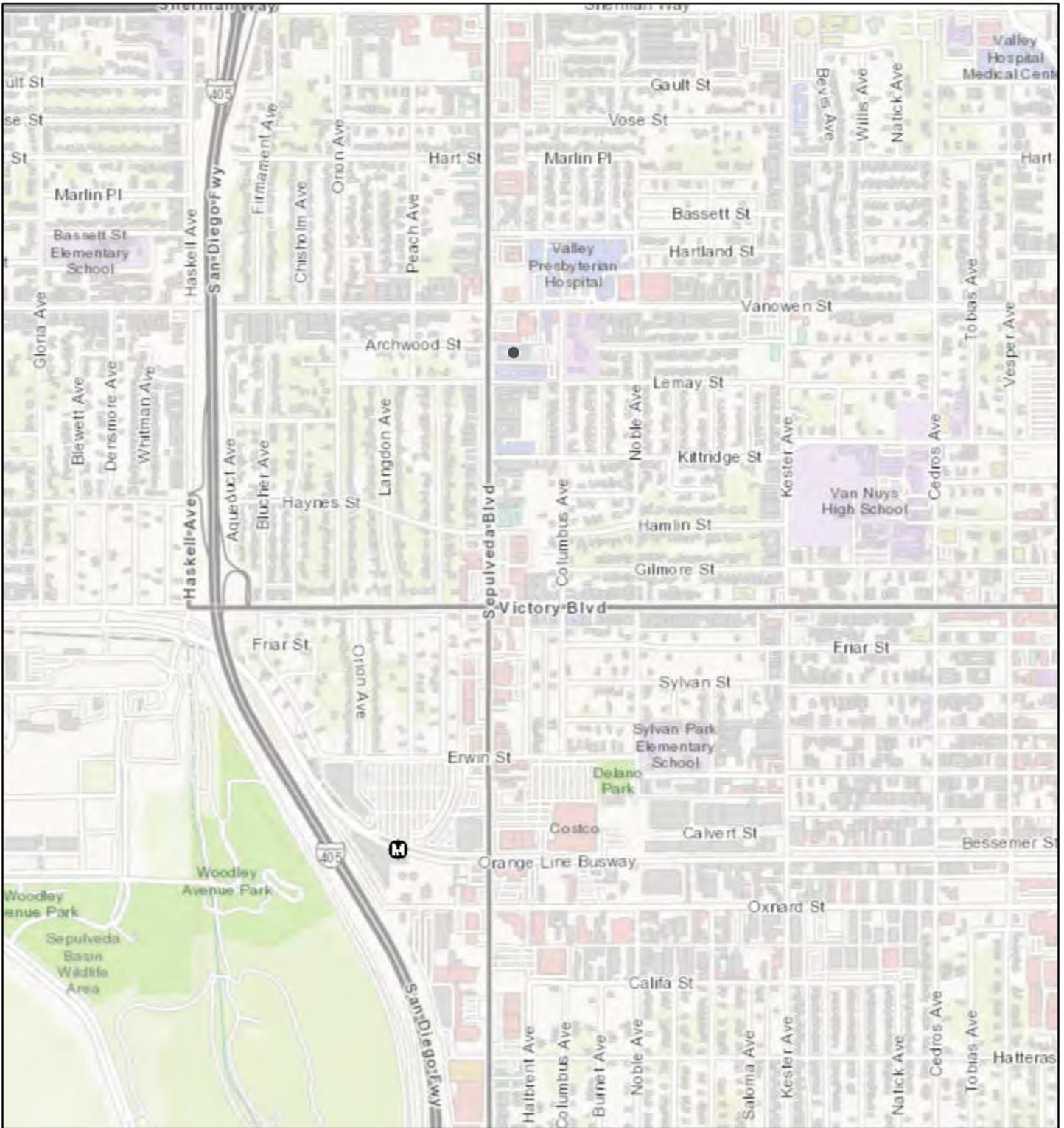


1:36,112



County of Los Angeles, Bureau of Land Management, Esri, HERE, Garmin, INCREMENT P, USGS, METI/NASA, EPA, USDA

Metro Station Location

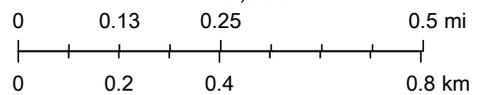


2/18/2021, 1:47:00 PM

Metro Stations

 Existing

1:18,056



County of Los Angeles, Bureau of Land Management, Esri, HERE, Garmin, INCREMENT P, USGS, METI/NASA, EPA, USDA



Overland Traffic Consultants, Inc.

APPENDIX F

VMT Report

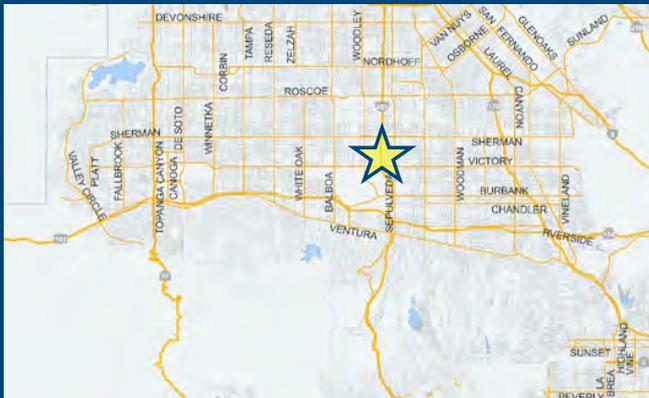
CITY OF LOS ANGELES VMT CALCULATOR Version 1.3



Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project: UNCOMMON VAN NUYS
 Scenario: Transportation Assessment Report
 Address: 6728 N SEPULVEDA BLVD, 91411



Existing Land Use

Land Use Type	Value	Unit
Housing Single 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 Affordable Housing - Family	41	DU
Housing Multi-Family	364	DU
Housing Affordable Housing - Family	41	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 Project
0 Daily Vehicle Trips	1,827 Daily Vehicle Trips
0 Daily VMT	14,214 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. <input type="checkbox"/>	
Tier 2 Screening Criteria	
The net increase in daily trips < 250 trips	1,827 Net Daily Trips
The net increase in daily VMT ≤ 0	14,214 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.	

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

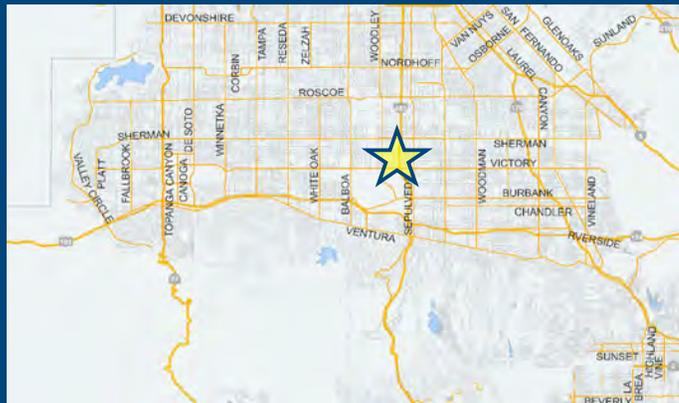


CITY OF LOS ANGELES VMT CALCULATOR Version 1.3



Project Information

Project: UNCOMMON VAN NUYS
 Scenario: Transportation Assessment Report
 Address: 6728 N SEPULVEDA BLVD, 91411



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

624 city code parking provision for the project site
 556 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

Proposed Project Land Use Type	Value	Unit
Housing Multi-Family	364	DU
Housing Affordable Housing - Family	41	DU

Analysis Results

Proposed Project	With Mitigation
1,717 Daily Vehicle Trips	1,717 Daily Vehicle Trips
13,356 Daily VMT	13,356 Daily VMT
7.3 Household VMT per Capita	7.3 Household VMT per Capita
N/A Work VMT per Employee	N/A Work VMT per Employee

Significant VMT Impact?

Household: No	Household: No
Threshold = 9.4 15% Below APC	Threshold = 9.4 15% Below APC
Work: N/A	Work: N/A
Threshold = 11.6 15% Below APC	Threshold = 11.6 15% Below APC



CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: October 13, 2022

Project Name: UNCOMMON VAN NUYS

Project Scenario: Transportation Assessment Report

Project Address: 6728 N SEPULVEDA BLVD, 91411



Version 1.3

Project Information			
Land Use Type		Value	Units
Housing	<i>Single Family</i>	0	DU
	Multi Family	364	DU
	<i>Townhouse</i>	0	DU
	<i>Hotel</i>	0	Rooms
	<i>Motel</i>	0	Rooms
Affordable Housing	Family	41	DU
	<i>Senior</i>	0	DU
	<i>Special Needs</i>	0	DU
	<i>Permanent Supportive</i>	0	DU
Retail	<i>General Retail</i>	0.000	ksf
	<i>Furniture Store</i>	0.000	ksf
	<i>Pharmacy/Drugstore</i>	0.000	ksf
	<i>Supermarket</i>	0.000	ksf
	<i>Bank</i>	0.000	ksf
	<i>Health Club</i>	0.000	ksf
	<i>High-Turnover Sit-Down Restaurant</i>	0.000	ksf
	<i>Fast-Food Restaurant</i>	0.000	ksf
	<i>Quality Restaurant</i>	0.000	ksf
	<i>Auto Repair</i>	0.000	ksf
	<i>Home Improvement</i>	0.000	ksf
	<i>Free-Standing Discount</i>	0.000	ksf
	<i>Movie Theater</i>	0	Seats
	Office	<i>General Office</i>	0.000
<i>Medical Office</i>		0.000	ksf
Industrial	<i>Light Industrial</i>	0.000	ksf
	<i>Manufacturing</i>	0.000	ksf
	<i>Warehousing/Self-Storage</i>	0.000	ksf
School	<i>University</i>	0	Students
	<i>High School</i>	0	Students
	<i>Middle School</i>	0	Students
	<i>Elementary</i>	0	Students
	<i>Private School (K-12)</i>	0	Students

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: October 13, 2022

Project Name: UNCOMMON VAN NUYS

Project Scenario: Transportation Assessment Report

Project Address: 6728 N SEPULVEDA BLVD, 91411



Version 1.3

<i>Other</i>	<i>0</i>	<i>Trips</i>
--------------	----------	--------------

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: October 13, 2022

Project Name: UNCOMMON VAN NUYS

Project Scenario: Transportation Assessment Report

Project Address: 6728 N SEPULVEDA BLVD, 91411



Version 1.3

Analysis Results			
Total Employees: 0			
Total Population: 949			
Proposed Project		With Mitigation	
1,717	Daily Vehicle Trips	1,717	Daily Vehicle Trips
13,356	Daily VMT	13,356	Daily VMT
7.3	Household VMT per Capita	7.3	Household VMT per Capita
N/A	Work VMT per Employee	N/A	Work VMT per Employee
Significant VMT Impact?			
APC: South Valley			
Impact Threshold: 15% Below APC Average			
Household = 9.4			
Work = 11.6			
Proposed Project		With Mitigation	
VMT Threshold	Impact	VMT Threshold	Impact
Household > 9.4	No	Household > 9.4	No
Work > 11.6	N/A	Work > 11.6	N/A

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: October 13, 2022

Project Name: UNCOMMON VAN NUYS

Project Scenario: Transportation Assessment Report

Project Address: 6728 N SEPULVEDA BLVD, 91411



Version 1.3

TDM Strategy Inputs				
Strategy Type	Description	Proposed Project	Mitigations	
Parking	Reduce parking supply	City code parking provision (spaces)	624	624
		Actual parking provision (spaces)	556	556
	<i>Unbundle parking</i>	<i>Monthly cost for parking (\$)</i>	<i>\$0</i>	<i>\$0</i>
	<i>Parking cash-out</i>	<i>Employees eligible (%)</i>	<i>0%</i>	<i>0%</i>
	<i>Price workplace parking</i>	<i>Daily parking charge (\$)</i>	<i>\$0.00</i>	<i>\$0.00</i>
		<i>Employees subject to priced parking (%)</i>	<i>0%</i>	<i>0%</i>
	<i>Residential area parking permits</i>	<i>Cost of annual permit (\$)</i>	<i>\$0</i>	<i>\$0</i>
(cont. on following page)				

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: October 13, 2022

Project Name: UNCOMMON VAN NUYS

Project Scenario: Transportation Assessment Report

Project Address: 6728 N SEPULVEDA BLVD, 91411



Version 1.3

TDM Strategy Inputs, Cont.			
Strategy Type	Description	Proposed Project	Mitigations
Transit	<i>Reduce transit headways</i>	<i>Reduction in headways (increase in frequency) (%)</i>	0%
		<i>Existing transit mode share (as a percent of total daily trips) (%)</i>	0%
		<i>Lines within project site improved (<50%, >=50%)</i>	0
	<i>Implement neighborhood shuttle</i>	<i>Degree of implementation (low, medium, high)</i>	0
		<i>Employees and residents eligible (%)</i>	0%
	<i>Transit subsidies</i>	<i>Employees and residents eligible (%)</i>	0%
<i>Amount of transit subsidy per passenger (daily equivalent) (\$)</i>		\$0.00	
Education & Encouragement	<i>Voluntary travel behavior change program</i>	<i>Employees and residents participating (%)</i>	0%
	<i>Promotions and marketing</i>	<i>Employees and residents participating (%)</i>	0%
(cont. on following page)			

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: October 13, 2022

Project Name: UNCOMMON VAN NUYS

Project Scenario: Transportation Assessment Report

Project Address: 6728 N SEPULVEDA BLVD, 91411



Version 1.3

TDM Strategy Inputs, Cont.				
Strategy Type	Description	Proposed Project	Mitigations	
Commute Trip Reductions	<i>Required commute trip reduction program</i>	<i>Employees participating (%)</i>	0%	0%
	<i>Alternative Work Schedules and Telecommute</i>	<i>Employees participating (%)</i>	0%	0%
		<i>Type of program</i>	0	0
	<i>Employer sponsored vanpool or shuttle</i>	<i>Degree of implementation (low, medium, high)</i>	0	0
		<i>Employees eligible (%)</i>	0%	0%
		<i>Employer size (small, medium, large)</i>	0	0
<i>Ride-share program</i>	<i>Employees eligible (%)</i>	0%	0%	
Shared Mobility	<i>Car share</i>	<i>Car share project setting (Urban, Suburban, All Other)</i>	0	0
	<i>Bike share</i>	<i>Within 600 feet of existing bike share station - OR- implementing new bike share station (Yes/No)</i>	0	0
		<i>School carpool program</i>	<i>Level of implementation (Low, Medium, High)</i>	0
(cont. on following page)				

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: October 13, 2022

Project Name: UNCOMMON VAN NUYS

Project Scenario: Transportation Assessment Report

Project Address: 6728 N SEPULVEDA BLVD, 91411



Version 1.3

TDM Strategy Inputs, Cont.				
Strategy Type	Description	Proposed Project	Mitigations	
Bicycle Infrastructure	<i>Implement/Improve on-street bicycle facility</i>	<i>Provide bicycle facility along site (Yes/No)</i>	0	0
	Include Bike parking per LAMC	Meets City Bike Parking Code (Yes/No)	Yes	Yes
	<i>Include secure bike parking and showers</i>	<i>Includes indoor bike parking/lockers, showers, & repair station (Yes/No)</i>	0	0
Neighborhood Enhancement	<i>Traffic calming improvements</i>	<i>Streets with traffic calming improvements (%)</i>	0%	0%
		<i>Intersections with traffic calming improvements (%)</i>	0%	0%
	<i>Pedestrian network improvements</i>	<i>Included (within project and connecting off-site/within project only)</i>	0	0

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: October 13, 2022

Project Name: UNCOMMON VAN NUYS

Project Scenario: Transportation Assessment Report

Project Address: 6728 N SEPULVEDA BLVD, 91411



Version 1.3

TDM Adjustments by Trip Purpose & Strategy														
Place type: Compact Infill														
		Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction		Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Parking cash-out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Price workplace parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Residential area parking permits	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
Transit	Reduce transit headways	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Transit subsidies	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Education & Encouragement	Voluntary travel behavior change program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Commute Trip Reductions	Required commute trip reduction program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Employer sponsored vanpool or shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Ride-share program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Shared Mobility	Car-share	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
	School carpool program	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: October 13, 2022

Project Name: UNCOMMON VAN NUYS

Project Scenario: Transportation Assessment Report

Project Address: 6728 N SEPULVEDA BLVD, 91411



Version 1.3

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Compact Infill

		Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction		Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
		Bicycle Infrastructure	Implement/ Improve on-street bicycle facility	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
	Include Bike parking per LAMC	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
	Include secure bike parking and showers	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Neighborhood Enhancement	Traffic calming improvements	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Neighborhood Enhancement
	Pedestrian network improvements	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Final Combined & Maximum TDM Effect

	Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
	COMBINED TOTAL	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%
MAX. TDM EFFECT	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%

$$= \text{Minimum}(X\%, 1 - [(1-A) * (1-B) \dots])$$

where X%=

PLACE	urban	75%
TYPE	compact infill	40%
MAX:	suburban center	20%
	suburban	15%

Note: $(1 - [(1-A) * (1-B) \dots])$ reflects the dampened combined effectiveness of TDM Strategies (e.g., A, B, ...). See the TDM Strategy Appendix (*Transportation Assessment Guidelines Attachment G*) for further discussion of dampening.

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: October 13, 2022

Project Name: UNCOMMON VAN NUYS

Project Scenario: Transportation Assessment Report

Project Address: 6728 N SEPULVEDA BLVD, 91411



Version 1.3

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	361	-15.5%	305	10.3	3,718	3,142
Home Based Other Production	1,000	-36.5%	635	6.6	6,600	4,191
Non-Home Based Other Production	466	-2.6%	454	9.1	4,241	4,131
Home-Based Work Attraction	0	0.0%	0	9.7	0	0
Home-Based Other Attraction	476	-31.9%	324	6.1	2,904	1,976
Non-Home Based Other Attraction	113	-3.5%	109	7.1	802	774

MXD Methodology with TDM Measures

	<i>Proposed Project</i>			<i>Project with Mitigation Measures</i>		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	-6.0%	287	2,952	-6.0%	287	2,952
Home Based Other Production	-6.0%	597	3,938	-6.0%	597	3,938
Non-Home Based Other Production	-6.0%	427	3,882	-6.0%	427	3,882
Home-Based Work Attraction	-6.0%	0	0	-6.0%	0	0
Home-Based Other Attraction	-6.0%	304	1,857	-6.0%	304	1,857
Non-Home Based Other Attraction	-6.0%	102	727	-6.0%	102	727

MXD VMT Methodology Per Capita & Per Employee

Total Population: 949

Total Employees: 0

APC: South Valley

	<i>Proposed Project</i>	<i>Project with Mitigation Measures</i>
<i>Total Home Based Production VMT</i>	6,890	6,890
<i>Total Home Based Work Attraction VMT</i>	0	0
<i>Total Home Based VMT Per Capita</i>	7.3	7.3
<i>Total Work Based VMT Per Employee</i>	N/A	N/A

VMT Calculator User Agreement

The Los Angeles Department of Transportation (LADOT), in partnership with the Department of City Planning and Fehr & Peers, has developed the City of Los Angeles Vehicle Miles Traveled (VMT) Calculator to estimate project-specific daily household VMT per capita and daily work VMT per employee for land use development projects. This application, the VMT Calculator, has been provided to You, the User, to assess vehicle miles traveled (VMT) outcomes of land use projects within the City of Los Angeles. The term “City” as used below shall refer to the City of Los Angeles. The terms “City” and “Fehr & Peers” as used below shall include their respective affiliates, subconsultants, employees, and representatives.

The City is pleased to be able to provide this information to the public. The City believes that the public is most effectively served when they are provided access to the technical tools that inform the public review process of private and public land use investments. However, in using the VMT Calculator, You agree to be bound by this VMT Calculator User Agreement (this Agreement).

VMT Calculator Application for the City of Los Angeles. The City’s consultant calibrated the VMT Calculator’s parameters in 2018 to estimate travel patterns of locations in the City, and validated those outcomes against empirical data. However, this calibration process is limited to locations within the City, and practitioners applying the VMT Calculator outside of the City boundaries should not apply these estimates without further calibration and validation of travel patterns to verify the VMT Calculator’s accuracy in estimating VMT in such other locations.

Limited License to Use. This Agreement gives You a limited, non-transferrable, non-assignable, and non-exclusive license to use and execute a copy of the VMT Calculator on a computer system owned, leased or otherwise controlled by You in Your own facilities, as set out below, provided You do not use the VMT Calculator in an unauthorized manner, and that You do not republish, copy, distribute, reverse-engineer, modify, decompile, disassemble, transfer, or sell any part of the VMT Calculator, and provided that You know and follow the terms of this Agreement. Your failure to follow the terms of this Agreement shall automatically terminate this license and Your right to use the VMT Calculator.

Ownership. You understand and acknowledge that the City owns the VMT Calculator, and shall continue to own it through Your use of it, and that no transfer of ownership of any kind is intended in allowing You to use the VMT Calculator.

Warranty Disclaimer. In spite of the efforts of the City and Fehr & Peers, some information on the VMT Calculator may not be accurate. The VMT Calculator, OUTPUTS AND ASSOCIATED DATA ARE PROVIDED “as is” WITHOUT WARRANTY OF ANY KIND, whether expressed, implied, statutory, or otherwise including but not limited to, the implied warranties of merchantability and fitness for a particular purpose.

Limitation of Liability. It is understood that the VMT Calculator is provided without charge. Neither the City nor Fehr & Peers can be responsible or liable for any information derived from its use, or for any delays, inaccuracies, incompleteness, errors or omissions arising out of your use of the VMT Calculator or with respect to the material contained in the VMT Calculator. You understand and agree that Your sole remedy against the City or Fehr & Peers for loss or damage caused by any defect or failure of the

VMT Calculator, regardless of the form of action, whether in contract, tort, including negligence, strict liability or otherwise, shall be the repair or replacement of the VMT Calculator to the extent feasible as determined solely by the City. In no event shall the City or Fehr & Peers be responsible to You or anyone else for, or have liability for any special, indirect, incidental or consequential damages (including, without limitation, damages for loss of business profits or changes to businesses costs) or lost data or downtime, however caused, and on any theory of liability from the use of, or the inability to use, the VMT Calculator, whether the data, and/or formulas contained in the VMT Calculator are provided by the City or Fehr & Peers, or another third party, even if the City or Fehr & Peers have been advised of the possibility of such damages.

This Agreement and License shall be governed by the laws of the State of California without regard to their conflicts of law provisions, and shall be effective as of the date set forth below and, unless terminated in accordance with the above or extended by written amendment to this Agreement, shall terminate on the earlier of the date that You are not making use of the VMT Calculator or one year after the beginning of Your use of the VMT Calculator.

By using the VMT Calculator, You hereby waive and release all claims, responsibilities, liabilities, actions, damages, costs, and losses, known and unknown, against the City and Fehr & Peers for Your use of the VMT Calculator.

Before making decisions using the information provided in this application, contact City LADOT staff to confirm the validity of the data provided.

Print and sign below, and submit to LADOT along with the transportation assessment Memorandum of Understanding (MOU).

You, the User	
By:	<u><i>Jerry Overland</i></u>
Print Name:	<u>JERRY OVERLAND</u>
Title:	<u>TRAFFIC ENGINEER</u>
Company:	<u>OTC INC</u>
Address:	<u>952 MANHATTAN BEACH BD #100</u>
Phone:	<u>310.930.3303</u>
Email Address:	<u>JERRY@OVERLANDTRAFFIC.COM</u>
Date:	<u>10/13/2022</u>



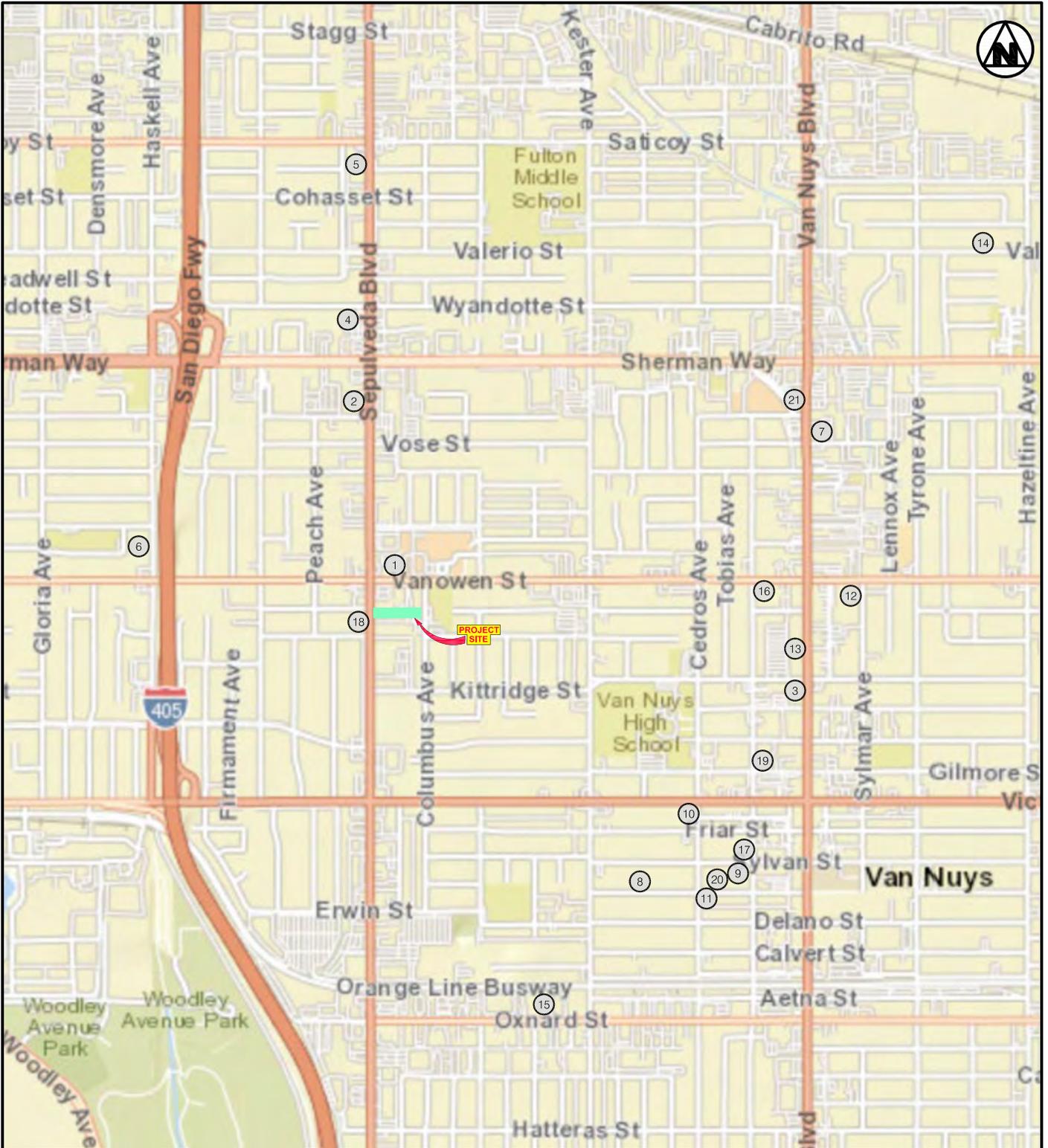
Overland Traffic Consultants, Inc.

APPENDIX G

Related Project Information

RELATED PROJECT TRAFFIC GENERATION

No.	Use	Size		Location	Daily	AM Peak Hour			PM Peak Hour		
					Traffic	In	Out	Total	In	Out	Total
1	Medical Office	79,127	s.f.	15225 Vanowen Street	2,521	172	40	212	56	169	225
2	Apartments	160	units	7111 N Sepulveda Boulevard	760	28	22	50	20	26	46
	Affordable	20	units		83	4	6	10	4	3	7
	Retail	4,750	s.f.		179	2	2	4	9	9	18
3	Apartments	164	units	6569 Van Nuys Boulevard	779	29	23	52	20	28	48
	Affordable	10	units		42	2	3	5	2	2	4
	Retail	18,400	s.f.		695	10	7	17	34	36	70
4	Gym	25,278	s.f.	7241 N. Sepulveda Boulevard	832	17	16	33	50	37	87
	Change of use from reail (Big Lots) to gym										
5	Apartments	47	units	7541 N. Sepulveda Boulevard	223	8	7	15	6	8	14
	Affordable	7	units		29	1	2	3	1	1	2
	Retail	1,056	s.f.		40	1	0	1	2	2	4
6	Subdivision	17	units	6839 N. Haskell Avenue	122	2	6	8	6	4	10
7	Apartments	295	units	7050 N. Van Nuys Boulevard	1,401	53	42	95	15	71	86
	Affordable	37	units		154	7	11	18	7	6	13
	Retail	3,963	s.f.		150	2	2	4	7	8	15
8	Apartments	29	units	14805 Ewrin Street	158	3	8	11	8	5	13
	Affordable	4	units		17	1	1	2	1	1	2
9	Apartments	30	units	14606 Sylvan Street	163	4	7	11	7	6	13
	Affordable	4	units		17	1	1	2	1	1	2
10	Apartments	20	units	14706-12 W. Friar Street	109	2	5	7	5	3	8
	Affordable	3	units		12	0	1	1	1	0	1
11	Apartments	40	units	14552 Ewrin Street	218	4	10	14	11	7	18
	Affordable	5	units		21	1	2	3	2	1	3
12	Apartments	40	units	14400 Vanowen Street	218	4	10	14	11	7	18
	Affordable	5	units		21	1	2	3	2	1	3
13	Gym	20,050	s.f.	6633 N. Van Nuys Boulevard	660	13	13	26	39	30	69
	Change of use from reail (Big Lots) to gym										
14	Middle School	330	students	14203 W. Valerio Street	1,356	165	135	300	39	47	86
15	Self Storage	98,458	s.f.	15005 W. Oxnard Street	143	5	4	9	7	8	15
16	Apartments	40	units	14552 Vanowen Street	218	4	11	14	11	7	18
	Affordable	5	units		21	1	2	3	2	1	3
17	Apartments	8	units	14631 W. Friar Street	44	1	2	3	2	2	4
	Affordable	3	units		12	0	1	1	1	0	1
18	Subdivision	30	units	6705 N. Sepulveda Boulevard	122	2	6	8	6	4	10
19	Apartments	28	units	14541 Gilmore Street	152	3	7	10	8	4	12
	Affordable	3	units		12	0	1	1	1	0	1
20	Apartments	20	units	14629 W. Erwin Street	109	2	5	7	5	3	8
21	Apartments	190	units	7115 N. Van Nuys Boulevard	1,034	18	50	68	51	33	84
	Affordable	24	units		100	4	8	12	4	4	8
	Retail	15,804	s.f.		597	9	6	15	29	31	60



9/2022

RELATED PROJECT LOCATIONS

 **Overland Traffic Consultants, Inc.**

952 Manhattan Beach Bl, #100, Manhattan Beach, CA 90266
 (310) 930 - 3303, OTC@overlandtraffic.com



APPENDIX H

Traffic Volume Data and Level of Service Worksheets



Traffic Volume Data

PEDESTRIAN COUNT SUMMARY

CLIENT: OVERLAND TRAFFIC CONSULTANTS
 PROJECT: SEPULVEDA BOULEVARD
 DATE: WEDNESDAY, SEPTEMBER 21, 2022
 PERIOD: 07:00 AM TO 10:00 AM
 03:00 PM TO 06:00 PM
 LOCATION: N/S SEPULVEDA BOULEVARD
 E/W SHERMAN WAY

A.M. PEAK PERIOD

P.M. PEAK PERIOD

15-MIN INTERVAL	NORTH LEG	SOUTH LEG	EAST LEG	WEST LEG	TOTAL
0700-0715	6	10	8	15	39
0715-0730	6	11	13	9	39
0730-0745	7	3	4	9	23
0745-0800	7	5	5	14	31
0800-0815	5	6	7	17	35
0815-0830	8	4	3	12	27
0830-0845	3	8	8	13	32
0845-0900	13	10	7	11	41
0900-0915	5	20	6	13	44
0915-0930	5	7	4	6	22
0930-0945	7	7	10	5	29
0945-1000	6	8	5	16	35

15-MIN INTERVAL	NORTH LEG	SOUTH LEG	EAST LEG	WEST LEG	TOTAL
0300-0315	8	7	14	12	41
0315-0330	8	2	8	6	24
0330-0345	3	7	11	10	31
0345-0400	5	6	3	12	26
0400-0415	4	7	4	17	32
0415-0430	3	7	7	8	25
0430-0445	5	13	11	24	53
0445-0500	10	9	13	12	44
0500-0515	8	7	8	11	34
0515-0530	3	10	7	13	33
0530-0545	10	12	4	15	41
0545-0600	10	13	9	11	43

1-HOUR PERIOD	NORTH LEG	SOUTH LEG	EAST LEG	WEST LEG	TOTAL
0700-0800	26	29	30	47	132
0800-0900	29	28	25	53	135
0900-1000	23	42	25	40	130
TOTALS	78	99	80	140	397

1-HOUR PERIOD	NORTH LEG	SOUTH LEG	EAST LEG	WEST LEG	TOTAL
0300-0400	24	22	36	40	122
0400-0500	22	36	35	61	154
0500-0600	31	42	28	50	151
TOTALS	77	100	99	151	427

REMARKS (6 HOUR TOTAL):

- Wheelchair / special needs assistance
- Skateboard / scooter

NORTH LEG	SOUTH LEG	EAST LEG	WEST LEG	TOTAL
-----------	-----------	----------	----------	-------

0	0	0	0	0
2	3	3	4	12

BICYCLE COUNT SUMMARY

CLIENT: OVERLAND TRAFFIC CONSULTANTS
 PROJECT: SEPULVEDA BOULEVARD
 DATE: WEDNESDAY, SEPTEMBER 21, 2022
 PERIOD: 07:00 AM TO 10:00 AM
 03:00 PM TO 06:00 PM
 LOCATION: N/S SEPULVEDA BOULEVARD
 E/W SHERMAN WAY

NORTHBOUND APPROACH

1-HOUR PERIOD	LEFT	THRU	RIGHT	TOTAL
0700-0800	1	2	0	3
0800-0900	0	0	1	1
0900-1000	0	1	0	1
0300-0400	0	1	0	1
0400-0500	1	1	1	3
0500-0600	0	1	1	2
TOTALS	2	6	3	11

SOUTHBOUND APPROACH

1-HOUR PERIOD	LEFT	THRU	RIGHT	TOTAL
0700-0800	1	0	0	1
0800-0900	0	1	0	1
0900-1000	0	0	1	1
0300-0400	0	1	1	2
0400-0500	0	0	2	2
0500-0600	2	2	2	6
TOTALS	3	4	6	13

EASTBOUND APPROACH

1-HOUR PERIOD	LEFT	THRU	RIGHT	TOTAL
0700-0800	1	2	1	4
0800-0900	1	1	2	4
0900-1000	0	0	1	1
0300-0400	1	1	1	3
0400-0500	3	1	0	4
0500-0600	0	1	2	3
TOTALS	6	6	7	19

WESTBOUND APPROACH

1-HOUR PERIOD	LEFT	THRU	RIGHT	TOTAL
0700-0800	1	2	0	3
0800-0900	0	1	2	3
0900-1000	3	2	3	8
0300-0400	1	1	2	4
0400-0500	1	0	2	3
0500-0600	4	2	2	8
TOTALS	10	8	11	29

REMARKS (6 HOUR TOTAL):

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND	TOTAL
- Female riders	2	0	3	4	9
- No helmet riders	10	12	17	25	64
- Sidewalk riders	8	12	15	20	55
- Wrong way riding	0	1	0	0	1

PEDESTRIAN COUNT SUMMARY

CLIENT: OVERLAND TRAFFIC CONSULTANTS
 PROJECT: SEPULVEDA BOULEVARD
 DATE: WEDNESDAY, SEPTEMBER 21, 2022
 PERIOD: 07:00 AM TO 10:00 AM
 03:00 PM TO 06:00 PM
 LOCATION: N/S SEPULVEDA BOULEVARD
 E/W VANOWEN STREET

A.M. PEAK PERIOD

15-MIN INTERVAL	NORTH LEG	SOUTH LEG	EAST LEG	WEST LEG	TOTAL
0700-0715	13	9	4	23	49
0715-0730	15	22	10	29	76
0730-0745	31	25	15	27	98
0745-0800	41	33	29	26	129
0800-0815	18	12	16	22	68
0815-0830	12	11	10	10	43
0830-0845	11	9	8	9	37
0845-0900	4	16	4	15	39
0900-0915	8	5	8	3	24
0915-0930	3	9	17	4	33
0930-0945	7	13	6	10	36
0945-1000	5	10	5	13	33

1-HOUR PERIOD	NORTH LEG	SOUTH LEG	EAST LEG	WEST LEG	TOTAL
0700-0800	100	89	58	105	352
0800-0900	45	48	38	56	187
0900-1000	23	37	36	30	126
TOTALS	168	174	132	191	665

P.M. PEAK PERIOD

15-MIN INTERVAL	NORTH LEG	SOUTH LEG	EAST LEG	WEST LEG	TOTAL
0300-0315	5	22	5	20	52
0315-0330	10	23	7	10	50
0330-0345	4	20	6	38	68
0345-0400	6	11	12	13	42
0400-0415	14	5	21	11	51
0415-0430	8	10	11	9	38
0430-0445	5	20	4	8	37
0445-0500	2	11	3	25	41
0500-0515	6	8	7	21	42
0515-0530	17	19	10	22	68
0530-0545	13	25	17	13	68
0545-0600	12	10	19	17	58

1-HOUR PERIOD	NORTH LEG	SOUTH LEG	EAST LEG	WEST LEG	TOTAL
0300-0400	25	76	30	81	212
0400-0500	29	46	39	53	167
0500-0600	48	62	53	73	236
TOTALS	102	184	122	207	615

REMARKS (6 HOUR TOTAL):

- Wheelchair / special needs assistance
- Skateboard / scooter

NORTH LEG	SOUTH LEG	EAST LEG	WEST LEG	TOTAL
1	0	0	0	1
3	2	4	3	12

BICYCLE COUNT SUMMARY

CLIENT: OVERLAND TRAFFIC CONSULTANTS
 PROJECT: SEPULVEDA BOULEVARD
 DATE: WEDNESDAY, SEPTEMBER 21, 2022
 PERIOD: 07:00 AM TO 10:00 AM
 03:00 PM TO 06:00 PM
 LOCATION: N/S SEPULVEDA BOULEVARD
 E/W VANOWEN STREET

NORTHBOUND APPROACH

1-HOUR PERIOD	LEFT	THRU	RIGHT	TOTAL
0700-0800	0	1	1	2
0800-0900	1	2	2	5
0900-1000	0	1	0	1
0300-0400	0	2	1	3
0400-0500	2	1	1	4
0500-0600	2	1	2	5
TOTALS	5	8	7	20

SOUTHBOUND APPROACH

1-HOUR PERIOD	LEFT	THRU	RIGHT	TOTAL
0700-0800	0	0	0	0
0800-0900	0	1	1	2
0900-1000	1	1	0	2
0300-0400	0	1	1	2
0400-0500	0	0	1	1
0500-0600	1	1	0	2
TOTALS	2	4	3	9

EASTBOUND APPROACH

1-HOUR PERIOD	LEFT	THRU	RIGHT	TOTAL
0700-0800	0	1	0	1
0800-0900	2	2	1	5
0900-1000	1	0	0	1
0300-0400	0	1	1	2
0400-0500	1	0	0	1
0500-0600	0	1	1	2
TOTALS	4	5	3	12

WESTBOUND APPROACH

1-HOUR PERIOD	LEFT	THRU	RIGHT	TOTAL
0700-0800	1	1	0	2
0800-0900	0	0	0	0
0900-1000	1	1	1	3
0300-0400	0	0	1	1
0400-0500	1	2	2	5
0500-0600	3	1	2	6
TOTALS	6	5	6	17

REMARKS (6 HOUR TOTAL):

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND	TOTAL
- Female riders	2	0	1	2	5
- No helmet riders	16	9	10	16	51
- Sidewalk riders	13	8	10	12	43
- Wrong way riding	1	0	0	0	1

PEDESTRIAN COUNT SUMMARY

CLIENT: OVERLAND TRAFFIC CONSULTANTS
 PROJECT: SEPULVEDA BOULEVARD
 DATE: WEDNESDAY, SEPTEMBER 21, 2022
 PERIOD: 07:00 AM TO 10:00 AM
 03:00 PM TO 06:00 PM
 LOCATION: N/S SEPULVEDA BOULEVARD
 E/W VICTORY BOULEVARD

A.M. PEAK PERIOD

15-MIN INTERVAL	NORTH LEG	SOUTH LEG	EAST LEG	WEST LEG	TOTAL
0700-0715	2	3	4	9	18
0715-0730	10	8	1	8	27
0730-0745	6	6	2	11	25
0745-0800	5	2	5	4	16
0800-0815	0	1	3	7	11
0815-0830	1	1	5	6	13
0830-0845	3	2	7	4	16
0845-0900	3	2	5	8	18
0900-0915	1	5	1	5	12
0915-0930	4	0	2	2	8
0930-0945	5	2	6	2	15
0945-1000	0	3	8	3	14

1-HOUR PERIOD	NORTH LEG	SOUTH LEG	EAST LEG	WEST LEG	TOTAL
0700-0800	23	19	12	32	86
0800-0900	7	6	20	25	58
0900-1000	10	10	17	12	49
TOTALS	40	35	49	69	193

P.M. PEAK PERIOD

15-MIN INTERVAL	NORTH LEG	SOUTH LEG	EAST LEG	WEST LEG	TOTAL
0300-0315	10	6	8	9	33
0315-0330	14	7	21	3	45
0330-0345	10	8	12	2	32
0345-0400	3	2	6	3	14
0400-0415	7	8	14	7	36
0415-0430	9	3	15	2	29
0430-0445	6	3	13	4	26
0445-0500	2	10	2	6	20
0500-0515	4	6	14	6	30
0515-0530	5	3	6	5	19
0530-0545	7	1	5	4	17
0545-0600	6	0	12	2	20

1-HOUR PERIOD	NORTH LEG	SOUTH LEG	EAST LEG	WEST LEG	TOTAL
0300-0400	37	23	47	17	124
0400-0500	24	24	44	19	111
0500-0600	22	10	37	17	86
TOTALS	83	57	128	53	321

REMARKS (6 HOUR TOTAL):

- Wheelchair / special needs assistance
- Skateboard / scooter

NORTH LEG	SOUTH LEG	EAST LEG	WEST LEG	TOTAL
0	0	1	0	1
3	1	9	3	16

BICYCLE COUNT SUMMARY

CLIENT: OVERLAND TRAFFIC CONSULTANTS
 PROJECT: SEPULVEDA BOULEVARD
 DATE: WEDNESDAY, SEPTEMBER 21, 2022
 PERIOD: 07:00 AM TO 10:00 AM
 03:00 PM TO 06:00 PM
 LOCATION: N/S SEPULVEDA BOULEVARD
 E/W VICTORY BOULEVARD

NORTHBOUND APPROACH

1-HOUR PERIOD	LEFT	THRU	RIGHT	TOTAL
0700-0800	0	0	1	1
0800-0900	0	2	0	2
0900-1000	2	3	1	6
0300-0400	1	0	1	2
0400-0500	0	2	0	2
0500-0600	2	0	1	3
TOTALS	5	7	4	16

SOUTHBOUND APPROACH

1-HOUR PERIOD	LEFT	THRU	RIGHT	TOTAL
0700-0800	0	1	1	2
0800-0900	1	2	0	3
0900-1000	1	0	1	2
0300-0400	0	0	1	1
0400-0500	0	0	0	0
0500-0600	0	1	1	2
TOTALS	2	4	4	10

EASTBOUND APPROACH

1-HOUR PERIOD	LEFT	THRU	RIGHT	TOTAL
0700-0800	0	1	0	1
0800-0900	0	0	1	1
0900-1000	2	1	0	3
0300-0400	1	0	0	1
0400-0500	1	0	2	3
0500-0600	1	1	1	3
TOTALS	5	3	4	12

WESTBOUND APPROACH

1-HOUR PERIOD	LEFT	THRU	RIGHT	TOTAL
0700-0800	1	1	1	3
0800-0900	1	1	0	2
0900-1000	0	2	1	3
0300-0400	1	1	1	3
0400-0500	1	0	1	2
0500-0600	1	1	1	3
TOTALS	5	6	5	16

REMARKS (6 HOUR TOTAL):

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND	TOTAL
- Female riders	4	1	2	1	8
- No helmet riders	14	10	10	13	47
- Sidewalk riders	14	8	11	14	47
- Wrong way riding	1	0	0	1	2

PEDESTRIAN COUNT SUMMARY

CLIENT: OVERLAND TRAFFIC CONSULTANTS
 PROJECT: SEPULVEDA BOULEVARD
 DATE: WEDNESDAY, SEPTEMBER 21, 2022
 PERIOD: 07:00 AM TO 10:00 AM
 03:00 PM TO 06:00 PM
 LOCATION: N/S SEPULVEDA BOULEVARD
 E/W KITTRIDGE STREET

A.M. PEAK PERIOD

15-MIN INTERVAL	NORTH LEG	SOUTH LEG	EAST LEG	WEST LEG	TOTAL
0700-0715	0	0	2	0	2
0715-0730	0	0	2	0	2
0730-0745	0	0	6	0	6
0745-0800	0	0	2	0	2
0800-0815	0	0	3	0	3
0815-0830	0	0	6	0	6
0830-0845	0	0	2	0	2
0845-0900	0	0	4	0	4
0900-0915	0	0	3	0	3
0915-0930	0	0	4	0	4
0930-0945	0	0	1	0	1
0945-1000	0	0	1	0	1

1-HOUR PERIOD	NORTH LEG	SOUTH LEG	EAST LEG	WEST LEG	TOTAL
0700-0800	0	0	12	0	12
0800-0900	0	0	15	0	15
0900-1000	0	0	9	0	9
TOTALS	0	0	36	0	36

P.M. PEAK PERIOD

15-MIN INTERVAL	NORTH LEG	SOUTH LEG	EAST LEG	WEST LEG	TOTAL
0300-0315	0	0	2	0	2
0315-0330	0	0	1	0	1
0330-0345	0	0	2	0	2
0345-0400	0	0	0	0	0
0400-0415	0	0	1	0	1
0415-0430	0	0	1	0	1
0430-0445	0	0	1	0	1
0445-0500	0	0	0	0	0
0500-0515	0	0	0	0	0
0515-0530	0	0	1	0	1
0530-0545	0	0	2	0	2
0545-0600	0	0	1	0	1

1-HOUR PERIOD	NORTH LEG	SOUTH LEG	EAST LEG	WEST LEG	TOTAL
0300-0400	0	0	5	0	5
0400-0500	0	0	3	0	3
0500-0600	0	0	4	0	4
TOTALS	0	0	12	0	12

REMARKS (6 HOUR TOTAL):

- Wheelchair / special needs assistance
- Skateboard / scooter

NORTH LEG	SOUTH LEG	EAST LEG	WEST LEG	TOTAL
0	0	0	0	0
0	0	3	0	3

BICYCLE COUNT SUMMARY

CLIENT: OVERLAND TRAFFIC CONSULTANTS
 PROJECT: SEPULVEDA BOULEVARD
 DATE: WEDNESDAY, SEPTEMBER 21, 2022
 PERIOD: 07:00 AM TO 10:00 AM
 03:00 PM TO 06:00 PM
 LOCATION: N/S SEPULVEDA BOULEVARD
 E/W KITTRIDGE STREET

NORTHBOUND APPROACH

1-HOUR PERIOD	LEFT	THRU	RIGHT	TOTAL
0700-0800	0	2	0	2
0800-0900	0	0	1	1
0900-1000	0	1	0	1
0300-0400	0	2	0	2
0400-0500	0	0	1	1
0500-0600	0	1	1	2
TOTALS	0	6	3	9

SOUTHBOUND APPROACH

1-HOUR PERIOD	LEFT	THRU	RIGHT	TOTAL
0700-0800	0	1	0	1
0800-0900	0	2	0	2
0900-1000	1	0	0	1
0300-0400	0	0	0	0
0400-0500	1	2	0	3
0500-0600	0	1	0	1
TOTALS	2	6	0	8

EASTBOUND APPROACH

1-HOUR PERIOD	LEFT	THRU	RIGHT	TOTAL
0700-0800	0	0	0	0
0800-0900	0	0	0	0
0900-1000	0	0	0	0
0300-0400	0	0	0	0
0400-0500	0	0	0	0
0500-0600	0	0	0	0
TOTALS	0	0	0	0

WESTBOUND APPROACH

1-HOUR PERIOD	LEFT	THRU	RIGHT	TOTAL
0700-0800	0	0	1	1
0800-0900	0	0	0	0
0900-1000	0	0	0	0
0300-0400	1	0	0	1
0400-0500	0	0	1	1
0500-0600	0	0	0	0
TOTALS	1	0	2	3

REMARKS (6 HOUR TOTAL):

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND	TOTAL
- Female riders	1	1	0	0	2
- No helmet riders	9	7	0	3	19
- Sidewalk riders	7	6	0	2	15
- Wrong way riding	0	0	0	0	0

PEDESTRIAN COUNT SUMMARY

CLIENT: OVERLAND TRAFFIC CONSULTANTS
 PROJECT: SEPULVEDA BOULEVARD
 DATE: TUESDAY, OCTOBER 04, 2022
 PERIOD: 07:00 AM TO 10:00 AM
 03:00 PM TO 06:00 PM
 LOCATION: N/S SEPULVEDA BOULEVARD
 E/W DRIVEWAY

A.M. PEAK PERIOD

15-MIN INTERVAL	NORTH LEG	SOUTH LEG	EAST LEG	WEST LEG	TOTAL
0700-0715	0	0	2	0	2
0715-0730	0	0	0	0	0
0730-0745	0	0	0	0	0
0745-0800	0	0	1	0	1
0800-0815	0	0	0	0	0
0815-0830	0	0	3	0	3
0830-0845	0	0	1	0	1
0845-0900	0	0	1	0	1
0900-0915	0	0	0	0	0
0915-0930	0	0	2	0	2
0930-0945	0	0	1	0	1
0945-1000	0	0	0	0	0

1-HOUR PERIOD	NORTH LEG	SOUTH LEG	EAST LEG	WEST LEG	TOTAL
0700-0800	0	0	3	0	3
0800-0900	0	0	5	0	5
0900-1000	0	0	3	0	3
TOTALS	0	0	11	0	11

P.M. PEAK PERIOD

15-MIN INTERVAL	NORTH LEG	SOUTH LEG	EAST LEG	WEST LEG	TOTAL
0300-0315	0	0	1	0	1
0315-0330	0	0	0	0	0
0330-0345	0	0	1	0	1
0345-0400	0	0	3	0	3
0400-0415	0	0	0	0	0
0415-0430	0	0	3	0	3
0430-0445	0	0	2	0	2
0445-0500	0	0	0	0	0
0500-0515	0	0	2	0	2
0515-0530	0	0	2	0	2
0530-0545	0	0	3	0	3
0545-0600	0	0	1	0	1

1-HOUR PERIOD	NORTH LEG	SOUTH LEG	EAST LEG	WEST LEG	TOTAL
0300-0400	0	0	5	0	5
0400-0500	0	0	5	0	5
0500-0600	0	0	8	0	8
TOTALS	0	0	18	0	18

REMARKS (6 HOUR TOTAL):

- Wheelchair / special needs assistance
- Skateboard / scooter

NORTH LEG	SOUTH LEG	EAST LEG	WEST LEG	TOTAL
0	0	0	0	0
0	0	3	0	3

BICYCLE COUNT SUMMARY

CLIENT: OVERLAND TRAFFIC CONSULTANTS
 PROJECT: SEPULVEDA BOULEVARD
 DATE: TUESDAY, OCTOBER 04, 2022
 PERIOD: 07:00 AM TO 10:00 AM
 03:00 PM TO 06:00 PM
 LOCATION: N/S SEPULVEDA BOULEVARD
 E/W DRIVEWAY

NORTHBOUND APPROACH

1-HOUR PERIOD	LEFT	THRU	RIGHT	TOTAL
0700-0800	0	0	0	0
0800-0900	0	2	0	2
0900-1000	0	1	0	1
0300-0400	0	3	0	3
0400-0500	0	2	0	2
0500-0600	0	1	0	1
TOTALS	0	9	0	9

SOUTHBOUND APPROACH

1-HOUR PERIOD	LEFT	THRU	RIGHT	TOTAL
0700-0800	0	0	0	0
0800-0900	0	1	0	1
0900-1000	0	3	0	3
0300-0400	0	2	0	2
0400-0500	0	0	0	0
0500-0600	0	1	0	1
TOTALS	0	7	0	7

EASTBOUND APPROACH

1-HOUR PERIOD	LEFT	THRU	RIGHT	TOTAL
0700-0800	0	0	0	0
0800-0900	0	0	0	0
0900-1000	0	0	0	0
0300-0400	0	0	0	0
0400-0500	0	0	0	0
0500-0600	0	0	0	0
TOTALS	0	0	0	0

WESTBOUND APPROACH

1-HOUR PERIOD	LEFT	THRU	RIGHT	TOTAL
0700-0800	0	0	0	0
0800-0900	0	0	0	0
0900-1000	0	0	0	0
0300-0400	0	0	0	0
0400-0500	0	0	0	0
0500-0600	0	0	0	0
TOTALS	0	0	0	0

REMARKS (6 HOUR TOTAL):

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND	TOTAL
- Female riders	0	0	0	0	0
- No helmet riders	8	7	0	0	15
- Sidewalk riders	6	6	0	0	12
- Wrong way riding	0	0	0	0	0

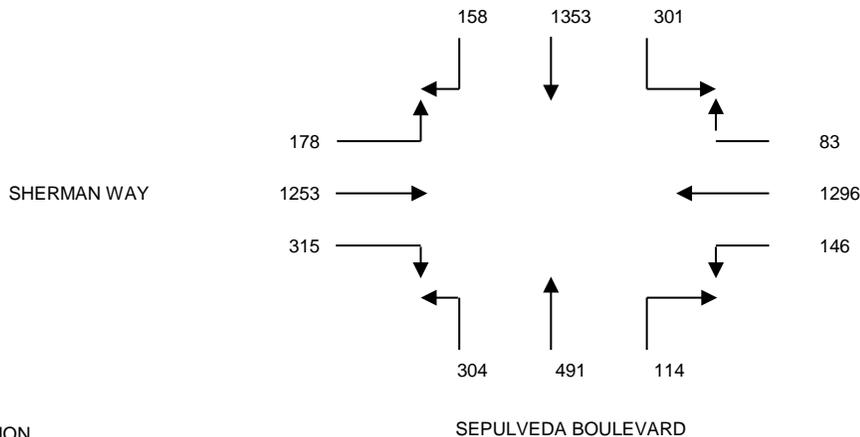
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: OVERLAND TRAFFIC CONSULTANTS
 PROJECT: 6728 SEPULVEDA BOULEVARD
 DATE: WEDNESDAY, SEPTEMBER 19, 2022
 PERIOD: 07:00 AM TO 10:00 AM
 INTERSECTION: N/S SEPULVEDA BOULEVARD
 E/W SHERMAN WAY
 FILE NUMBER: 1_AM

15 MINUTE TOTALS	1	2	3	4	5	6	7	8	9	10	11	12
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0700-0715	34	291	39	17	259	27	19	97	60	61	253	37
0715-0730	40	347	51	19	295	22	26	110	68	59	278	30
0730-0745	42	342	69	21	391	33	33	121	74	79	330	45
0745-0800	40	325	78	27	326	37	29	122	77	76	312	45
0800-0815	45	356	93	21	309	44	26	128	78	83	330	50
0815-0830	31	330	61	14	270	32	26	120	75	77	281	38
0830-0845	35	361	62	23	273	40	30	122	65	68	304	40
0845-0900	50	327	85	27	234	42	34	134	53	56	288	45
0900-0915	35	319	52	26	275	37	27	123	68	61	301	51
0915-0930	33	316	60	24	214	31	26	116	63	69	287	40
0930-0945	38	280	53	27	251	42	24	119	68	55	315	49
0945-1000	31	249	49	21	199	33	23	122	61	52	278	36

1 HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	TOTALS
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
0700-0800	156	1305	237	84	1271	119	107	450	279	275	1173	157	5613
0715-0815	167	1370	291	88	1321	136	114	481	297	297	1250	170	5982
0730-0830	158	1353	301	83	1296	146	114	491	304	315	1253	178	5992
0745-0845	151	1372	294	85	1178	153	111	492	295	304	1227	173	5835
0800-0900	161	1374	301	85	1086	158	116	504	271	284	1203	173	5716
0815-0915	151	1337	260	90	1052	151	117	499	261	262	1174	174	5528
0830-0930	153	1323	259	100	996	150	117	495	249	254	1180	176	5452
0845-0945	156	1242	250	104	974	152	111	492	252	241	1191	185	5350
0900-1000	137	1164	214	98	939	143	100	480	260	237	1181	176	5129

A.M. PEAK HOUR
0730-0830



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
 329 DIAMOND STREET
 ARCADIA, CALIFORNIA 91005
 PH: 626-446-7978
 FAX: 626-446-2877

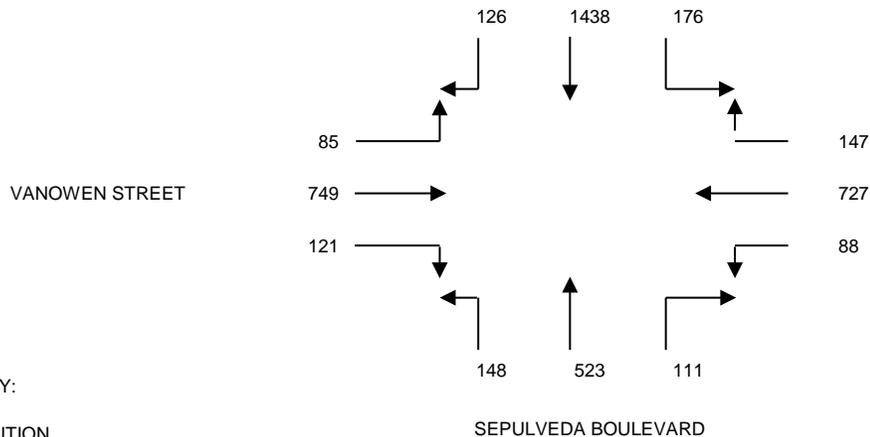
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: OVERLAND TRAFFIC CONSULTANTS
 PROJECT: 6728 SEPULVEDA BOULEVARD
 DATE: WEDNESDAY, SEPTEMBER 19, 2022
 PERIOD: 07:00 AM TO 10:00 AM
 INTERSECTION: N/S SEPULVEDA BOULEVARD
 E/W VANOWEN STREET
 FILE NUMBER: 2_AM

15 MINUTE TOTALS	1	2	3	4	5	6	7	8	9	10	11	12
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0700-0715	38	379	29	28	156	23	21	85	17	41	148	23
0715-0730	34	339	37	23	185	21	27	114	22	34	171	24
0730-0745	26	366	36	39	191	23	26	112	32	30	193	22
0745-0800	32	398	48	38	189	24	26	145	48	31	166	27
0800-0815	32	331	51	32	151	20	32	132	31	33	199	17
0815-0830	36	343	41	38	196	21	27	134	37	27	191	19
0830-0845	32	372	49	24	172	20	26	133	34	29	178	23
0845-0900	25	338	41	27	183	21	30	130	43	35	219	21
0900-0915	38	336	44	29	153	17	23	122	32	25	194	23
0915-0930	35	308	40	30	149	21	22	131	26	23	162	20
0930-0945	27	277	39	28	143	27	19	128	21	31	181	25
0945-1000	22	260	35	34	126	31	21	139	16	30	195	26

1 HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	TOTALS
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
0700-0800	130	1482	150	128	721	91	100	456	119	136	678	96	4287
0715-0815	124	1434	172	132	716	88	111	503	133	128	729	90	4360
0730-0830	126	1438	176	147	727	88	111	523	148	121	749	85	4439
0745-0845	132	1444	189	132	708	85	111	544	150	120	734	86	4435
0800-0900	125	1384	182	121	702	82	115	529	145	124	787	80	4376
0815-0915	131	1389	175	118	704	79	106	519	146	116	782	86	4351
0830-0930	130	1354	174	110	657	79	101	516	135	112	753	87	4208
0845-0945	125	1259	164	114	628	86	94	511	122	114	756	89	4062
0900-1000	122	1181	158	121	571	96	85	520	95	109	732	94	3884

A.M. PEAK HOUR
0730-0830



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
 329 DIAMOND STREET
 ARCADIA, CALIFORNIA 91005
 PH: 626-446-7978
 FAX: 626-446-2877

SEPULVEDA BOULEVARD

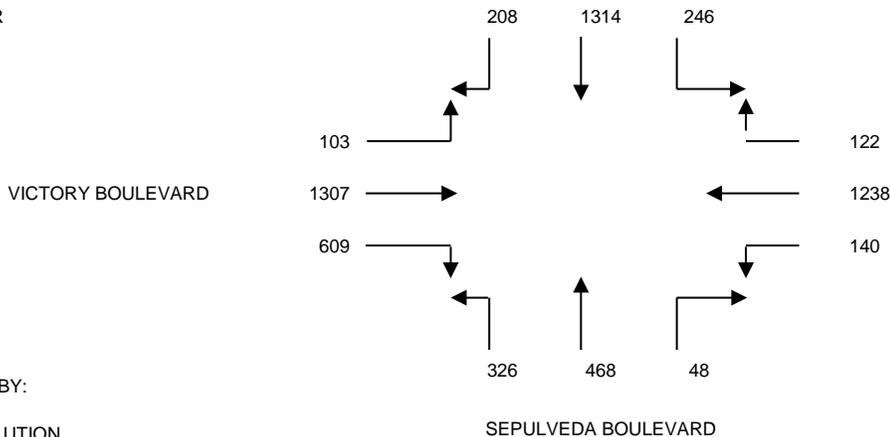
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: OVERLAND TRAFFIC CONSULTANTS
 PROJECT: 6728 SEPULVEDA BOULEVARD
 DATE: WEDNESDAY, SEPTEMBER 19, 2022
 PERIOD: 07:00 AM TO 10:00 AM
 INTERSECTION: N/S SEPULVEDA BOULEVARD
 E/W VICTORY BOULEVARD
 FILE NUMBER: 3_AM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0700-0715	37	354	34	18	272	22	20	80	84	176	271	19
0715-0730	50	336	52	22	342	21	17	84	74	172	254	29
0730-0745	51	328	63	35	281	39	13	109	69	155	313	24
0745-0800	50	327	61	32	343	37	12	123	89	157	327	35
0800-0815	56	339	60	25	334	36	10	126	85	150	344	20
0815-0830	51	320	62	30	280	28	13	110	83	147	323	24
0830-0845	40	308	54	24	265	25	19	137	76	136	320	16
0845-0900	30	314	62	22	234	31	14	100	60	151	301	12
0900-0915	25	303	53	28	229	30	22	130	50	157	385	21
0915-0930	24	275	47	17	195	34	12	106	60	125	282	29
0930-0945	24	277	40	26	179	32	12	125	54	130	283	25
0945-1000	23	268	39	34	164	30	14	99	71	151	222	24

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	TOTALS
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
0700-0800	188	1345	210	107	1238	119	62	396	316	660	1165	107	5913
0715-0815	207	1330	236	114	1300	133	52	442	317	634	1238	108	6111
0730-0830	208	1314	246	122	1238	140	48	468	326	609	1307	103	6129
0745-0845	197	1294	237	111	1222	126	54	496	333	590	1314	95	6069
0800-0900	177	1281	238	101	1113	120	56	473	304	584	1288	72	5807
0815-0915	146	1245	231	104	1008	114	68	477	269	591	1329	73	5655
0830-0930	119	1200	216	91	923	120	67	473	246	569	1288	78	5390
0845-0945	103	1169	202	93	837	127	60	461	224	563	1251	87	5177
0900-1000	96	1123	179	105	767	126	60	460	235	563	1172	99	4985

A.M. PEAK HOUR
0730-0830



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
 329 DIAMOND STREET
 ARCADIA, CALIFORNIA 91005
 PH: 626-446-7978
 FAX: 626-446-2877

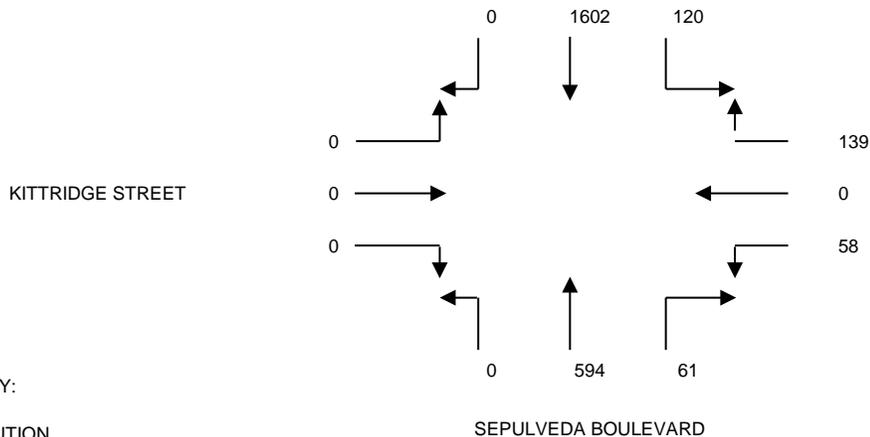
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: OVERLAND TRAFFIC CONSULTANTS
 PROJECT: 6728 SEPULVEDA BOULEVARD
 DATE: WEDNESDAY, SEPTEMBER 19, 2022
 PERIOD: 07:00 AM TO 10:00 AM
 INTERSECTION: N/S SEPULVEDA BOULEVARD
 E/W KITTRIDGE STREET
 FILE NUMBER: 4_AM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0700-0715	0	394	8	17	0	7	4	133	0	0	0	0
0715-0730	0	380	11	24	0	11	6	144	0	0	0	0
0730-0745	0	411	21	43	0	13	15	131	0	0	0	0
0745-0800	0	387	39	30	0	18	13	141	0	0	0	0
0800-0815	0	412	37	41	0	17	21	155	0	0	0	0
0815-0830	0	392	23	25	0	10	12	167	0	0	0	0
0830-0845	0	389	24	16	0	7	12	160	0	0	0	0
0845-0900	0	369	16	19	0	4	10	149	0	0	0	0
0900-0915	0	340	10	14	0	7	6	177	0	0	0	0
0915-0930	0	333	6	10	0	9	3	153	0	0	0	0
0930-0945	0	328	10	13	0	8	4	158	0	0	0	0
0945-1000	0	294	8	15	0	6	5	143	0	0	0	0

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	TOTALS
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
0700-0800	0	1572	79	114	0	49	38	549	0	0	0	0	2401
0715-0815	0	1590	108	138	0	59	55	571	0	0	0	0	2521
0730-0830	0	1602	120	139	0	58	61	594	0	0	0	0	2574
0745-0845	0	1580	123	112	0	52	58	623	0	0	0	0	2548
0800-0900	0	1562	100	101	0	38	55	631	0	0	0	0	2487
0815-0915	0	1490	73	74	0	28	40	653	0	0	0	0	2358
0830-0930	0	1431	56	59	0	27	31	639	0	0	0	0	2243
0845-0945	0	1370	42	56	0	28	23	637	0	0	0	0	2156
0900-1000	0	1295	34	52	0	30	18	631	0	0	0	0	2060

A.M. PEAK HOUR
0730-0830



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
 329 DIAMOND STREET
 ARCADIA, CALIFORNIA 91005
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 FAX: 626-446-2877

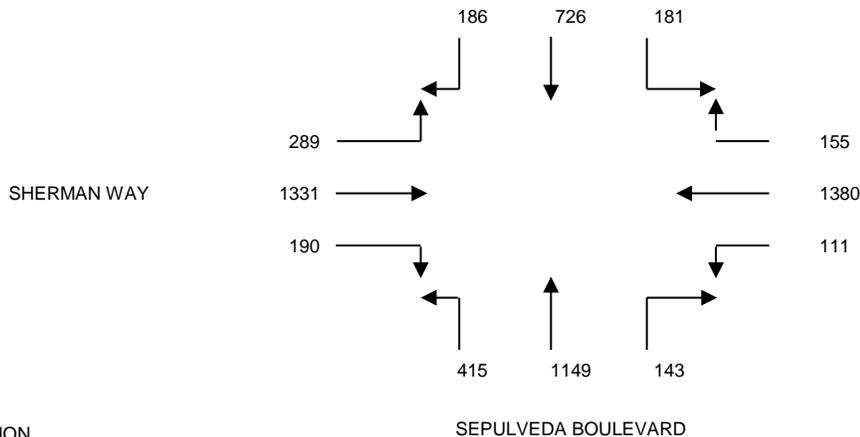
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: OVERLAND TRAFFIC CONSULTANTS
 PROJECT: 6728 SEPULVEDA BOULEVARD
 DATE: WEDNESDAY, SEPTEMBER 19, 2022
 PERIOD: 03:00 PM TO 06:00 PM
 INTERSECTION: N/S SEPULVEDA BOULEVARD
 E/W SHERMAN WAY
 FILE NUMBER: 1_PM

15 MINUTE TOTALS	1	2	3	4	5	6	7	8	9	10	11	12
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0300-0315	36	136	41	31	314	41	48	226	97	49	295	61
0315-0330	41	166	38	44	252	37	32	240	113	49	356	67
0330-0345	48	197	68	41	322	38	41	251	99	46	302	79
0345-0400	31	169	47	32	281	24	47	262	103	56	317	73
0400-0415	36	176	64	48	270	21	35	312	102	47	299	64
0415-0430	42	165	41	54	303	38	30	285	93	47	353	63
0430-0445	30	191	58	40	285	46	38	276	108	36	307	73
0445-0500	49	180	40	42	329	38	26	283	106	43	323	85
0500-0515	44	175	49	36	376	35	38	283	107	42	295	69
0515-0530	59	188	53	48	344	32	31	277	103	48	332	70
0530-0545	44	173	46	39	328	21	40	296	105	52	344	64
0545-0600	39	190	33	32	332	23	34	293	100	48	360	86

1 HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	TOTALS
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
0300-0400	156	668	194	148	1169	140	168	979	412	200	1270	280	5784
0315-0415	156	708	217	165	1125	120	155	1065	417	198	1274	283	5883
0330-0430	157	707	220	175	1176	121	153	1110	397	196	1271	279	5962
0345-0445	139	701	210	174	1139	129	150	1135	406	186	1276	273	5918
0400-0500	157	712	203	184	1187	143	129	1156	409	173	1282	285	6020
0415-0515	165	711	188	172	1293	157	132	1127	414	168	1278	290	6095
0430-0530	182	734	200	166	1334	151	133	1119	424	169	1257	297	6166
0445-0545	196	716	188	165	1377	126	135	1139	421	185	1294	288	6230
0500-0600	186	726	181	155	1380	111	143	1149	415	190	1331	289	6256

P.M. PEAK HOUR
0500-0600



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
 329 DIAMOND STREET
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SEPULVEDA BOULEVARD

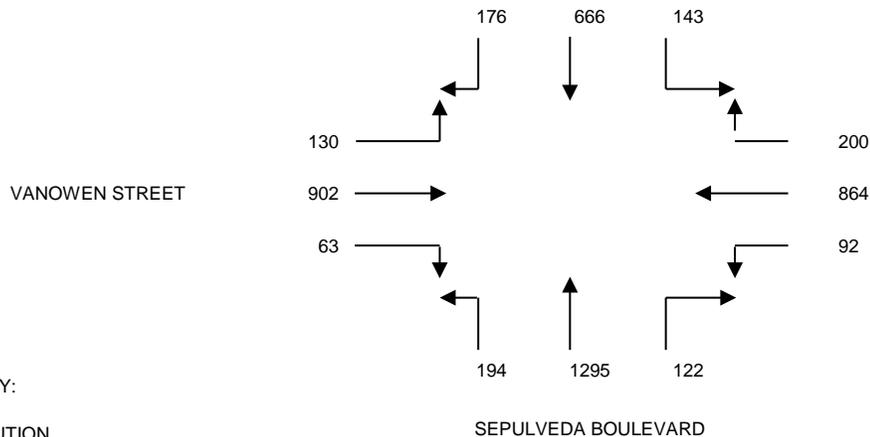
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: OVERLAND TRAFFIC CONSULTANTS
 PROJECT: 6728 SEPULVEDA BOULEVARD
 DATE: WEDNESDAY, SEPTEMBER 19, 2022
 PERIOD: 03:00 PM TO 06:00 PM
 INTERSECTION: N/S SEPULVEDA BOULEVARD
 E/W VANOWEN STREET
 FILE NUMBER: 2_PM

15 MINUTE TOTALS	1	2	3	4	5	6	7	8	9	10	11	12
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0300-0315	35	169	30	53	185	25	24	244	45	20	221	25
0315-0330	41	164	35	51	207	26	36	266	45	26	189	35
0330-0345	31	160	22	47	189	21	20	308	43	21	195	31
0345-0400	41	175	47	58	214	18	34	324	61	21	192	32
0400-0415	38	166	34	43	209	28	36	339	40	15	242	44
0415-0430	27	162	40	48	235	24	34	281	57	23	201	46
0430-0445	46	177	38	48	188	23	38	302	60	27	222	38
0445-0500	47	161	37	30	186	22	31	315	41	15	202	24
0500-0515	46	141	26	42	211	23	32	308	54	17	184	26
0515-0530	53	169	33	49	233	20	32	335	42	18	225	30
0530-0545	39	176	38	50	203	27	24	338	52	14	233	38
0545-0600	38	180	46	59	217	22	34	314	46	14	260	36

1 HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	TOTALS
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
0300-0400	148	668	134	209	795	90	114	1142	194	88	797	123	4502
0315-0415	151	665	138	199	819	93	126	1237	189	83	818	142	4660
0330-0430	137	663	143	196	847	91	124	1252	201	80	830	153	4717
0345-0445	152	680	159	197	846	93	142	1246	218	86	857	160	4836
0400-0500	158	666	149	169	818	97	139	1237	198	80	867	152	4730
0415-0515	166	641	141	168	820	92	135	1206	212	82	809	134	4606
0430-0530	192	648	134	169	818	88	133	1260	197	77	833	118	4667
0445-0545	185	647	134	171	833	92	119	1296	189	64	844	118	4692
0500-0600	176	666	143	200	864	92	122	1295	194	63	902	130	4847

P.M. PEAK HOUR
0500-0600



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
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SEPULVEDA BOULEVARD

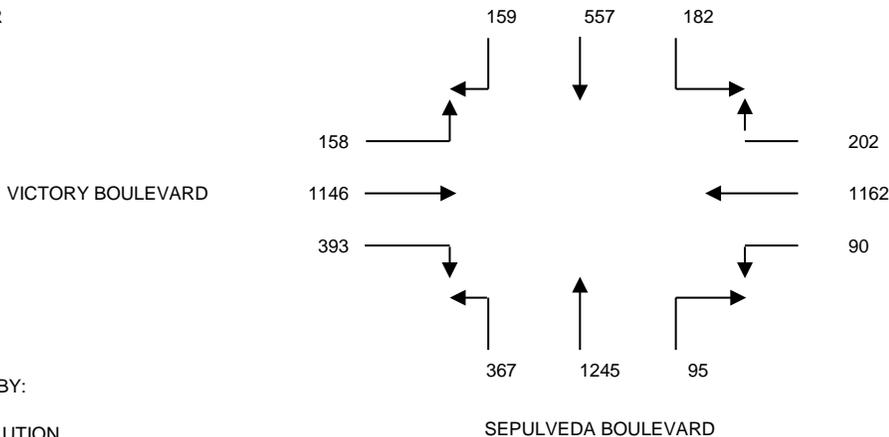
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: OVERLAND TRAFFIC CONSULTANTS
 PROJECT: 6728 SEPULVEDA BOULEVARD
 DATE: WEDNESDAY, SEPTEMBER 19, 2022
 PERIOD: 03:00 PM TO 06:00 PM
 INTERSECTION: N/S SEPULVEDA BOULEVARD
 E/W VICTORY BOULEVARD
 FILE NUMBER: 3_PM

15 MINUTE TOTALS	1	2	3	4	5	6	7	8	9	10	11	12
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0300-0315	41	160	50	45	316	16	35	265	91	96	234	40
0315-0330	38	153	40	40	288	16	29	255	85	101	300	37
0330-0345	48	165	40	31	223	18	26	287	96	116	253	42
0345-0400	40	170	33	34	264	16	28	322	92	100	297	44
0400-0415	30	162	44	38	260	17	25	313	96	77	318	35
0415-0430	37	152	40	45	272	19	24	300	89	117	308	45
0430-0445	42	158	48	31	256	23	28	321	97	82	264	39
0445-0500	43	137	54	52	325	17	24	320	89	106	293	38
0500-0515	41	149	42	50	285	20	20	307	92	83	260	39
0515-0530	42	139	47	54	295	28	30	302	91	108	303	41
0530-0545	33	132	39	46	257	25	21	316	95	96	290	40
0545-0600	27	141	41	43	285	23	23	323	88	101	243	34

1 HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	TOTALS
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
0300-0400	167	648	163	150	1091	66	118	1129	364	413	1084	163	5556
0315-0415	156	650	157	143	1035	67	108	1177	369	394	1168	158	5582
0330-0430	155	649	157	148	1019	70	103	1222	373	410	1176	166	5648
0345-0445	149	642	165	148	1052	75	105	1256	374	376	1187	163	5692
0400-0500	152	609	186	166	1113	76	101	1254	371	382	1183	157	5750
0415-0515	163	596	184	178	1138	79	96	1248	367	388	1125	161	5723
0430-0530	168	583	191	187	1161	88	102	1250	369	379	1120	157	5755
0445-0545	159	557	182	202	1162	90	95	1245	367	393	1146	158	5756
0500-0600	143	561	169	193	1122	96	94	1248	366	388	1096	154	5630

P.M. PEAK HOUR
0445-0545



DATA PROVIDED BY:

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SEPULVEDA BOULEVARD

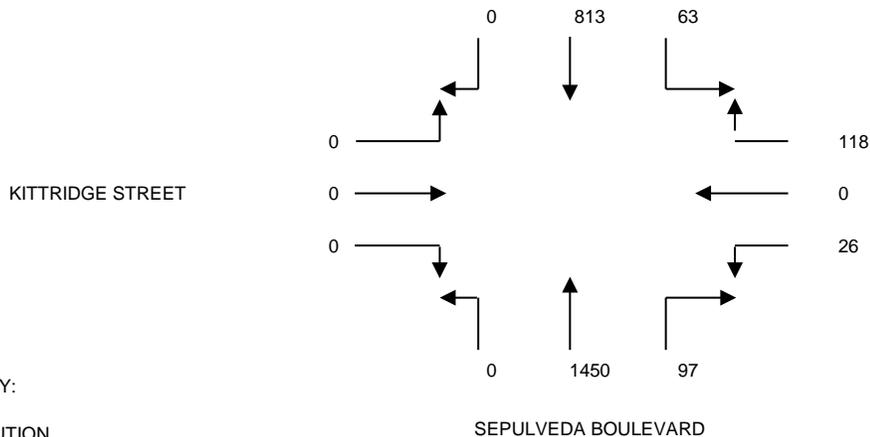
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: OVERLAND TRAFFIC CONSULTANTS
 PROJECT: 6728 SEPULVEDA BOULEVARD
 DATE: WEDNESDAY, SEPTEMBER 19, 2022
 PERIOD: 03:00 PM TO 06:00 PM
 INTERSECTION: N/S SEPULVEDA BOULEVARD
 E/W KITTRIDGE STREET
 FILE NUMBER: 4_PM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0300-0315	0	229	6	9	0	2	8	300	0	0	0	0
0315-0330	0	201	10	16	0	5	19	328	0	0	0	0
0330-0345	0	194	19	32	0	13	16	339	0	0	0	0
0345-0400	0	211	14	40	0	10	14	353	0	0	0	0
0400-0415	0	224	11	30	0	4	18	340	0	0	0	0
0415-0430	0	206	16	22	0	3	11	351	0	0	0	0
0430-0445	0	202	14	35	0	4	13	362	0	0	0	0
0445-0500	0	203	13	22	0	7	19	328	0	0	0	0
0500-0515	0	200	13	36	0	7	23	349	0	0	0	0
0515-0530	0	204	15	23	0	6	21	356	0	0	0	0
0530-0545	0	201	19	36	0	7	28	399	0	0	0	0
0545-0600	0	208	16	23	0	6	25	346	0	0	0	0

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	TOTALS
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
0300-0400	0	835	49	97	0	30	57	1320	0	0	0	0	2388
0315-0415	0	830	54	118	0	32	67	1360	0	0	0	0	2461
0330-0430	0	835	60	124	0	30	59	1383	0	0	0	0	2491
0345-0445	0	843	55	127	0	21	56	1406	0	0	0	0	2508
0400-0500	0	835	54	109	0	18	61	1381	0	0	0	0	2458
0415-0515	0	811	56	115	0	21	66	1390	0	0	0	0	2459
0430-0530	0	809	55	116	0	24	76	1395	0	0	0	0	2475
0445-0545	0	808	60	117	0	27	91	1432	0	0	0	0	2535
0500-0600	0	813	63	118	0	26	97	1450	0	0	0	0	2567

P.M. PEAK HOUR
0500-0600



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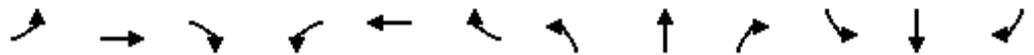


Existing Conditions

HCM 6th Signalized Intersection Summary

1: Sherman Way & Sepulveda Bl

10/18/2022

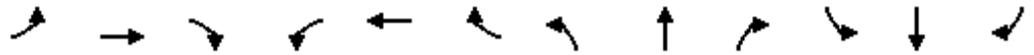


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↔		↔↔	↑↑↔		↔↔	↑↑↔		↔↔	↑↑↔	
Traffic Volume (veh/h)	178	1253	315	146	1296	83	304	491	114	301	1353	158
Future Volume (veh/h)	178	1253	315	146	1296	83	304	491	114	301	1353	158
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.96	1.00		0.97	1.00		0.94
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	178	1253	315	146	1296	83	304	491	114	301	1353	158
Peak Hour 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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	236	1304	328	192	1521	97	361	1356	304	366	1514	177
Arrive On Green	0.07	0.34	0.34	0.06	0.32	0.32	0.10	0.34	0.34	0.21	0.68	0.68
Sat Flow, veh/h	3456	3890	977	3456	4715	302	3456	3994	895	3456	4438	518
Grp Volume(v), veh/h	178	1096	472	146	936	443	304	416	189	301	1038	473
Grp Sat Flow(s),veh/h/ln	1728	1702	1463	1728	1702	1613	1728	1702	1485	1728	1702	1552
Q Serve(g_s), s	5.6	34.7	34.8	4.6	28.2	28.3	9.5	10.1	10.6	9.1	27.3	27.3
Cycle Q Clear(g_c), s	5.6	34.7	34.8	4.6	28.2	28.3	9.5	10.1	10.6	9.1	27.3	27.3
Prop In Lane	1.00		0.67	1.00		0.19	1.00		0.60	1.00		0.33
Lane Grp Cap(c), veh/h	236	1141	491	192	1098	520	361	1156	504	366	1161	529
V/C Ratio(X)	0.76	0.96	0.96	0.76	0.85	0.85	0.84	0.36	0.37	0.82	0.89	0.89
Avail Cap(c_a), veh/h	236	1142	491	192	1099	520	361	1156	504	528	1161	529
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.92	0.92	0.92	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.3	35.8	35.9	51.2	34.8	34.8	48.4	27.3	27.5	42.3	15.9	15.9
Incr Delay (d2), s/veh	13.0	17.9	30.9	16.3	6.6	12.8	15.1	0.8	2.0	6.8	10.7	20.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.1	23.7	23.0	4.3	18.3	18.6	8.3	7.5	7.2	6.9	11.3	12.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.4	53.8	66.7	67.6	41.4	47.6	63.4	28.1	29.4	49.1	26.5	36.0
LnGrp LOS	E	D	E	E	D	D	E	C	C	D	C	D
Approach Vol, veh/h		1746			1525			909			1812	
Approach Delay, s/veh		58.3			45.7			40.2			32.8	
Approach LOS		E			D			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.2	41.9	10.6	41.4	16.0	42.0	12.0	40.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	16.8	32.2	6.1	36.9	11.5	37.5	7.5	35.5				
Max Q Clear Time (g_c+I1), s	11.1	12.6	6.6	36.8	11.5	29.3	7.6	30.3				
Green Ext Time (p_c), s	0.5	3.9	0.0	0.1	0.0	5.7	0.0	3.7				
Intersection Summary												
HCM 6th Ctrl Delay			44.6									
HCM 6th LOS			D									

HCM 6th Signalized Intersection Summary

2: Vanowen St

10/18/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↗↘		↗	↗↘	↗	↗	↗↘↙		↗	↗↘↙	
Traffic Volume (veh/h)	85	749	121	88	727	147	148	523	111	176	1438	126
Future Volume (veh/h)	85	749	121	88	727	147	148	523	111	176	1438	126
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.89	1.00		0.89	1.00		0.94	1.00		0.90
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	85	749	121	88	727	147	148	523	111	176	1438	126
Peak Hour 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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	232	807	130	188	1010	594	180	1441	296	214	1717	150
Arrive On Green	0.05	0.28	0.28	0.05	0.28	0.28	0.10	0.34	0.34	0.12	0.36	0.36
Sat Flow, veh/h	1781	2851	460	1781	3554	1418	1781	4188	861	1781	4732	415
Grp Volume(v), veh/h	85	467	403	88	727	147	148	422	212	176	1034	530
Grp Sat Flow(s),veh/h/ln	1781	1777	1535	1781	1777	1418	1781	1702	1645	1781	1702	1743
Q Serve(g_s), s	3.0	22.7	22.8	3.1	16.4	6.1	7.2	8.3	8.6	8.6	24.7	24.8
Cycle Q Clear(g_c), s	3.0	22.7	22.8	3.1	16.4	6.1	7.2	8.3	8.6	8.6	24.7	24.8
Prop In Lane	1.00		0.30	1.00		1.00	1.00		0.52	1.00		0.24
Lane Grp Cap(c), veh/h	232	503	434	188	1010	594	180	1171	566	214	1235	632
V/C Ratio(X)	0.37	0.93	0.93	0.47	0.72	0.25	0.82	0.36	0.37	0.82	0.84	0.84
Avail Cap(c_a), veh/h	246	509	440	200	1018	597	182	1171	566	352	1235	632
HCM 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
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.6	31.0	31.0	24.1	28.7	17.6	39.2	21.9	22.0	38.2	25.9	25.9
Incr Delay (d2), s/veh	1.0	23.3	26.0	1.8	2.5	0.2	24.7	0.9	1.9	7.7	6.9	12.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.3	18.5	16.8	2.4	11.5	3.6	7.8	6.0	6.4	7.4	16.1	17.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.5	54.3	57.0	25.9	31.1	17.8	63.9	22.7	23.9	45.9	32.8	38.5
LnGrp LOS	C	D	E	C	C	B	E	C	C	D	C	D
Approach Vol, veh/h		955			962			782			1740	
Approach Delay, s/veh		52.7			28.6			30.8			35.8	
Approach LOS		D			C			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.2	35.1	9.0	29.7	13.5	36.8	8.9	29.8				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	17.6	23.8	5.1	25.5	9.1	32.3	5.1	25.5				
Max Q Clear Time (g_c+I1), s	10.6	10.6	5.1	24.8	9.2	26.8	5.0	18.4				
Green Ext Time (p_c), s	0.3	3.5	0.0	0.4	0.0	4.2	0.0	3.1				

Intersection Summary

HCM 6th Ctrl Delay	37.0
HCM 6th LOS	D

Notes

User approved changes to right turn type.

HCM 6th Signalized Intersection Summary

3: Sepulveda Bl & Victory Bl

10/18/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	103	1307	609	140	1248	122	326	468	48	246	1314	208
Future Volume (veh/h)	103	1307	609	140	1248	122	326	468	48	246	1314	208
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.96	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	103	1307	609	140	1248	122	326	468	48	246	1314	208
Peak Hour 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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	130	1503	629	168	1613	633	388	1434	144	327	1526	574
Arrive On Green	0.07	0.29	0.29	0.09	0.32	0.32	0.11	0.32	0.32	0.09	0.30	0.30
Sat Flow, veh/h	1781	5106	1532	1781	5106	1529	3456	4534	457	3456	5106	1534
Grp Volume(v), veh/h	103	1307	609	140	1248	122	326	349	167	246	1314	208
Grp Sat Flow(s),veh/h/ln	1781	1702	1532	1781	1702	1529	1728	1702	1586	1728	1702	1534
Q Serve(g_s), s	5.1	21.8	26.5	7.0	19.9	4.6	8.3	7.0	7.2	6.2	21.9	8.9
Cycle Q Clear(g_c), s	5.1	21.8	26.5	7.0	19.9	4.6	8.3	7.0	7.2	6.2	21.9	8.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.29	1.00		1.00
Lane Grp Cap(c), veh/h	130	1503	629	168	1613	633	388	1077	502	327	1526	574
V/C Ratio(X)	0.79	0.87	0.97	0.83	0.77	0.19	0.84	0.32	0.33	0.75	0.86	0.36
Avail Cap(c_a), veh/h	131	1503	629	168	1613	633	388	1077	502	468	1526	574
HCM 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
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.0	30.1	26.3	40.0	27.9	17.0	39.2	23.4	23.5	39.7	29.8	20.5
Incr Delay (d2), s/veh	27.2	5.8	28.0	28.4	2.4	0.1	15.2	0.8	1.8	4.1	6.6	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.8	14.5	23.7	7.7	12.9	2.9	7.7	5.2	5.2	5.0	14.6	6.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	68.2	35.9	54.2	68.5	30.3	17.1	54.3	24.2	25.3	43.8	36.4	22.3
LnGrp LOS	E	D	D	E	C	B	D	C	C	D	D	C
Approach Vol, veh/h		2019			1510			842			1768	
Approach Delay, s/veh		43.1			32.8			36.1			35.8	
Approach LOS		D			C			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.0	33.0	13.0	31.0	14.6	31.4	11.1	32.9				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	12.2	24.8	8.5	26.5	10.1	26.9	6.6	28.4				
Max Q Clear Time (g_c+I1), s	8.2	9.2	9.0	28.5	10.3	23.9	7.1	21.9				
Green Ext Time (p_c), s	0.3	2.9	0.0	0.0	0.0	2.4	0.0	4.4				

Intersection Summary

HCM 6th Ctrl Delay	37.5
HCM 6th LOS	D

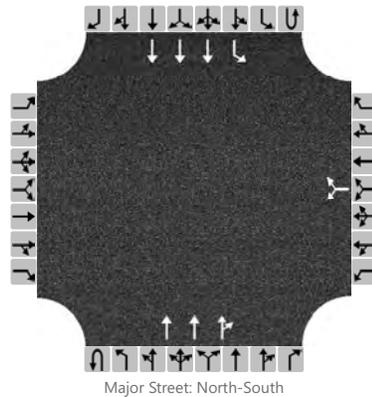
Notes

User approved changes to right turn type.

HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	JTO	Intersection	SEPULVEDA KITTRIDGE				
Agency/Co.	OTC INC	Jurisdiction	LADOT				
Date Performed	10/12/2022	East/West Street	KITTRIDGE STREET				
Analysis Year	2022	North/South Street	SEPULVEDA BD				
Time Analyzed	AM EXISTING	Peak Hour Factor	1.00				
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25				
Project Description	6728 SEPULVEDA						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	3	0	0	1	3	0
Configuration							LR				T	TR		L	T	
Volume, V (veh/h)						58		139			594	61		120	1602	
Percent Heavy Vehicles (%)						3		3						3		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized	No				No				No				No			
Median Type/Storage					Left Only								9			

Critical and Follow-up Headways

Base Critical Headway (sec)						6.4		7.1						5.3		
Critical Headway (sec)						5.76		7.16						5.36		
Base Follow-Up Headway (sec)						3.8		3.9						3.1		
Follow-Up Headway (sec)						3.83		3.93						3.13		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						197								120		
Capacity, c (veh/h)						414								569		
v/c Ratio						0.48								0.21		
95% Queue Length, Q ₉₅ (veh)						2.5								0.8		
Control Delay (s/veh)						21.3								13.0		
Level of Service, LOS						C								B		
Approach Delay (s/veh)					21.3								0.9			
Approach LOS					C											

HCM 6th Signalized Intersection Summary

1: Sherman Way & Sepulveda Bl

10/18/2022

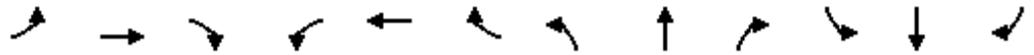


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↔		↔↔	↑↑↔		↔↔	↑↑↔		↔↔	↑↑↔	
Traffic Volume (veh/h)	289	1331	190	111	1380	155	415	1149	143	181	726	186
Future Volume (veh/h)	289	1331	190	111	1380	155	415	1149	143	181	726	186
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.97	1.00		0.96	1.00		0.92
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	289	1331	190	111	1380	155	415	1149	143	181	726	186
Peak Hour 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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	346	1712	244	164	1535	172	474	1477	184	237	1024	257
Arrive On Green	0.10	0.40	0.40	0.05	0.34	0.34	0.14	0.33	0.33	0.07	0.27	0.27
Sat Flow, veh/h	3456	4327	618	3456	4474	502	3456	4410	548	3456	3848	966
Grp Volume(v), veh/h	289	1047	474	111	1050	485	415	887	405	181	640	272
Grp Sat Flow(s),veh/h/ln	1728	1702	1541	1728	1702	1573	1728	1702	1554	1728	1702	1410
Q Serve(g_s), s	9.6	31.5	31.5	3.7	34.4	34.4	13.8	27.5	27.5	6.0	20.0	20.5
Cycle Q Clear(g_c), s	9.6	31.5	31.5	3.7	34.4	34.4	13.8	27.5	27.5	6.0	20.0	20.5
Prop In Lane	1.00		0.40	1.00		0.32	1.00		0.35	1.00		0.69
Lane Grp Cap(c), veh/h	346	1347	610	164	1168	540	474	1140	521	237	906	375
V/C Ratio(X)	0.83	0.78	0.78	0.68	0.90	0.90	0.87	0.78	0.78	0.76	0.71	0.72
Avail Cap(c_a), veh/h	374	1378	624	197	1204	556	515	1140	521	250	906	375
HCM 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
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.9	31.0	31.0	55.0	36.6	36.6	49.6	35.1	35.1	53.7	38.9	39.1
Incr Delay (d2), s/veh	14.2	2.8	6.1	6.8	9.1	17.2	14.6	5.3	11.0	12.5	4.6	11.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.5	19.2	18.4	3.2	22.0	22.1	11.2	17.8	17.5	5.5	13.8	13.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.1	33.8	37.0	61.8	45.8	53.9	64.3	40.4	46.1	66.2	43.6	50.6
LnGrp LOS	E	C	D	E	D	D	E	D	D	E	D	D
Approach Vol, veh/h		1810			1646			1707			1093	
Approach Delay, s/veh		39.8			49.2			47.5			49.1	
Approach LOS		D			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.5	43.8	10.1	50.9	20.6	35.7	16.3	44.8				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	8.5	39.3	6.7	47.5	17.5	30.3	12.7	41.5				
Max Q Clear Time (g_c+I1), s	8.0	29.5	5.7	33.5	15.8	22.5	11.6	36.4				
Green Ext Time (p_c), s	0.0	5.8	0.0	8.7	0.3	3.6	0.1	3.9				
Intersection Summary												
HCM 6th Ctrl Delay			46.0									
HCM 6th LOS			D									

HCM 6th Signalized Intersection Summary

2: Vanowen St

10/18/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗	↗	↖	↗		↖	↗	
Traffic Volume (veh/h)	130	902	63	92	864	200	194	1295	122	143	666	176
Future Volume (veh/h)	130	902	63	92	864	200	194	1295	122	143	666	176
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.93	1.00		0.94	1.00		0.94	1.00		0.92
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	130	902	63	92	864	200	194	1295	122	143	666	176
Peak Hour 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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	222	1011	71	186	1090	609	226	1720	162	172	1325	342
Arrive On Green	0.06	0.32	0.32	0.05	0.31	0.31	0.13	0.36	0.36	0.10	0.33	0.33
Sat Flow, veh/h	1781	3178	222	1781	3554	1487	1781	4718	444	1781	3966	1023
Grp Volume(v), veh/h	130	504	461	92	864	200	194	934	483	143	569	273
Grp Sat Flow(s),veh/h/ln	1781	1777	1623	1781	1777	1487	1781	1702	1758	1781	1702	1585
Q Serve(g_s), s	5.3	28.5	28.5	3.7	23.5	9.8	11.3	25.4	25.4	8.3	14.1	14.6
Cycle Q Clear(g_c), s	5.3	28.5	28.5	3.7	23.5	9.8	11.3	25.4	25.4	8.3	14.1	14.6
Prop In Lane	1.00		0.14	1.00		1.00	1.00		0.25	1.00		0.65
Lane Grp Cap(c), veh/h	222	565	516	186	1090	609	226	1241	641	172	1138	530
V/C Ratio(X)	0.58	0.89	0.89	0.50	0.79	0.33	0.86	0.75	0.75	0.83	0.50	0.51
Avail Cap(c_a), veh/h	222	614	561	189	1195	653	292	1241	641	194	1138	530
HCM 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
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.2	34.3	34.3	27.2	33.5	21.7	45.2	29.4	29.4	46.8	28.1	28.3
Incr Delay (d2), s/veh	3.9	14.6	15.7	2.0	3.4	0.3	17.8	4.3	8.0	23.1	1.6	3.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.4	20.6	19.2	3.0	15.8	6.2	10.1	16.3	17.6	8.4	9.9	10.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.1	48.9	50.0	29.3	37.0	22.0	62.9	33.6	37.4	69.9	29.7	31.8
LnGrp LOS	C	D	D	C	D	C	E	C	D	E	C	C
Approach Vol, veh/h		1095			1156			1611			985	
Approach Delay, s/veh		47.1			33.8			38.3			36.1	
Approach LOS		D			C			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.7	43.0	9.8	38.1	17.9	39.8	11.0	36.9				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	11.5	38.5	5.5	36.5	17.3	32.7	6.5	35.5				
Max Q Clear Time (g_c+I1), s	10.3	27.4	5.7	30.5	13.3	16.6	7.3	25.5				
Green Ext Time (p_c), s	0.0	6.9	0.0	3.0	0.2	5.2	0.0	4.7				

Intersection Summary

HCM 6th Ctrl Delay	38.8
HCM 6th LOS	D

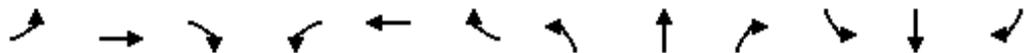
Notes

User approved changes to right turn type.

HCM 6th Signalized Intersection Summary

3: Sepulveda Bl & Victory Bl

10/18/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	158	1146	393	90	1162	202	367	1245	95	182	557	159
Future Volume (veh/h)	158	1146	393	90	1162	202	367	1245	95	182	557	159
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.94	1.00		0.95	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	158	1146	393	90	1162	202	367	1245	95	182	557	159
Peak Hour 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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	192	1584	684	115	1365	517	458	1612	123	254	1470	613
Arrive On Green	0.11	0.31	0.31	0.06	0.27	0.27	0.13	0.35	0.35	0.07	0.29	0.29
Sat Flow, veh/h	1781	5106	1528	1781	5106	1498	3456	4646	354	3456	5106	1536
Grp Volume(v), veh/h	158	1146	393	90	1162	202	367	912	428	182	557	159
Grp Sat Flow(s),veh/h/ln	1781	1702	1528	1781	1702	1498	1728	1702	1596	1728	1702	1536
Q Serve(g_s), s	7.6	17.5	17.0	4.4	19.0	9.0	9.1	21.0	21.0	4.5	7.7	6.1
Cycle Q Clear(g_c), s	7.6	17.5	17.0	4.4	19.0	9.0	9.1	21.0	21.0	4.5	7.7	6.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.22	1.00		1.00
Lane Grp Cap(c), veh/h	192	1584	684	115	1365	517	458	1181	554	254	1470	613
V/C Ratio(X)	0.82	0.72	0.57	0.78	0.85	0.39	0.80	0.77	0.77	0.72	0.38	0.26
Avail Cap(c_a), veh/h	213	1597	688	152	1423	534	617	1181	554	255	1470	613
HCM 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
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.4	27.0	18.4	40.5	30.6	22.1	37.0	25.6	25.6	39.8	25.0	17.9
Incr Delay (d2), s/veh	20.7	1.6	1.2	17.2	5.0	0.5	5.5	4.9	10.1	9.2	0.7	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.8	11.5	9.9	4.4	12.9	5.7	7.4	13.9	14.2	4.0	5.6	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.2	28.6	19.5	57.7	35.6	22.6	42.5	30.5	35.7	49.1	25.8	18.9
LnGrp LOS	E	C	B	E	D	C	D	C	D	D	C	B
Approach Vol, veh/h		1697			1454			1707			898	
Approach Delay, s/veh		29.3			35.1			34.4			29.3	
Approach LOS		C			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.0	35.0	10.2	31.8	16.1	29.8	14.0	28.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	6.5	30.5	7.5	27.5	15.7	21.3	10.5	24.5				
Max Q Clear Time (g_c+I1), s	6.5	23.0	6.4	19.5	11.1	9.7	9.6	21.0				
Green Ext Time (p_c), s	0.0	4.9	0.0	5.3	0.6	3.4	0.0	2.5				

Intersection Summary

HCM 6th Ctrl Delay	32.3
HCM 6th LOS	C

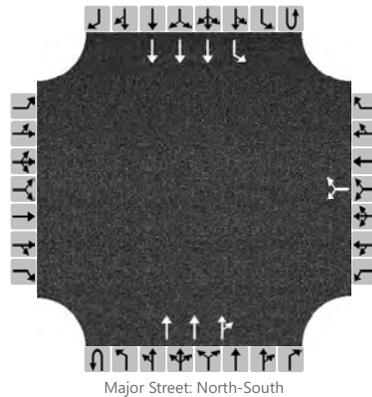
Notes

User approved changes to right turn type.

HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	JTO			Intersection	SEPULVEDA KITTRIDGE		
Agency/Co.	OTC INC			Jurisdiction	LADOT		
Date Performed	10/12/2022			East/West Street	KITTRIDGE STREET		
Analysis Year	2022			North/South Street	SEPULVEDA BD		
Time Analyzed	AM EXISTING PLUS PROJECT			Peak Hour Factor	1.00		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	6728 SEPULVEDA						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	3	0	0	1	3	0
Configuration							LR				T	TR		L	T	
Volume, V (veh/h)						65		142			608	61		135	1638	
Percent Heavy Vehicles (%)						3		3						3		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized	No				No				No				No			
Median Type/Storage					Left Only								9			

Critical and Follow-up Headways

Base Critical Headway (sec)						6.4		7.1						5.3		
Critical Headway (sec)						5.76		7.16						5.36		
Base Follow-Up Headway (sec)						3.8		3.9						3.1		
Follow-Up Headway (sec)						3.83		3.93						3.13		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						207								135		
Capacity, c (veh/h)						386								560		
v/c Ratio						0.54								0.24		
95% Queue Length, Q ₉₅ (veh)						3.1								0.9		
Control Delay (s/veh)						24.6								13.5		
Level of Service, LOS								C								B
Approach Delay (s/veh)					24.6								1.0			
Approach LOS					C											

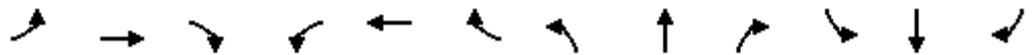


Existing + Project

HCM 6th Signalized Intersection Summary

1: Sherman Way & Sepulveda Bl

10/18/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↔		↔↔	↑↑↔		↔↔	↑↑↔		↔↔	↑↑↔	
Traffic Volume (veh/h)	178	1253	319	148	1296	83	317	501	121	301	1356	158
Future Volume (veh/h)	178	1253	319	148	1296	83	317	501	121	301	1356	158
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.96	1.00		0.97	1.00		0.94
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	178	1253	319	148	1296	83	317	501	121	301	1356	158
Peak Hour 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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	236	1301	331	192	1522	97	371	1344	313	366	1501	175
Arrive On Green	0.07	0.34	0.34	0.06	0.32	0.32	0.11	0.34	0.34	0.21	0.68	0.68
Sat Flow, veh/h	3456	3878	987	3456	4715	302	3456	3959	923	3456	4439	517
Grp Volume(v), veh/h	178	1100	472	148	936	443	317	428	194	301	1040	474
Grp Sat Flow(s),veh/h/ln	1728	1702	1461	1728	1702	1613	1728	1702	1478	1728	1702	1552
Q Serve(g_s), s	5.6	34.9	34.9	4.6	28.2	28.2	9.9	10.5	11.0	9.1	27.9	28.0
Cycle Q Clear(g_c), s	5.6	34.9	34.9	4.6	28.2	28.2	9.9	10.5	11.0	9.1	27.9	28.0
Prop In Lane	1.00		0.68	1.00		0.19	1.00		0.62	1.00		0.33
Lane Grp Cap(c), veh/h	236	1142	490	192	1099	520	371	1155	502	366	1151	525
V/C Ratio(X)	0.76	0.96	0.96	0.77	0.85	0.85	0.86	0.37	0.39	0.82	0.90	0.90
Avail Cap(c_a), veh/h	236	1142	490	192	1099	520	371	1155	502	528	1151	525
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.90	0.90	0.90	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.3	35.9	35.9	51.3	34.8	34.8	48.3	27.5	27.6	42.3	16.3	16.3
Incr Delay (d2), s/veh	13.0	18.4	31.5	17.5	6.6	12.8	16.0	0.8	2.0	6.8	11.5	21.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.1	23.8	23.1	4.4	18.3	18.6	8.6	7.6	7.3	6.9	11.8	12.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.4	54.3	67.4	68.8	41.4	47.6	64.3	28.3	29.6	49.1	27.8	37.8
LnGrp LOS	E	D	E	E	D	D	E	C	C	D	C	D
Approach Vol, veh/h		1750			1527			939			1815	
Approach Delay, s/veh		58.7			45.8			40.7			34.0	
Approach LOS		E			D			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.2	41.8	10.6	41.4	16.3	41.7	12.0	40.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	16.8	32.2	6.1	36.9	11.8	37.2	7.5	35.5				
Max Q Clear Time (g_c+I1), s	11.1	13.0	6.6	36.9	11.9	30.0	7.6	30.2				
Green Ext Time (p_c), s	0.5	4.0	0.0	0.0	0.0	5.2	0.0	3.7				
Intersection Summary												
HCM 6th Ctrl Delay			45.2									
HCM 6th LOS			D									

HCM 6th Signalized Intersection Summary

2: Vanowen St

10/18/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↗↘		↗	↗↘	↗	↗	↗↘↙		↗	↗↘	
Traffic Volume (veh/h)	85	749	124	91	727	147	158	553	121	176	1448	126
Future Volume (veh/h)	85	749	124	91	727	147	158	553	121	176	1448	126
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.89	1.00		0.90	1.00		0.94	1.00		0.90
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	85	749	124	91	727	147	158	553	121	176	1448	126
Peak Hour 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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	233	803	133	190	1016	596	189	1428	303	214	1691	147
Arrive On Green	0.05	0.28	0.28	0.05	0.29	0.29	0.11	0.34	0.34	0.12	0.36	0.36
Sat Flow, veh/h	1781	2839	470	1781	3554	1419	1781	4160	884	1781	4735	412
Grp Volume(v), veh/h	85	469	404	91	727	147	158	450	224	176	1041	533
Grp Sat Flow(s),veh/h/ln	1781	1777	1532	1781	1777	1419	1781	1702	1639	1781	1702	1743
Q Serve(g_s), s	3.0	22.9	23.0	3.2	16.4	6.1	7.8	8.9	9.3	8.6	25.3	25.3
Cycle Q Clear(g_c), s	3.0	22.9	23.0	3.2	16.4	6.1	7.8	8.9	9.3	8.6	25.3	25.3
Prop In Lane	1.00		0.31	1.00		1.00	1.00		0.54	1.00		0.24
Lane Grp Cap(c), veh/h	233	503	433	190	1016	596	189	1169	563	214	1216	622
V/C Ratio(X)	0.37	0.93	0.93	0.48	0.72	0.25	0.83	0.38	0.40	0.82	0.86	0.86
Avail Cap(c_a), veh/h	247	507	437	199	1016	596	189	1169	563	351	1216	622
HCM 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
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.6	31.2	31.2	24.2	28.6	17.6	39.1	22.2	22.3	38.4	26.6	26.6
Incr Delay (d2), s/veh	1.0	24.1	26.9	1.9	2.4	0.2	26.2	1.0	2.1	7.8	7.9	14.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.3	18.7	17.0	2.5	11.5	3.6	8.3	6.5	6.9	7.5	16.6	18.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.6	55.3	58.1	26.1	31.1	17.8	65.3	23.2	24.4	46.1	34.5	40.8
LnGrp LOS	C	E	E	C	C	B	E	C	C	D	C	D
Approach Vol, veh/h		958			965			832			1750	
Approach Delay, s/veh		53.7			28.6			31.5			37.6	
Approach LOS		D			C			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.2	35.2	9.2	29.8	14.0	36.4	8.9	30.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	17.6	23.8	5.1	25.5	9.5	31.9	5.1	25.5				
Max Q Clear Time (g_c+I1), s	10.6	11.3	5.2	25.0	9.8	27.3	5.0	18.4				
Green Ext Time (p_c), s	0.3	3.6	0.0	0.3	0.0	3.6	0.0	3.1				

Intersection Summary

HCM 6th Ctrl Delay	37.9
HCM 6th LOS	D

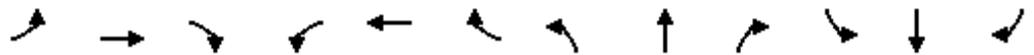
Notes

User approved changes to right turn type.

HCM 6th Signalized Intersection Summary

3: Sepulveda Bl & Victory Bl

10/18/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵	↑↑↑	↵	↵	↑↑↑	↵	↵↵	↑↑↑		↵↵	↑↑↑	↵
Traffic Volume (veh/h)	110	1307	609	140	1248	125	326	472	48	256	1327	228
Future Volume (veh/h)	110	1307	609	140	1248	125	326	472	48	256	1327	228
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.96	1.00		0.97	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	110	1307	609	140	1248	125	326	472	48	256	1327	228
Peak Hour 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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	138	1447	605	164	1521	610	372	1482	148	338	1617	603
Arrive On Green	0.08	0.28	0.28	0.09	0.30	0.30	0.11	0.33	0.33	0.10	0.32	0.32
Sat Flow, veh/h	1781	5106	1531	1781	5106	1527	3456	4538	453	3456	5106	1517
Grp Volume(v), veh/h	110	1307	609	140	1248	125	326	352	168	256	1327	228
Grp Sat Flow(s),veh/h/ln	1781	1702	1531	1781	1702	1527	1728	1702	1587	1728	1702	1517
Q Serve(g_s), s	5.5	22.2	25.5	7.0	20.4	4.8	8.4	7.0	7.2	6.5	21.6	9.6
Cycle Q Clear(g_c), s	5.5	22.2	25.5	7.0	20.4	4.8	8.4	7.0	7.2	6.5	21.6	9.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.29	1.00		1.00
Lane Grp Cap(c), veh/h	138	1447	605	164	1521	610	372	1112	518	338	1617	603
V/C Ratio(X)	0.80	0.90	1.01	0.85	0.82	0.20	0.88	0.32	0.32	0.76	0.82	0.38
Avail Cap(c_a), veh/h	139	1447	605	164	1521	610	372	1112	518	480	1617	603
HCM 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
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.8	31.1	27.5	40.2	29.4	17.9	39.6	22.8	22.8	39.6	28.4	19.4
Incr Delay (d2), s/veh	26.6	8.3	38.4	32.6	3.7	0.2	20.1	0.7	1.7	4.3	4.8	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.1	15.1	25.9	8.0	13.4	3.0	8.0	5.1	5.2	5.3	14.2	6.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.4	39.4	65.9	72.8	33.1	18.1	59.6	23.5	24.5	43.8	33.2	21.2
LnGrp LOS	E	D	F	E	C	B	E	C	C	D	C	C
Approach Vol, veh/h		2026			1513			846			1811	
Approach Delay, s/veh		48.9			35.5			37.6			33.2	
Approach LOS		D			D			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.3	33.9	12.8	30.0	14.2	33.0	11.5	31.3				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	12.5	25.7	8.3	25.5	9.7	28.5	7.0	26.8				
Max Q Clear Time (g_c+I1), s	8.5	9.2	9.0	27.5	10.4	23.6	7.5	22.4				
Green Ext Time (p_c), s	0.3	3.0	0.0	0.0	0.0	3.7	0.0	3.1				

Intersection Summary

HCM 6th Ctrl Delay	39.5
HCM 6th LOS	D

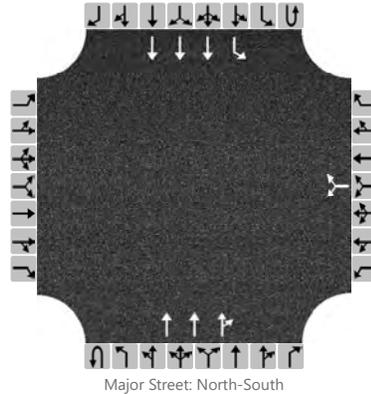
Notes

User approved changes to right turn type.

HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	JTO			Intersection	SEPULVEDA KITTRIDGE		
Agency/Co.	OTC INC			Jurisdiction	LADOT		
Date Performed	10/12/2022			East/West Street	KITTRIDGE STREET		
Analysis Year	2026			North/South Street	SEPULVEDA BD		
Time Analyzed	AM FUTURE WO			Peak Hour Factor	1.00		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	6728 SEPULVEDA						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	3	0	0	1	3	0
Configuration							LR				T	TR		L	T	
Volume, V (veh/h)						60		145			641	63		125	1686	
Percent Heavy Vehicles (%)						3		3						3		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized		No				No				No				No		
Median Type/Storage						Left Only						9				

Critical and Follow-up Headways

Base Critical Headway (sec)						6.4		7.1						5.3		
Critical Headway (sec)						5.76		7.16						5.36		
Base Follow-Up Headway (sec)						3.8		3.9						3.1		
Follow-Up Headway (sec)						3.83		3.93						3.13		

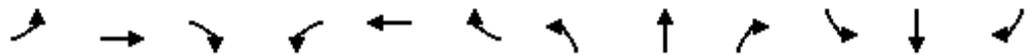
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						205								125		
Capacity, c (veh/h)						392								539		
v/c Ratio						0.52								0.23		
95% Queue Length, Q ₉₅ (veh)						2.9								0.9		
Control Delay (s/veh)						23.9								13.7		
Level of Service, LOS						C								B		
Approach Delay (s/veh)						23.9								0.9		
Approach LOS						C										

HCM 6th Signalized Intersection Summary

1: Sherman Way & Sepulveda Bl

10/18/2022

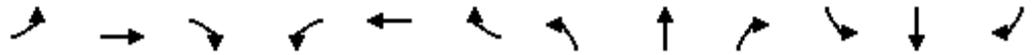


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↔		↔↔	↑↑↔		↔↔	↑↑↔		↔↔	↑↑↔	
Traffic Volume (veh/h)	289	1331	201	117	1380	155	422	1154	147	181	734	186
Future Volume (veh/h)	289	1331	201	117	1380	155	422	1154	147	181	734	186
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.97	1.00		0.95	1.00		0.92
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	289	1331	201	117	1380	155	422	1154	147	181	734	186
Peak Hour 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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	346	1713	259	170	1559	175	482	1446	184	237	994	247
Arrive On Green	0.10	0.40	0.40	0.05	0.35	0.35	0.14	0.33	0.33	0.07	0.26	0.26
Sat Flow, veh/h	3456	4291	648	3456	4475	503	3456	4396	560	3456	3856	958
Grp Volume(v), veh/h	289	1056	476	117	1050	485	422	893	408	181	646	274
Grp Sat Flow(s),veh/h/ln	1728	1702	1534	1728	1702	1573	1728	1702	1551	1728	1702	1410
Q Serve(g_s), s	9.6	31.6	31.6	3.9	34.0	34.0	14.0	27.9	28.0	6.0	20.4	20.9
Cycle Q Clear(g_c), s	9.6	31.6	31.6	3.9	34.0	34.0	14.0	27.9	28.0	6.0	20.4	20.9
Prop In Lane	1.00		0.42	1.00		0.32	1.00		0.36	1.00		0.68
Lane Grp Cap(c), veh/h	346	1359	613	170	1186	548	482	1120	510	237	878	364
V/C Ratio(X)	0.83	0.78	0.78	0.69	0.89	0.89	0.87	0.80	0.80	0.76	0.74	0.75
Avail Cap(c_a), veh/h	375	1428	644	180	1236	571	529	1120	510	245	878	364
HCM 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
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.7	30.6	30.6	54.7	35.9	35.9	49.3	35.7	35.7	53.6	39.8	40.0
Incr Delay (d2), s/veh	14.1	2.7	5.7	9.7	7.8	15.0	14.2	6.0	12.3	13.0	5.5	13.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.4	19.2	18.2	3.5	21.5	21.5	11.3	18.2	17.9	5.5	14.1	13.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.8	33.3	36.3	64.5	43.7	50.9	63.6	41.7	48.0	66.5	45.2	53.4
LnGrp LOS	E	C	D	E	D	D	E	D	D	E	D	D
Approach Vol, veh/h		1821			1652			1723			1101	
Approach Delay, s/veh		39.2			47.3			48.5			50.8	
Approach LOS		D			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.5	43.0	10.3	51.2	20.8	34.7	16.2	45.3				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	8.3	38.5	6.1	49.1	17.9	28.9	12.7	42.5				
Max Q Clear Time (g_c+I1), s	8.0	30.0	5.9	33.6	16.0	22.9	11.6	36.0				
Green Ext Time (p_c), s	0.0	5.3	0.0	9.4	0.3	3.0	0.1	4.8				
Intersection Summary												
HCM 6th Ctrl Delay			45.9									
HCM 6th LOS			D									

HCM 6th Signalized Intersection Summary

2: Vanowen St

10/18/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	130	902	71	100	864	200	199	1311	127	143	691	176
Future Volume (veh/h)	130	902	71	100	864	200	199	1311	127	143	691	176
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.93	1.00		0.94	1.00		0.94	1.00		0.92
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	130	902	71	100	864	200	199	1311	127	143	691	176
Peak Hour 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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	225	1019	80	185	1108	615	230	1748	169	170	1352	337
Arrive On Green	0.06	0.32	0.32	0.05	0.31	0.31	0.13	0.37	0.37	0.10	0.34	0.34
Sat Flow, veh/h	1781	3146	248	1781	3554	1488	1781	4704	456	1781	4000	998
Grp Volume(v), veh/h	130	509	464	100	864	200	199	949	489	143	586	281
Grp Sat Flow(s),veh/h/ln	1781	1777	1617	1781	1777	1488	1781	1702	1756	1781	1702	1593
Q Serve(g_s), s	5.6	31.1	31.1	4.3	25.3	10.5	12.5	27.8	27.8	9.0	15.7	16.2
Cycle Q Clear(g_c), s	5.6	31.1	31.1	4.3	25.3	10.5	12.5	27.8	27.8	9.0	15.7	16.2
Prop In Lane	1.00		0.15	1.00		1.00	1.00		0.26	1.00		0.63
Lane Grp Cap(c), veh/h	225	576	524	185	1108	615	230	1265	652	170	1151	539
V/C Ratio(X)	0.58	0.89	0.89	0.54	0.78	0.32	0.87	0.75	0.75	0.84	0.51	0.52
Avail Cap(c_a), veh/h	225	645	587	185	1246	673	316	1265	652	188	1151	539
HCM 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
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.8	36.7	36.7	29.2	35.8	23.2	48.8	31.3	31.3	50.9	30.3	30.4
Incr Delay (d2), s/veh	3.7	12.9	14.0	3.2	2.9	0.3	16.6	4.1	7.8	25.3	1.6	3.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.7	21.8	20.3	3.6	16.8	6.7	10.8	17.6	18.9	9.0	10.9	11.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.4	49.6	50.7	32.4	38.7	23.5	65.4	35.4	39.1	76.2	31.9	34.0
LnGrp LOS	C	D	D	C	D	C	E	D	D	E	C	C
Approach Vol, veh/h		1103			1164			1637			1010	
Approach Delay, s/veh		47.9			35.6			40.2			38.7	
Approach LOS		D			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.4	47.0	10.4	41.6	19.3	43.2	11.8	40.2				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	12.1	42.5	5.9	41.5	20.3	34.3	7.3	40.1				
Max Q Clear Time (g_c+I1), s	11.0	29.8	6.3	33.1	14.5	18.2	7.6	27.3				
Green Ext Time (p_c), s	0.0	7.7	0.0	4.0	0.3	5.4	0.0	5.5				

Intersection Summary

HCM 6th Ctrl Delay	40.5
HCM 6th LOS	D

Notes

User approved changes to right turn type.

HCM 6th Signalized Intersection Summary

3: Sepulveda Bl & Victory Bl

10/18/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵	↑↑↑	↱	↵	↑↑↑	↱	↵↱	↑↑↑		↵↱	↑↑↑	↱
Traffic Volume (veh/h)	174	1146	393	90	1162	210	367	1256	95	187	564	170
Future Volume (veh/h)	174	1146	393	90	1162	210	367	1256	95	187	564	170
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.94	1.00		0.95	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	174	1146	393	90	1162	210	367	1256	95	187	564	170
Peak Hour 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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	208	1630	696	115	1363	516	452	1577	119	254	1440	618
Arrive On Green	0.12	0.32	0.32	0.06	0.27	0.27	0.13	0.34	0.34	0.07	0.28	0.28
Sat Flow, veh/h	1781	5106	1529	1781	5106	1498	3456	4649	352	3456	5106	1536
Grp Volume(v), veh/h	174	1146	393	90	1162	210	367	920	431	187	564	170
Grp Sat Flow(s),veh/h/ln	1781	1702	1529	1781	1702	1498	1728	1702	1596	1728	1702	1536
Q Serve(g_s), s	8.5	17.4	16.8	4.4	19.1	9.5	9.1	21.6	21.6	4.7	7.9	6.6
Cycle Q Clear(g_c), s	8.5	17.4	16.8	4.4	19.1	9.5	9.1	21.6	21.6	4.7	7.9	6.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.22	1.00		1.00
Lane Grp Cap(c), veh/h	208	1630	696	115	1363	516	452	1155	541	254	1440	618
V/C Ratio(X)	0.84	0.70	0.57	0.78	0.85	0.41	0.81	0.80	0.80	0.74	0.39	0.28
Avail Cap(c_a), veh/h	220	1680	710	129	1420	533	559	1155	541	254	1440	618
HCM 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
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.2	26.4	18.0	40.8	30.8	22.4	37.4	26.5	26.5	40.1	25.6	18.0
Incr Delay (d2), s/veh	22.8	1.3	1.0	24.0	5.1	0.5	7.3	5.7	11.6	10.6	0.8	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.6	11.4	9.8	4.8	12.9	6.0	7.6	14.3	14.7	4.2	5.8	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.0	27.7	19.0	64.8	35.8	22.9	44.7	32.2	38.0	50.8	26.4	19.1
LnGrp LOS	E	C	B	E	D	C	D	C	D	D	C	B
Approach Vol, veh/h		1713			1462			1718			921	
Approach Delay, s/veh		29.1			35.8			36.3			30.0	
Approach LOS		C			D			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.0	34.5	10.2	32.7	16.1	29.4	14.8	28.1				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	6.5	30.0	6.4	29.1	14.3	22.2	10.9	24.6				
Max Q Clear Time (g_c+I1), s	6.7	23.6	6.4	19.4	11.1	9.9	10.5	21.1				
Green Ext Time (p_c), s	0.0	4.3	0.0	6.2	0.4	3.6	0.0	2.5				

Intersection Summary

HCM 6th Ctrl Delay	33.1
HCM 6th LOS	C

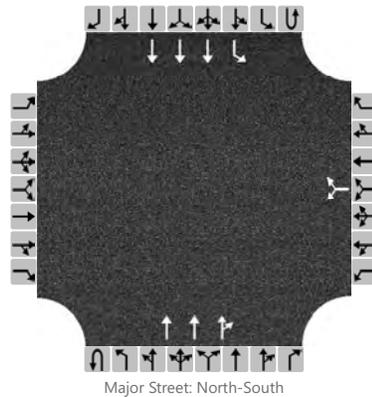
Notes

User approved changes to right turn type.

HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	JTO			Intersection	SEPULVEDA KITTRIDGE		
Agency/Co.	OTC INC			Jurisdiction	LADOT		
Date Performed	10/12/2022			East/West Street	KITTRIDGE STREET		
Analysis Year	2026			North/South Street	SEPULVEDA BD		
Time Analyzed	AM FUTURE WITH PROJECT			Peak Hour Factor	1.00		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	6728 SEPULVEDA						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	3	0	0	1	3	0
Configuration							LR				T	TR		L	T	
Volume, V (veh/h)						67		148			655	63		140	1722	
Percent Heavy Vehicles (%)						3		3						3		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized	No				No				No				No			
Median Type/Storage					Left Only								9			

Critical and Follow-up Headways

Base Critical Headway (sec)						6.4		7.1						5.3		
Critical Headway (sec)						5.76		7.16						5.36		
Base Follow-Up Headway (sec)						3.8		3.9						3.1		
Follow-Up Headway (sec)						3.83		3.93						3.13		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						215								140		
Capacity, c (veh/h)						363								531		
v/c Ratio						0.59								0.26		
95% Queue Length, Q ₉₅ (veh)						3.6								1.1		
Control Delay (s/veh)						28.3								14.2		
Level of Service, LOS						D								B		
Approach Delay (s/veh)					28.3								1.1			
Approach LOS					D											



Future Without Project

HCM 6th Signalized Intersection Summary

1: Sherman Way & Sepulveda Bl

10/18/2022

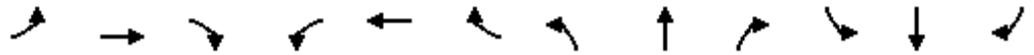


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↔		↔↔	↑↑↔		↔↔	↑↑↔		↔↔	↑↑↔	
Traffic Volume (veh/h)	188	1360	333	159	1412	89	320	545	125	316	1449	167
Future Volume (veh/h)	188	1360	333	159	1412	89	320	545	125	316	1449	167
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.96	1.00		0.97	1.00		0.94
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90
Work Zone On Approach		No		No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	188	1360	333	159	1412	89	320	545	125	316	1449	167
Peak Hour 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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	236	1358	331	193	1577	99	354	1353	301	377	1534	177
Arrive On Green	0.07	0.35	0.35	0.06	0.33	0.33	0.10	0.34	0.34	0.22	0.69	0.69
Sat Flow, veh/h	3456	3916	956	3456	4721	298	3456	3999	890	3456	4446	512
Grp Volume(v), veh/h	188	1182	511	159	1018	483	320	461	209	316	1109	507
Grp Sat Flow(s),veh/h/ln	1728	1702	1469	1728	1702	1614	1728	1702	1486	1728	1702	1554
Q Serve(g_s), s	6.4	41.6	41.6	5.5	34.1	34.1	11.0	12.5	13.0	10.5	34.8	34.9
Cycle Q Clear(g_c), s	6.4	41.6	41.6	5.5	34.1	34.1	11.0	12.5	13.0	10.5	34.8	34.9
Prop In Lane	1.00		0.65	1.00		0.18	1.00		0.60	1.00		0.33
Lane Grp Cap(c), veh/h	236	1180	509	193	1138	539	354	1152	503	377	1174	536
V/C Ratio(X)	0.80	1.00	1.00	0.82	0.90	0.90	0.90	0.40	0.41	0.84	0.94	0.95
Avail Cap(c_a), veh/h	236	1180	509	193	1138	539	354	1152	503	544	1174	536
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.89	0.89	0.89	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.1	39.2	39.2	56.1	38.0	38.0	53.3	30.4	30.6	45.9	17.6	17.6
Incr Delay (d2), s/veh	17.1	26.5	41.0	24.2	9.4	17.4	23.4	0.9	2.2	7.6	15.9	27.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.0	29.0	28.0	5.5	22.0	22.4	9.7	8.8	8.4	7.9	15.0	16.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	72.2	65.7	80.2	80.3	47.4	55.3	76.6	31.3	32.8	53.5	33.5	45.0
LnGrp LOS	E	F	F	F	D	E	E	C	C	D	C	D
Approach Vol, veh/h		1881			1660			990			1932	
Approach Delay, s/veh		70.3			52.8			46.3			39.8	
Approach LOS		E			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.6	45.1	11.2	46.1	16.8	45.9	12.7	44.6				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	18.9	34.8	6.7	41.6	12.3	41.4	8.2	40.1				
Max Q Clear Time (g_c+I1), s	12.5	15.0	7.5	43.6	13.0	36.9	8.4	36.1				
Green Ext Time (p_c), s	0.6	4.4	0.0	0.0	0.0	3.6	0.0	3.1				
Intersection Summary												
HCM 6th Ctrl Delay			53.0									
HCM 6th LOS			D									

HCM 6th Signalized Intersection Summary

2: Vanowen St

10/18/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	93	839	128	92	798	168	158	565	116	211	1512	135
Future Volume (veh/h)	93	839	128	92	798	168	158	565	116	211	1512	135
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.90	1.00		0.90	1.00		0.94	1.00		0.90
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	93	839	128	92	798	168	158	565	116	211	1512	135
Peak Hour 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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	215	894	136	165	1095	659	186	1438	287	245	1767	158
Arrive On Green	0.05	0.31	0.31	0.05	0.31	0.31	0.10	0.34	0.34	0.14	0.37	0.37
Sat Flow, veh/h	1781	2884	440	1781	3554	1431	1781	4213	841	1781	4725	421
Grp Volume(v), veh/h	93	517	450	92	798	168	158	454	227	211	1089	558
Grp Sat Flow(s),veh/h/ln	1781	1777	1547	1781	1777	1431	1781	1702	1650	1781	1702	1742
Q Serve(g_s), s	3.9	31.0	31.0	3.8	21.9	8.1	9.5	11.1	11.5	12.7	32.2	32.2
Cycle Q Clear(g_c), s	3.9	31.0	31.0	3.8	21.9	8.1	9.5	11.1	11.5	12.7	32.2	32.2
Prop In Lane	1.00		0.28	1.00		1.00	1.00		0.51	1.00		0.24
Lane Grp Cap(c), veh/h	215	551	480	165	1095	659	186	1162	563	245	1273	652
V/C Ratio(X)	0.43	0.94	0.94	0.56	0.73	0.26	0.85	0.39	0.40	0.86	0.86	0.86
Avail Cap(c_a), veh/h	215	561	488	165	1115	667	187	1162	563	381	1273	652
HCM 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
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.5	36.7	36.7	28.9	33.7	19.0	48.1	27.4	27.5	46.1	31.5	31.5
Incr Delay (d2), s/veh	1.4	23.6	25.9	4.2	2.4	0.2	28.7	1.0	2.1	11.6	7.5	13.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.1	23.5	21.3	3.3	14.8	4.8	9.6	8.2	8.5	10.5	20.4	22.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.9	60.3	62.6	33.1	36.1	19.2	76.8	28.4	29.7	57.7	39.0	45.1
LnGrp LOS	C	E	E	C	D	B	E	C	C	E	D	D
Approach Vol, veh/h		1060			1058			839			1858	
Approach Delay, s/veh		58.5			33.2			37.8			42.9	
Approach LOS		E			C			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	19.5	41.8	9.6	38.4	15.9	45.4	9.8	38.2				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	23.4	29.0	5.1	34.5	11.5	40.9	5.3	34.3				
Max Q Clear Time (g_c+I1), s	14.7	13.5	5.8	33.0	11.5	34.2	5.9	23.9				
Green Ext Time (p_c), s	0.4	4.0	0.0	0.9	0.0	5.1	0.0	4.5				

Intersection Summary

HCM 6th Ctrl Delay	43.3
HCM 6th LOS	D

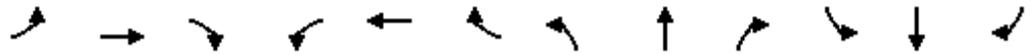
Notes

User approved changes to right turn type.

HCM 6th Signalized Intersection Summary

3: Sepulveda Bl & Victory Bl

10/18/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑↑	↗	↘	↑↑↑	↗	↘↗	↑↑↑		↘↗	↑↑↑	↗
Traffic Volume (veh/h)	109	1400	634	149	1328	129	340	500	51	258	1382	218
Future Volume (veh/h)	109	1400	634	149	1328	129	340	500	51	258	1382	218
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	109	1400	634	149	1328	129	340	500	51	258	1382	218
Peak Hour 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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	135	1557	644	171	1659	650	384	1463	147	333	1573	593
Arrive On Green	0.08	0.31	0.31	0.10	0.32	0.32	0.11	0.32	0.32	0.10	0.31	0.31
Sat Flow, veh/h	1781	5106	1534	1781	5106	1530	3456	4536	455	3456	5106	1536
Grp Volume(v), veh/h	109	1400	634	149	1328	129	340	373	178	258	1382	218
Grp Sat Flow(s),veh/h/ln	1781	1702	1534	1781	1702	1530	1728	1702	1587	1728	1702	1536
Q Serve(g_s), s	6.0	26.3	30.5	8.3	23.7	5.3	9.7	8.3	8.6	7.3	25.7	10.2
Cycle Q Clear(g_c), s	6.0	26.3	30.5	8.3	23.7	5.3	9.7	8.3	8.6	7.3	25.7	10.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.29	1.00		1.00
Lane Grp Cap(c), veh/h	135	1557	644	171	1659	650	384	1098	512	333	1573	593
V/C Ratio(X)	0.81	0.90	0.98	0.87	0.80	0.20	0.89	0.34	0.35	0.77	0.88	0.37
Avail Cap(c_a), veh/h	135	1557	644	171	1659	650	384	1098	512	473	1573	593
HCM 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
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.5	33.3	29.0	44.6	30.8	18.3	43.8	25.8	25.8	44.1	32.8	22.1
Incr Delay (d2), s/veh	28.7	7.4	31.6	35.3	2.9	0.1	21.3	0.8	1.9	5.1	7.3	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.7	17.2	27.4	9.1	15.1	3.4	9.0	6.2	6.2	6.0	16.9	7.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	74.2	40.7	60.6	79.9	33.7	18.4	65.1	26.6	27.7	49.2	40.1	23.9
LnGrp LOS	E	D	E	E	C	B	E	C	C	D	D	C
Approach Vol, veh/h		2143			1606			891			1858	
Approach Delay, s/veh		48.3			36.7			41.5			39.5	
Approach LOS		D			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.1	36.8	14.1	35.0	15.6	35.3	12.1	37.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	13.7	28.2	9.6	30.5	11.1	30.8	7.6	32.5				
Max Q Clear Time (g_c+I1), s	9.3	10.6	10.3	32.5	11.7	27.7	8.0	25.7				
Green Ext Time (p_c), s	0.4	3.3	0.0	0.0	0.0	2.5	0.0	4.7				

Intersection Summary

HCM 6th Ctrl Delay	42.0
HCM 6th LOS	D

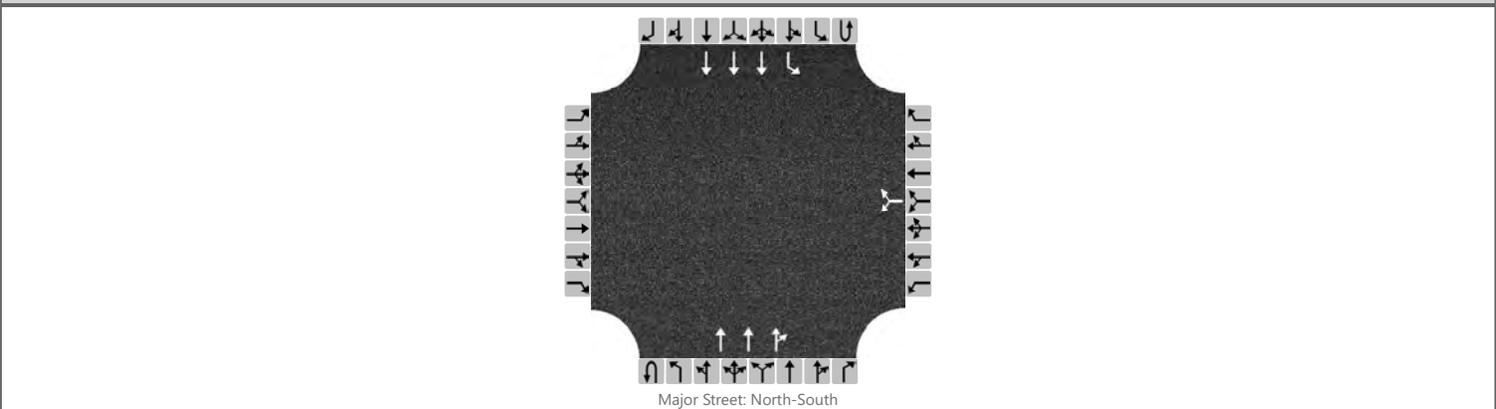
Notes

User approved changes to right turn type.

HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	JTO			Intersection	SEPULVEDA KITTRIDGE		
Agency/Co.	OTC INC			Jurisdiction	LADOT		
Date Performed	10/12/2022			East/West Street	KITTRIDGE STREET		
Analysis Year	2022			North/South Street	SEPULVEDA BD		
Time Analyzed	PM EXISTING			Peak Hour Factor	1.00		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	6728 SEPULVEDA						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	3	0	0	1	3	0
Configuration							LR				T	TR		L	T	
Volume, V (veh/h)						26		118			1450	97		63	813	
Percent Heavy Vehicles (%)						3		3						3		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized	No				No				No				No			
Median Type/Storage					Left Only								9			

Critical and Follow-up Headways

Base Critical Headway (sec)						6.4		7.1						5.3		
Critical Headway (sec)						5.76		7.16						5.36		
Base Follow-Up Headway (sec)						3.8		3.9						3.1		
Follow-Up Headway (sec)						3.83		3.93						3.13		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						144								63		
Capacity, c (veh/h)						229								209		
v/c Ratio						0.63								0.30		
95% Queue Length, Q ₉₅ (veh)						3.7								1.2		
Control Delay (s/veh)						43.9								29.5		
Level of Service, LOS						E								D		
Approach Delay (s/veh)					43.9								2.1			
Approach LOS					E											

HCM 6th Signalized Intersection Summary

1: Sherman Way & Sepulveda Bl

10/18/2022

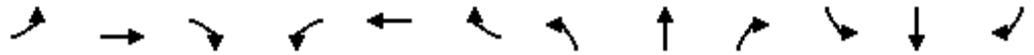


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↔		↔↔	↑↑↔		↔↔	↑↑↔		↔↔	↑↑↔	
Traffic Volume (veh/h)	307	1426	203	122	1485	167	438	1254	157	193	801	198
Future Volume (veh/h)	307	1426	203	122	1485	167	438	1254	157	193	801	198
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.97	1.00		0.96	1.00		0.92
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	307	1426	203	122	1485	167	438	1254	157	193	801	198
Peak Hour 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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	355	1811	258	170	1631	183	489	1463	183	241	1009	246
Arrive On Green	0.10	0.42	0.42	0.05	0.36	0.36	0.14	0.33	0.33	0.07	0.26	0.26
Sat Flow, veh/h	3456	4331	616	3456	4475	503	3456	4406	552	3456	3874	944
Grp Volume(v), veh/h	307	1121	508	122	1129	523	438	969	442	193	702	297
Grp Sat Flow(s),veh/h/ln	1728	1702	1543	1728	1702	1574	1728	1702	1553	1728	1702	1414
Q Serve(g_s), s	12.0	39.3	39.3	4.8	43.4	43.5	17.1	36.6	36.6	7.6	26.5	27.0
Cycle Q Clear(g_c), s	12.0	39.3	39.3	4.8	43.4	43.5	17.1	36.6	36.6	7.6	26.5	27.0
Prop In Lane	1.00		0.40	1.00		0.32	1.00		0.36	1.00		0.67
Lane Grp Cap(c), veh/h	355	1424	645	170	1241	574	489	1131	516	241	887	368
V/C Ratio(X)	0.86	0.79	0.79	0.72	0.91	0.91	0.90	0.86	0.86	0.80	0.79	0.81
Avail Cap(c_a), veh/h	374	1442	654	203	1274	589	522	1131	516	249	887	368
HCM 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
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	60.8	34.7	34.7	64.5	41.6	41.6	58.1	42.9	42.9	63.1	47.4	47.6
Incr Delay (d2), s/veh	17.9	3.0	6.3	9.4	9.7	18.2	17.3	8.4	16.6	16.5	7.2	16.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	10.3	23.5	22.3	4.2	27.1	26.9	13.5	23.3	23.0	7.0	17.8	16.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	78.7	37.7	41.1	73.8	51.3	59.8	75.4	51.3	59.5	79.6	54.6	64.5
LnGrp LOS	E	D	D	E	D	E	E	D	E	E	D	E
Approach Vol, veh/h		1936			1774			1849			1192	
Approach Delay, s/veh		45.1			55.3			59.0			61.1	
Approach LOS		D			E			E			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.1	50.2	11.3	62.0	24.0	40.3	18.6	54.7				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	9.9	45.7	8.1	58.3	20.8	34.8	14.9	51.5				
Max Q Clear Time (g_c+I1), s	9.6	38.6	6.8	41.3	19.1	29.0	14.0	45.5				
Green Ext Time (p_c), s	0.0	4.9	0.0	10.6	0.3	3.2	0.1	4.7				
Intersection Summary												
HCM 6th Ctrl Delay			54.4									
HCM 6th LOS			D									

HCM 6th Signalized Intersection Summary

2: Vanowen St

10/18/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗	↗	↖	↗		↖	↗	
Traffic Volume (veh/h)	140	980	69	96	962	241	205	1372	127	172	720	189
Future Volume (veh/h)	140	980	69	96	962	241	205	1372	127	172	720	189
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.93	1.00		0.94	1.00		0.94	1.00		0.92
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	140	980	69	96	962	241	205	1372	127	172	720	189
Peak Hour 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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	208	1075	76	169	1142	656	235	1647	152	199	1303	336
Arrive On Green	0.06	0.34	0.34	0.05	0.32	0.32	0.13	0.35	0.35	0.11	0.33	0.33
Sat Flow, veh/h	1781	3177	224	1781	3554	1490	1781	4726	437	1781	3966	1022
Grp Volume(v), veh/h	140	548	501	96	962	241	205	988	511	172	616	293
Grp Sat Flow(s),veh/h/ln	1781	1777	1624	1781	1777	1490	1781	1702	1759	1781	1702	1584
Q Serve(g_s), s	6.1	34.5	34.5	4.2	29.4	12.8	13.2	31.1	31.1	11.1	17.3	17.8
Cycle Q Clear(g_c), s	6.1	34.5	34.5	4.2	29.4	12.8	13.2	31.1	31.1	11.1	17.3	17.8
Prop In Lane	1.00		0.14	1.00		1.00	1.00		0.25	1.00		0.65
Lane Grp Cap(c), veh/h	208	601	550	169	1142	656	235	1186	613	199	1119	520
V/C Ratio(X)	0.67	0.91	0.91	0.57	0.84	0.37	0.87	0.83	0.83	0.86	0.55	0.56
Avail Cap(c_a), veh/h	208	637	583	169	1214	687	300	1186	613	212	1119	520
HCM 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
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.0	37.0	37.0	30.0	36.9	22.4	49.7	34.9	34.9	51.0	32.1	32.3
Incr Delay (d2), s/veh	8.2	16.9	18.1	4.5	5.3	0.3	19.7	6.9	12.6	27.6	2.0	4.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.5	24.4	22.8	3.6	19.5	8.0	11.5	19.9	21.7	10.6	11.9	11.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.2	53.8	55.1	34.5	42.2	22.7	69.4	41.9	47.5	78.6	34.1	36.7
LnGrp LOS	D	D	E	C	D	C	E	D	D	E	C	D
Approach Vol, veh/h		1189			1299			1704			1081	
Approach Delay, s/veh		52.4			38.0			46.9			41.9	
Approach LOS		D			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.6	45.2	10.0	44.0	19.9	42.9	12.0	42.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	13.9	40.7	5.5	41.9	19.7	34.9	7.5	39.9				
Max Q Clear Time (g_c+I1), s	13.1	33.1	6.2	36.5	15.2	19.8	8.1	31.4				
Green Ext Time (p_c), s	0.0	5.3	0.0	3.1	0.2	5.5	0.0	4.7				

Intersection Summary

HCM 6th Ctrl Delay	44.9
HCM 6th LOS	D

Notes

User approved changes to right turn type.

HCM 6th Signalized Intersection Summary

3: Sepulveda Bl & Victory Bl

10/18/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑↑	↗	↘	↑↑↑	↗	↘↗	↑↑↑		↘↗	↑↑↑	↗
Traffic Volume (veh/h)	167	1234	410	96	1256	212	383	1313	102	191	597	167
Future Volume (veh/h)	167	1234	410	96	1256	212	383	1313	102	191	597	167
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.95	1.00		0.95	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	167	1234	410	96	1256	212	383	1313	102	191	597	167
Peak Hour 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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	197	1702	723	121	1484	553	465	1646	128	253	1500	636
Arrive On Green	0.11	0.33	0.33	0.07	0.29	0.29	0.13	0.35	0.35	0.07	0.29	0.29
Sat Flow, veh/h	1781	5106	1531	1781	5106	1503	3456	4639	360	3456	5106	1566
Grp Volume(v), veh/h	167	1234	410	96	1256	212	383	964	451	191	597	167
Grp Sat Flow(s),veh/h/ln	1781	1702	1531	1781	1702	1503	1728	1702	1595	1728	1702	1566
Q Serve(g_s), s	9.7	22.4	20.6	5.6	24.5	11.0	11.4	26.9	26.9	5.7	9.9	7.5
Cycle Q Clear(g_c), s	9.7	22.4	20.6	5.6	24.5	11.0	11.4	26.9	26.9	5.7	9.9	7.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.23	1.00		1.00
Lane Grp Cap(c), veh/h	197	1702	723	121	1484	553	465	1208	566	253	1500	636
V/C Ratio(X)	0.85	0.73	0.57	0.79	0.85	0.38	0.82	0.80	0.80	0.75	0.40	0.26
Avail Cap(c_a), veh/h	228	1745	736	167	1571	579	664	1208	566	278	1500	636
HCM 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
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.1	31.0	20.4	48.5	35.3	24.9	44.5	30.7	30.7	48.0	29.8	21.0
Incr Delay (d2), s/veh	22.1	1.5	1.0	16.1	4.3	0.4	5.7	5.5	11.2	10.1	0.8	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	9.3	14.3	11.8	5.4	15.9	7.1	9.0	17.3	17.5	5.1	7.4	5.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	68.2	32.5	21.4	64.6	39.6	25.3	50.2	36.2	41.8	58.2	30.6	22.0
LnGrp LOS	E	C	C	E	D	C	D	D	D	E	C	C
Approach Vol, veh/h		1811			1564			1798			955	
Approach Delay, s/veh		33.3			39.2			40.6			34.6	
Approach LOS		C			D			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.2	42.0	11.7	39.7	18.7	35.5	16.2	35.2				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	8.5	37.5	9.9	36.1	20.3	25.7	13.5	32.5				
Max Q Clear Time (g_c+I1), s	7.7	28.9	7.6	24.4	13.4	11.9	11.7	26.5				
Green Ext Time (p_c), s	0.0	5.7	0.0	7.5	0.8	4.0	0.1	4.2				

Intersection Summary

HCM 6th Ctrl Delay	37.1
HCM 6th LOS	D

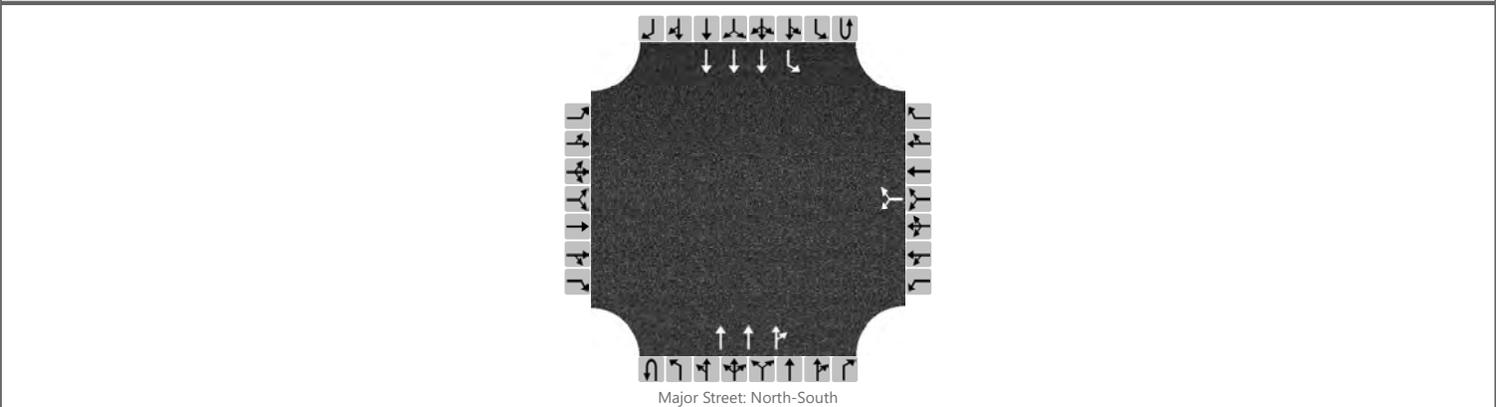
Notes

User approved changes to right turn type.

HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	JTO			Intersection	SEPULVEDA KITTRIDGE		
Agency/Co.	OTC INC			Jurisdiction	LADOT		
Date Performed	10/12/2022			East/West Street	KITTRIDGE STREET		
Analysis Year	2022			North/South Street	SEPULVEDA BD		
Time Analyzed	PM EXISTING PLUS PROJECT			Peak Hour Factor	1.00		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	6728 SEPULVEDA						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	3	0	0	1	3	0
Configuration							LR				T	TR		L	T	
Volume, V (veh/h)						30		124			1485	97		71	832	
Percent Heavy Vehicles (%)						3		3						3		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized	No				No				No				No			
Median Type/Storage					Left Only								9			

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							154								71	
Capacity, c (veh/h)							218								201	
v/c Ratio							0.71								0.35	
95% Queue Length, Q ₉₅ (veh)							4.6								1.5	
Control Delay (s/veh)							53.7								32.4	
Level of Service, LOS							F								D	
Approach Delay (s/veh)					53.7								2.5			
Approach LOS					F											



Future With Project

HCM 6th Signalized Intersection Summary

1: Sherman Way & Sepulveda Bl

10/18/2022

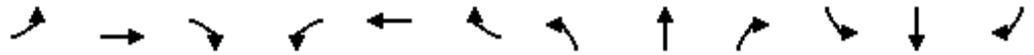


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↓		↔↔	↑↑↓		↔↔	↑↑↓		↔↔	↑↑↓	
Traffic Volume (veh/h)	188	1360	337	161	1412	89	333	555	132	316	1452	167
Future Volume (veh/h)	188	1360	337	161	1412	89	333	555	132	316	1452	167
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.96	1.00		0.97	1.00		0.94
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	188	1360	337	161	1412	89	333	555	132	316	1452	167
Peak Hour 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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	233	1351	334	193	1577	99	366	1346	311	377	1523	175
Arrive On Green	0.07	0.35	0.35	0.06	0.33	0.33	0.11	0.34	0.34	0.22	0.69	0.69
Sat Flow, veh/h	3456	3906	965	3456	4721	298	3456	3968	916	3456	4447	511
Grp Volume(v), veh/h	188	1185	512	161	1018	483	333	474	213	316	1111	508
Grp Sat Flow(s),veh/h/ln	1728	1702	1467	1728	1702	1614	1728	1702	1480	1728	1702	1554
Q Serve(g_s), s	6.4	41.5	41.5	5.5	34.1	34.1	11.4	12.8	13.3	10.5	35.5	35.6
Cycle Q Clear(g_c), s	6.4	41.5	41.5	5.5	34.1	34.1	11.4	12.8	13.3	10.5	35.5	35.6
Prop In Lane	1.00		0.66	1.00		0.18	1.00		0.62	1.00		0.33
Lane Grp Cap(c), veh/h	233	1177	507	193	1138	539	366	1154	502	377	1166	532
V/C Ratio(X)	0.81	1.01	1.01	0.83	0.90	0.90	0.91	0.41	0.42	0.84	0.95	0.95
Avail Cap(c_a), veh/h	233	1177	507	193	1138	539	366	1154	502	544	1166	532
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.88	0.88	0.88	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.2	39.2	39.3	56.1	38.0	38.0	53.1	30.4	30.6	45.9	18.0	18.0
Incr Delay (d2), s/veh	18.4	27.8	42.4	25.8	9.4	17.4	23.8	1.0	2.3	7.6	17.3	29.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.1	29.3	28.3	5.6	22.0	22.4	10.0	9.0	8.6	7.9	15.6	16.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.6	67.0	81.7	81.9	47.4	55.3	76.9	31.4	32.9	53.5	35.3	47.2
LnGrp LOS	E	F	F	F	D	E	E	C	C	D	D	D
Approach Vol, veh/h		1885			1662			1020			1935	
Approach Delay, s/veh		71.7			53.0			46.6			41.4	
Approach LOS		E			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.6	45.2	11.2	46.0	17.2	45.6	12.6	44.6				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	18.9	34.9	6.7	41.5	12.7	41.1	8.1	40.1				
Max Q Clear Time (g_c+I1), s	12.5	15.3	7.5	43.5	13.4	37.6	8.4	36.1				
Green Ext Time (p_c), s	0.6	4.5	0.0	0.0	0.0	2.8	0.0	3.1				
Intersection Summary												
HCM 6th Ctrl Delay			54.0									
HCM 6th LOS			D									

HCM 6th Signalized Intersection Summary

2: Vanowen St

10/18/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↗↘		↗	↗↘	↗	↗	↗↘↙		↗	↗↘	
Traffic Volume (veh/h)	93	839	131	95	798	168	168	595	126	211	1522	135
Future Volume (veh/h)	93	839	131	95	798	168	168	595	126	211	1522	135
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.90	1.00		0.90	1.00		0.94	1.00		0.91
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	93	839	131	95	798	168	168	595	126	211	1522	135
Peak Hour 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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	213	902	141	158	1098	658	195	1479	305	243	1798	159
Arrive On Green	0.05	0.31	0.31	0.04	0.31	0.31	0.11	0.35	0.35	0.14	0.38	0.38
Sat Flow, veh/h	1781	2873	449	1781	3554	1431	1781	4186	864	1781	4729	419
Grp Volume(v), veh/h	93	519	451	95	798	168	168	481	240	211	1095	562
Grp Sat Flow(s),veh/h/ln	1781	1777	1545	1781	1777	1431	1781	1702	1646	1781	1702	1744
Q Serve(g_s), s	4.2	33.6	33.6	4.3	23.7	8.8	11.0	12.6	13.1	13.8	34.9	34.9
Cycle Q Clear(g_c), s	4.2	33.6	33.6	4.3	23.7	8.8	11.0	12.6	13.1	13.8	34.9	34.9
Prop In Lane	1.00		0.29	1.00		1.00	1.00		0.53	1.00		0.24
Lane Grp Cap(c), veh/h	213	558	485	158	1098	658	195	1203	581	243	1294	663
V/C Ratio(X)	0.44	0.93	0.93	0.60	0.73	0.26	0.86	0.40	0.41	0.87	0.85	0.85
Avail Cap(c_a), veh/h	220	577	501	158	1120	667	197	1203	581	381	1294	663
HCM 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
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.6	39.4	39.4	31.5	36.5	20.7	52.0	28.9	29.0	50.2	33.6	33.6
Incr Delay (d2), s/veh	1.4	21.4	23.6	6.1	2.3	0.2	30.2	1.0	2.2	12.3	7.0	12.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.4	24.7	22.3	3.8	15.9	5.3	10.7	9.1	9.4	11.3	21.9	23.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.0	60.8	63.1	37.6	38.9	20.9	82.2	29.9	31.2	62.5	40.5	46.3
LnGrp LOS	C	E	E	D	D	C	F	C	C	E	D	D
Approach Vol, veh/h		1063			1061			889			1868	
Approach Delay, s/veh		59.1			35.9			40.1			44.8	
Approach LOS		E			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	20.7	46.4	9.8	41.8	17.5	49.6	10.4	41.2				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	25.4	32.8	5.3	38.5	13.1	45.1	6.4	37.4				
Max Q Clear Time (g_c+I1), s	15.8	15.1	6.3	35.6	13.0	36.9	6.2	25.7				
Green Ext Time (p_c), s	0.4	4.6	0.0	1.7	0.0	6.1	0.0	4.8				

Intersection Summary

HCM 6th Ctrl Delay	45.1
HCM 6th LOS	D

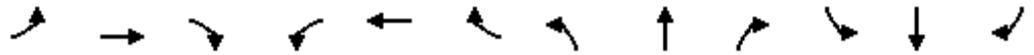
Notes

User approved changes to right turn type.

HCM 6th Signalized Intersection Summary

3: Sepulveda Bl & Victory Bl

10/18/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	116	1400	634	149	1328	132	340	504	51	268	1395	238
Future Volume (veh/h)	116	1400	634	149	1328	132	340	504	51	268	1395	238
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.96	1.00		0.97	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	116	1400	634	149	1328	132	340	504	51	268	1395	238
Peak Hour 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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	143	1557	644	171	1639	648	384	1451	144	343	1573	594
Arrive On Green	0.08	0.31	0.31	0.10	0.32	0.32	0.11	0.32	0.32	0.10	0.31	0.31
Sat Flow, veh/h	1781	5106	1534	1781	5106	1529	3456	4539	452	3456	5106	1515
Grp Volume(v), veh/h	116	1400	634	149	1328	132	340	376	179	268	1395	238
Grp Sat Flow(s),veh/h/ln	1781	1702	1534	1781	1702	1529	1728	1702	1587	1728	1702	1515
Q Serve(g_s), s	6.4	26.3	30.5	8.3	23.9	5.5	9.7	8.4	8.7	7.6	26.0	11.4
Cycle Q Clear(g_c), s	6.4	26.3	30.5	8.3	23.9	5.5	9.7	8.4	8.7	7.6	26.0	11.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.28	1.00		1.00
Lane Grp Cap(c), veh/h	143	1557	644	171	1639	648	384	1088	507	343	1573	594
V/C Ratio(X)	0.81	0.90	0.98	0.87	0.81	0.20	0.89	0.35	0.35	0.78	0.89	0.40
Avail Cap(c_a), veh/h	143	1557	644	171	1639	648	384	1088	507	484	1573	594
HCM 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
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.3	33.3	29.0	44.6	31.2	18.4	43.8	26.0	26.1	44.0	32.9	22.2
Incr Delay (d2), s/veh	29.1	7.4	31.6	35.3	3.2	0.2	21.3	0.9	1.9	5.3	7.8	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.1	17.2	27.4	9.1	15.2	3.5	9.0	6.3	6.3	6.2	17.2	7.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	74.3	40.7	60.6	79.9	34.3	18.5	65.1	26.9	28.0	49.3	40.7	24.2
LnGrp LOS	E	D	E	E	C	B	E	C	C	D	D	C
Approach Vol, veh/h		2150			1609			895			1901	
Approach Delay, s/veh		48.4			37.3			41.6			39.9	
Approach LOS		D			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.4	36.5	14.1	35.0	15.6	35.3	12.5	36.6				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	14.0	27.9	9.6	30.5	11.1	30.8	8.0	32.1				
Max Q Clear Time (g_c+I1), s	9.6	10.7	10.3	32.5	11.7	28.0	8.4	25.9				
Green Ext Time (p_c), s	0.4	3.3	0.0	0.0	0.0	2.3	0.0	4.4				

Intersection Summary

HCM 6th Ctrl Delay	42.3
HCM 6th LOS	D

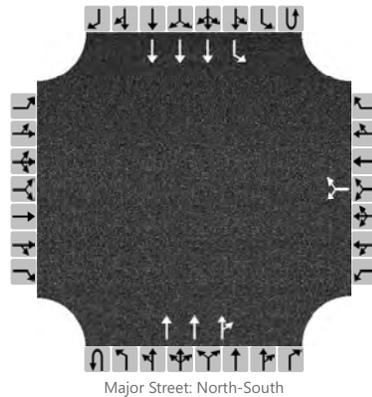
Notes

User approved changes to right turn type.

HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	JTO			Intersection	SEPULVEDA KITTRIDGE		
Agency/Co.	OTC INC			Jurisdiction	LADOT		
Date Performed	10/12/2022			East/West Street	KITTRIDGE STREET		
Analysis Year	2026			North/South Street	SEPULVEDA BD		
Time Analyzed	PM FUTURE WITHOUT PROJECT			Peak Hour Factor	1.00		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	6728 SEPULVEDA						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0		0	3	0		0	1	3
Configuration							LR				T	TR		L	T	
Volume, V (veh/h)						27		123			1535	101		66	877	
Percent Heavy Vehicles (%)						3		3						3		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized		No				No				No				No		
Median Type/Storage				Left Only								9				

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						150								66		
Capacity, c (veh/h)						210								189		
v/c Ratio						0.71								0.35		
95% Queue Length, Q ₉₅ (veh)						4.6								1.5		
Control Delay (s/veh)						56.1								34.0		
Level of Service, LOS						F								D		
Approach Delay (s/veh)						56.1								2.4		
Approach LOS						F										

HCM 6th Signalized Intersection Summary

1: Sherman Way & Sepulveda Bl

10/18/2022

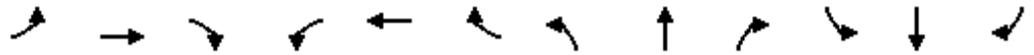


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↔		↔↔	↑↑↔		↔↔	↑↑↔		↔↔	↑↑↔	
Traffic Volume (veh/h)	307	1426	214	128	1485	167	445	1259	161	193	809	198
Future Volume (veh/h)	307	1426	214	128	1485	167	445	1259	161	193	809	198
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.97	1.00		0.95	1.00		0.91
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	307	1426	214	128	1485	167	445	1259	161	193	809	198
Peak Hour 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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	362	1727	259	179	1563	176	500	1375	176	239	920	222
Arrive On Green	0.10	0.40	0.40	0.05	0.35	0.35	0.14	0.31	0.31	0.07	0.24	0.24
Sat Flow, veh/h	3456	4296	644	3456	4474	503	3456	4392	562	3456	3876	936
Grp Volume(v), veh/h	307	1130	510	128	1129	523	445	976	444	193	709	298
Grp Sat Flow(s),veh/h/ln	1728	1702	1535	1728	1702	1573	1728	1702	1550	1728	1702	1408
Q Serve(g_s), s	9.6	32.6	32.7	4.0	35.5	35.6	13.9	30.3	30.3	6.0	22.0	22.5
Cycle Q Clear(g_c), s	9.6	32.6	32.7	4.0	35.5	35.6	13.9	30.3	30.3	6.0	22.0	22.5
Prop In Lane	1.00		0.42	1.00		0.32	1.00		0.36	1.00		0.66
Lane Grp Cap(c), veh/h	362	1368	617	179	1189	549	500	1066	485	239	808	334
V/C Ratio(X)	0.85	0.83	0.83	0.71	0.95	0.95	0.89	0.92	0.92	0.81	0.88	0.89
Avail Cap(c_a), veh/h	362	1373	619	179	1193	551	503	1066	485	239	808	334
HCM 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
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.3	29.4	29.4	51.3	34.8	34.8	46.1	36.3	36.3	50.4	40.3	40.5
Incr Delay (d2), s/veh	17.0	4.3	9.0	12.6	15.6	26.6	17.5	13.5	24.5	18.2	12.9	28.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.6	19.9	19.3	3.7	23.7	24.1	11.5	20.6	20.8	5.8	15.9	15.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.4	33.7	38.5	63.9	50.4	61.4	63.6	49.8	60.8	68.6	53.2	68.6
LnGrp LOS	E	C	D	E	D	E	E	D	E	E	D	E
Approach Vol, veh/h		1947			1780			1865			1200	
Approach Delay, s/veh		39.9			54.6			55.7			59.5	
Approach LOS		D			D			E			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.1	38.9	10.2	48.7	20.4	30.6	16.0	42.9				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	7.6	34.4	5.7	44.3	16.0	26.0	11.5	38.5				
Max Q Clear Time (g_c+I1), s	8.0	32.3	6.0	34.7	15.9	24.5	11.6	37.6				
Green Ext Time (p_c), s	0.0	1.6	0.0	6.9	0.0	1.0	0.0	0.8				
Intersection Summary												
HCM 6th Ctrl Delay			51.6									
HCM 6th LOS			D									

HCM 6th Signalized Intersection Summary

2: Vanowen St

10/18/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	140	980	77	104	962	241	210	1388	132	172	745	189
Future Volume (veh/h)	140	980	77	104	962	241	210	1388	132	172	745	189
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.93	1.00		0.94	1.00		0.94	1.00		0.92
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	140	980	77	104	962	241	210	1388	132	172	745	189
Peak Hour 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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	210	1054	83	171	1138	655	241	1596	152	201	1262	315
Arrive On Green	0.06	0.33	0.33	0.05	0.32	0.32	0.14	0.34	0.34	0.11	0.32	0.32
Sat Flow, veh/h	1781	3147	247	1781	3554	1490	1781	4711	448	1781	3995	996
Grp Volume(v), veh/h	140	553	504	104	962	241	210	1003	517	172	633	301
Grp Sat Flow(s),veh/h/ln	1781	1777	1618	1781	1777	1490	1781	1702	1755	1781	1702	1587
Q Serve(g_s), s	5.7	32.8	32.8	4.3	27.5	11.9	12.6	30.1	30.1	10.3	17.0	17.4
Cycle Q Clear(g_c), s	5.7	32.8	32.8	4.3	27.5	11.9	12.6	30.1	30.1	10.3	17.0	17.4
Prop In Lane	1.00		0.15	1.00		1.00	1.00		0.26	1.00		0.63
Lane Grp Cap(c), veh/h	210	595	542	171	1138	655	241	1153	595	201	1075	501
V/C Ratio(X)	0.67	0.93	0.93	0.61	0.85	0.37	0.87	0.87	0.87	0.86	0.59	0.60
Avail Cap(c_a), veh/h	210	612	557	171	1171	670	299	1153	595	201	1075	501
HCM 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
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.2	35.0	35.0	28.3	34.5	20.9	46.1	33.8	33.8	47.5	31.3	31.5
Incr Delay (d2), s/veh	7.7	20.6	22.1	6.1	5.8	0.3	19.8	9.0	15.9	28.8	2.4	5.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.1	24.1	22.5	3.7	18.4	7.5	11.2	19.7	21.6	10.2	11.7	11.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.9	55.6	57.1	34.4	40.3	21.3	66.0	42.8	49.7	76.3	33.7	36.7
LnGrp LOS	C	E	E	C	D	C	E	D	D	E	C	D
Approach Vol, veh/h		1197			1307			1730			1106	
Approach Delay, s/veh		53.8			36.3			47.7			41.1	
Approach LOS		D			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.8	41.4	9.8	41.0	19.3	38.9	11.4	39.4				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	12.3	36.9	5.3	37.5	18.3	30.9	6.9	35.9				
Max Q Clear Time (g_c+I1), s	12.3	32.1	6.3	34.8	14.6	19.4	7.7	29.5				
Green Ext Time (p_c), s	0.0	3.6	0.0	1.7	0.2	4.8	0.0	3.8				

Intersection Summary

HCM 6th Ctrl Delay	44.9
HCM 6th LOS	D

Notes

User approved changes to right turn type.

HCM 6th Signalized Intersection Summary

3: Sepulveda Bl & Victory Bl

10/18/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	183	1234	410	96	1256	220	383	1324	102	196	604	178
Future Volume (veh/h)	183	1234	410	96	1256	220	383	1324	102	196	604	178
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.95	1.00		0.95	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	183	1234	410	96	1256	220	383	1324	102	196	604	178
Peak Hour 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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	210	1643	704	122	1389	519	463	1573	121	243	1405	610
Arrive On Green	0.12	0.32	0.32	0.07	0.27	0.27	0.13	0.34	0.34	0.07	0.28	0.28
Sat Flow, veh/h	1781	5106	1530	1781	5106	1499	3456	4641	358	3456	5106	1535
Grp Volume(v), veh/h	183	1234	410	96	1256	220	383	971	455	196	604	178
Grp Sat Flow(s),veh/h/ln	1781	1702	1530	1781	1702	1499	1728	1702	1595	1728	1702	1535
Q Serve(g_s), s	9.1	19.4	17.9	4.8	21.3	10.1	9.7	23.7	23.7	5.0	8.7	7.1
Cycle Q Clear(g_c), s	9.1	19.4	17.9	4.8	21.3	10.1	9.7	23.7	23.7	5.0	8.7	7.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.22	1.00		1.00
Lane Grp Cap(c), veh/h	210	1643	704	122	1389	519	463	1154	540	243	1405	610
V/C Ratio(X)	0.87	0.75	0.58	0.79	0.90	0.42	0.83	0.84	0.84	0.81	0.43	0.29
Avail Cap(c_a), veh/h	210	1651	707	125	1406	524	532	1154	540	243	1405	610
HCM 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
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.9	27.2	18.2	41.1	31.5	22.7	37.8	27.4	27.4	41.1	26.7	18.7
Incr Delay (d2), s/veh	30.0	2.0	1.2	27.0	8.5	0.5	9.4	7.5	14.7	18.0	1.0	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	9.5	12.5	10.3	5.4	14.6	6.4	8.2	15.7	16.3	4.9	6.5	4.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	68.9	29.2	19.4	68.2	40.0	23.3	47.2	34.9	42.1	59.1	27.7	19.9
LnGrp LOS	E	C	B	E	D	C	D	C	D	E	C	B
Approach Vol, veh/h		1827			1572			1809			978	
Approach Delay, s/veh		30.9			39.4			39.4			32.6	
Approach LOS		C			D			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.8	34.9	10.6	33.4	16.5	29.2	15.1	28.9				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	6.3	30.4	6.3	29.0	13.8	22.9	10.6	24.7				
Max Q Clear Time (g_c+I1), s	7.0	25.7	6.8	21.4	11.7	10.7	11.1	23.3				
Green Ext Time (p_c), s	0.0	3.4	0.0	5.4	0.3	3.8	0.0	1.1				

Intersection Summary

HCM 6th Ctrl Delay	35.8
HCM 6th LOS	D

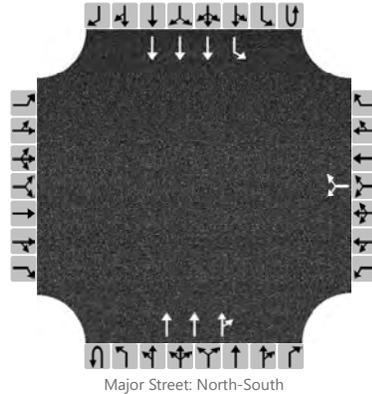
Notes

User approved changes to right turn type.

HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	JTO			Intersection	SEPULVEDA KITTRIDGE		
Agency/Co.	OTC INC			Jurisdiction	LADOT		
Date Performed	10/12/2022			East/West Street	KITTRIDGE STREET		
Analysis Year	2026			North/South Street	SEPULVEDA BD		
Time Analyzed	PM FUTURE WITH PROJECT			Peak Hour Factor	1.00		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	6728 SEPULVEDA						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	3	0	0	1	3	0
Configuration							LR				T	TR		L	T	
Volume, V (veh/h)						31		129			1570	101		74	896	
Percent Heavy Vehicles (%)						3		3						3		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Left Only								9							

Critical and Follow-up Headways

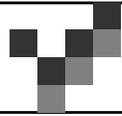
Base Critical Headway (sec)						6.4		7.1						5.3		
Critical Headway (sec)						5.76		7.16						5.36		
Base Follow-Up Headway (sec)						3.8		3.9						3.1		
Follow-Up Headway (sec)						3.83		3.93						3.13		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						160								74		
Capacity, c (veh/h)						199								181		
v/c Ratio						0.80								0.41		
95% Queue Length, Q ₉₅ (veh)						5.7								1.8		
Control Delay (s/veh)						71.1								37.9		
Level of Service, LOS						F								E		
Approach Delay (s/veh)					71.1								2.9			
Approach LOS					F											



Queueing Data



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No.	Intersection	Movement	Maximum Queue (vehicles)				Queue change		Maximum Queue (vehicles)				Queue change	
			Existing		Existing + Project		AM Peak Hour	PM Peak Hour	Future		Future + Project		AM Peak Hour	PM Peak Hour
			AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour			AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour		
1	Sepulveda Boulevard and Sherman Way	NBL	8.3	11.2	8.6	11.3	0.3	0.1	9.7	13.5	10.0	11.5	0.3	-2.0
		NBT	7.5	17.8	7.6	18.2	0.1	0.4	8.8	23.3	9.0	20.6	0.2	-2.7
		NBR	7.2	17.5	7.3	17.9	0.1	0.4	8.4	23.0	8.6	20.8	0.2	-2.2
		SBL	6.9	5.5	6.9	5.5	0.0	0.0	7.9	7.0	7.9	5.8	0.0	-1.2
		SBT	11.3	13.8	11.8	14.1	0.5	0.3	15.0	17.8	15.6	15.9	0.6	-1.9
		SBR	12.3	13.0	12.8	13.4	0.5	0.4	16.1	16.8	16.7	15.6	0.6	-1.2
		EBL	5.1	8.5	5.1	8.4	0.0	-0.1	6.0	10.3	6.1	8.6	0.1	-1.7
		EBT	23.7	19.2	23.8	19.2	0.1	0.0	29.0	23.5	29.3	19.9	0.3	-3.6
		EBR	23.0	18.4	23.1	18.2	0.1	-0.2	28.0	22.3	28.3	19.3	0.3	-3.0
		WBL	4.3	3.2	4.4	3.5	0.1	0.3	5.5	4.2	5.6	3.7	0.1	-0.5
		WBT	18.3	22.0	18.3	21.5	0.0	-0.5	22.0	27.1	22.0	23.7	0.0	-3.4
WBR	18.6	22.1	18.6	21.5	0.0	-0.6	22.4	26.9	22.4	24.1	0.0	-2.8		
2	Sepulveda Boulevard and Vanowen Street	NBL	7.8	10.1	8.3	10.8	0.5	0.7	9.6	11.5	10.7	11.2	1.1	-0.3
		NBT	6.0	16.3	6.5	17.6	0.5	1.3	8.2	19.9	9.1	19.7	0.9	-0.2
		NBR	6.4	17.6	6.9	18.9	0.5	1.3	8.5	21.7	9.4	21.6	0.9	-0.1
		SBL	7.4	8.4	7.5	9.0	0.1	0.6	10.5	10.6	11.3	10.2	0.8	-0.4
		SBT	16.1	9.9	16.6	10.9	0.5	1.0	20.4	11.9	21.9	11.7	1.5	-0.2
		SBR	17.7	10.0	18.3	11.0	0.6	1.0	22.2	11.9	23.6	11.8	1.4	-0.1
		EBL	2.3	4.4	2.3	4.7	0.0	0.3	3.6	5.5	3.4	5.1	-0.2	-0.4
		EBT	18.5	20.6	18.7	21.8	0.2	1.2	23.5	24.4	24.7	24.1	1.2	-0.3
		EBR	16.8	19.2	17.0	20.3	0.2	1.1	21.3	22.8	22.3	22.5	1.0	-0.3
		WBL	2.4	3.0	2.5	3.6	0.1	0.6	3.3	3.6	3.8	3.7	0.5	0.1
		WBT	11.5	15.8	11.5	16.8	0.0	1.0	14.8	19.5	15.9	18.4	1.1	-1.1
WBR	3.6	6.2	3.6	6.7	0.0	0.5	4.8	8.0	5.3	7.5	0.5	-0.5		
3	Sepulveda Boulevard and Victory Boulevard	NBL	7.7	7.4	8.0	7.6	0.3	0.2	9.0	9.0	9.0	8.2	0.0	-0.8
		NBT	5.2	13.9	5.1	14.3	-0.1	0.4	6.2	17.3	6.3	15.7	0.1	-1.6
		NBR	5.2	14.2	5.2	14.7	0.0	0.5	6.2	17.5	6.3	16.3	0.1	-1.2
		SBL	5.0	4.0	5.3	4.2	0.3	0.2	6.0	5.1	6.2	4.9	0.2	-0.2
		SBT	14.6	5.6	14.2	5.8	-0.4	0.2	16.9	7.4	17.2	6.5	0.3	-0.9
		SBR	6.1	4.1	6.5	4.4	0.4	0.3	7.0	5.2	7.7	4.8	0.7	-0.4
		EBL	5.8	7.8	6.1	8.6	0.3	0.8	6.7	9.3	7.1	9.5	0.4	0.2
		EBT	14.5	11.5	15.1	11.4	0.6	-0.1	17.2	14.3	17.2	12.5	0.0	-1.8
		EBR	23.7	9.9	25.9	9.8	2.2	-0.1	27.4	11.8	27.4	10.3	0.0	-1.5
		WBL	7.7	4.4	8.0	4.8	0.3	0.4	9.1	5.4	9.1	5.4	0.0	0.0
		WBT	12.9	12.9	13.4	12.9	0.5	0.0	15.1	15.9	15.2	14.6	0.1	-1.3
WBR	2.9	5.7	3.0	6.0	0.1	0.3	3.4	7.1	3.5	6.4	0.1	-0.7		
4	Sepulveda Boulevard and Kittridge Street	SBL	2.5	3.7	3.1	4.6	0.6	0.9	2.9	4.6	3.6	5.7	0.7	1.1

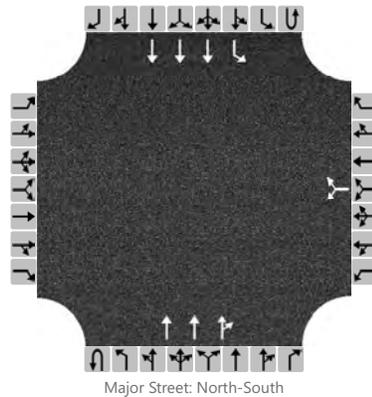


Driveway Volume + Project

HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	JTO			Intersection	SEPULVEDA DRIVEWAY		
Agency/Co.	OTC INC			Jurisdiction	LADOT		
Date Performed	10/12/2022			East/West Street	PROJECT DRIVEWAY		
Analysis Year	2022			North/South Street	SEPULVEDA BD		
Time Analyzed	AM EXISTING + PROJECT			Peak Hour Factor	1.00		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	6728 SEPULVEDA						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	3	0	0	1	3	0
Configuration							LR				T	TR		L	T	
Volume, V (veh/h)						57		73			909	21		58	1814	
Percent Heavy Vehicles (%)						3		3						3		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized	No				No				No				No			
Median Type/Storage					Left Only								9			

Critical and Follow-up Headways

Base Critical Headway (sec)						6.4		7.1						5.3		
Critical Headway (sec)						5.76		7.16						5.36		
Base Follow-Up Headway (sec)						3.8		3.9						3.1		
Follow-Up Headway (sec)						3.83		3.93						3.13		

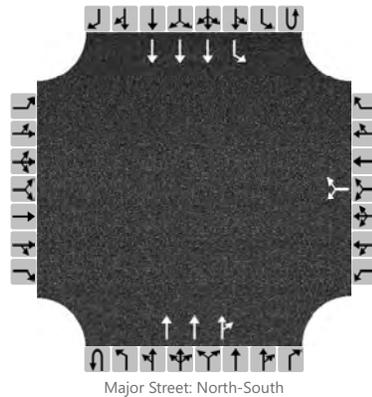
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							130							58		
Capacity, c (veh/h)							345							420		
v/c Ratio							0.38							0.14		
95% Queue Length, Q ₉₅ (veh)							1.7							0.5		
Control Delay (s/veh)							21.6							14.9		
Level of Service, LOS							C							B		
Approach Delay (s/veh)					21.6								0.5			
Approach LOS					C											

HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	JTO			Intersection	SEPULVEDA DRIVEWAY		
Agency/Co.	OTC INC			Jurisdiction	LADOT		
Date Performed	10/12/2022			East/West Street	PROJECT DRIVEWAY		
Analysis Year	2026			North/South Street	SEPULVEDA BD		
Time Analyzed	AM FUTURE + PROJECT			Peak Hour Factor	1.00		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	6728 SEPULVEDA						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	3	0	0	1	3	0
Configuration							LR				T	TR		L	T	
Volume, V (veh/h)						57		73			1019	21		58	1950	
Percent Heavy Vehicles (%)						3		3						3		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized	No				No				No				No			
Median Type/Storage					Left Only								9			

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

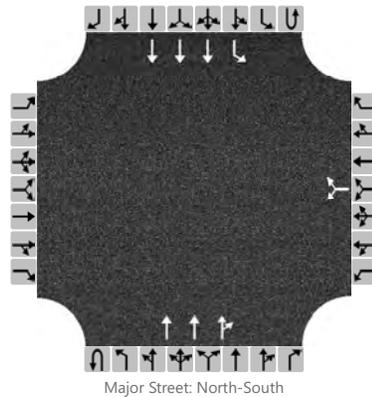
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							130								58	
Capacity, c (veh/h)							306								372	
v/c Ratio							0.42								0.16	
95% Queue Length, Q ₉₅ (veh)							2.0								0.5	
Control Delay (s/veh)							25.1								16.5	
Level of Service, LOS							D								C	
Approach Delay (s/veh)					25.1								0.5			
Approach LOS					D											

HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	JTO			Intersection	SEPULVEDA DRIVEWAY		
Agency/Co.	OTC INC			Jurisdiction	LADOT		
Date Performed	10/12/2022			East/West Street	PROJECT DRIVEWAY		
Analysis Year	2022			North/South Street	SEPULVEDA BD		
Time Analyzed	PM EXISTING + PROJECT			Peak Hour Factor	1.00		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	6728 SEPULVEDA						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	3	0	0	1	3	0
Configuration							LR				T	TR		L	T	
Volume, V (veh/h)						35		66			1707	52		54	1027	
Percent Heavy Vehicles (%)						3		3						3		
Proportion Time Blocked																
Percent Grade (%)							0									
Right Turn Channelized		No				No				No				No		
Median Type/Storage		Left Only								9						

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

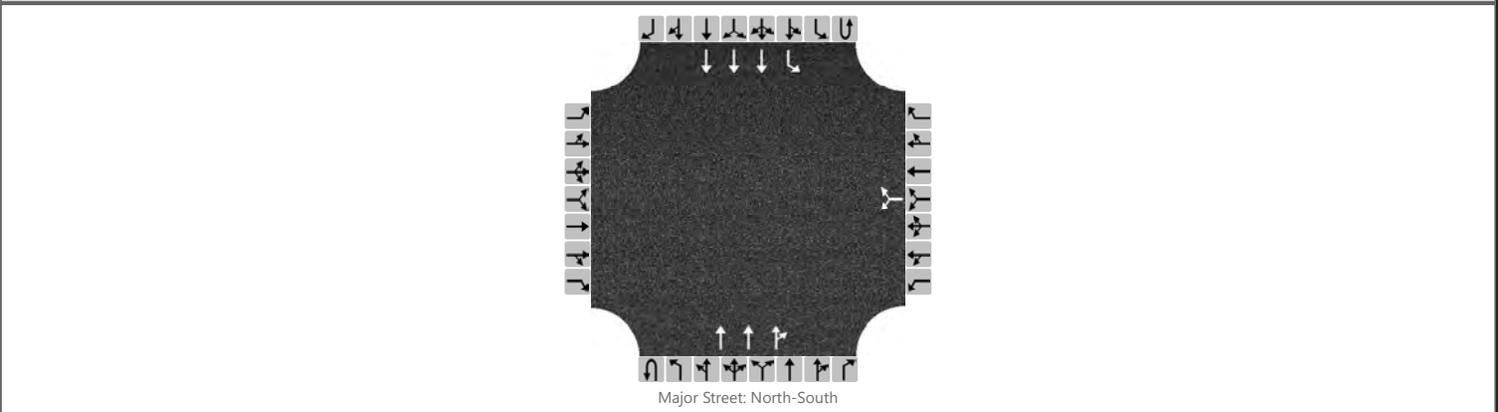
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							101								54	
Capacity, c (veh/h)							147								164	
v/c Ratio							0.69								0.33	
95% Queue Length, Q ₉₅ (veh)							3.9								1.3	
Control Delay (s/veh)							71.4								37.5	
Level of Service, LOS							F								E	
Approach Delay (s/veh)		71.4								1.9						
Approach LOS		F														

HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	JTO			Intersection	SEPULVEDA DRIVEWAY		
Agency/Co.	OTC INC			Jurisdiction	LADOT		
Date Performed	10/12/2022			East/West Street	PROJECT DRIVEWAY		
Analysis Year	2026			North/South Street	SEPULVEDA BD		
Time Analyzed	PM FUTURE + PROJECT			Peak Hour Factor	1.00		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	6728 SEPULVEDA						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	3	0	0	1	3	0
Configuration							LR				T	TR		L	T	
Volume, V (veh/h)						35		66			1864	52		54	1151	
Percent Heavy Vehicles (%)						3		3						3		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized		No				No				No				No		
Median Type/Storage				Left Only								9				

Critical and Follow-up Headways

Base Critical Headway (sec)						6.4		7.1						5.3		
Critical Headway (sec)						5.76		7.16						5.36		
Base Follow-Up Headway (sec)						3.8		3.9						3.1		
Follow-Up Headway (sec)						3.83		3.93						3.13		

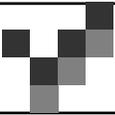
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						101								54		
Capacity, c (veh/h)						121								136		
v/c Ratio						0.83								0.40		
95% Queue Length, Q ₉₅ (veh)						5.0								1.7		
Control Delay (s/veh)						109.1								47.7		
Level of Service, LOS						F								E		
Approach Delay (s/veh)						109.1								2.1		
Approach LOS						F										



APPENDIX H

CITY PLANS, POLICIES, PROGRAMS AND ORDINANCES



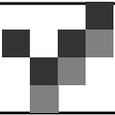
OVERVIEW LOS ANGELES CITY PLAN, POLICIES AND PROGRAMS

Mobility Plan 2035 - The Transportation Element of the City's General Plan, Mobility Plan 2035, established the "Complete Streets Design Guide" as the City's document to guide the operations and design of streets and other public rights-of-way. The Mobility Plan 2035 includes goals that are equal in weight and define the City's high-level mobility priorities. Each of the goals contains objectives and policies that guide the City's achievement of the Plan's five goals. Below are the 5 goals for the Mobility Plan 2035.:

1. Design and operate streets that enables safe access for all users and transportation modes. Safety is a key issue when deciding whether to walk, bike, drive, or take transit.
2. Design a connected network of individual roads enhanced for a particular mode (pedestrians, bicycles, transit, vehicles, and trucks).
3. Develop an accessible, convenient, well connected, and affordable transportation system for all users.
4. Improve mobility through communication, collaboration, distribution of mobility information (MaaS) and educate transit users how to gain access to multi-modal transportation information and services.
5. Promote and develop active transportation modes (bicycling and walking) to improve personal fitness while lessening impacts on the environment.

The Plan for A Healthy Los Angeles - Includes policies directing several City departments to develop plans that promote quality-of-life issues: safe neighborhoods, a clean environment, access to health services, affordable housing, healthy and sustainably produced food, and active transportation. The Plan acknowledges the relationship between public health and issues such as transportation, housing, environmental justice, and open space, among others, by reviewing the relevant policies in the General Plan and identifying where further policy direction is needed to achieve the goal of creating a healthy and sustainable City.

Community Plans - The City of Los Angeles Community Plans, which make up the Land Use Element of the City's General Plan, guide the physical development of neighborhoods by



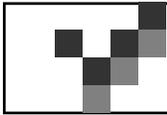
establishing the goals and policies for land use. The 35 Community Plans provide specific, neighborhood-level detail for land uses and the transportation network, relevant policies, and implementation strategies necessary to achieve General Plan and community-specific goals and objectives.

Vision Zero Action Plan - The stated goal of Vision Zero is to eliminate traffic-related deaths in Los Angeles by 2025 through several strategies, including modifying the design of streets to increase the safety of vulnerable road users. Fundamental to the Vision Zero strategy is the design of a safe system where vehicles move at reasonable speeds. Vision Zero is a road safety policy that promotes smart behaviors and roadway design that anticipates mistakes such that collisions do not result in severe injury or death. The City of Los Angeles designs and deploys Vision Zero Corridor Plans as part of the implementation of Vision Zero.

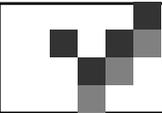
Citywide Design Guidelines are intended to development projects where improvements are proposed to promote a pedestrian-first design. Guidelines include promoting a safe, comfortable, and accessible pedestrian experience for all; incorporating vehicular access such that it does not discourage and/ or inhibit the pedestrian experience; design projects to actively engage with streets and public space and maintain human scale addresses sidewalks, crosswalks, and on-street parking design projects.

The City's Transportation Demand Management (TDM) Ordinance (LA Municipal Code 12.26.J) requires certain projects to incorporate strategies that reduce drive-alone vehicle trips and improve access to destinations and services. The ordinance is revised and updated periodically and should be reviewed for application to specific projects as they are reviewed.

The City's LAMC Section 12.37 (Waivers of Dedication and Improvement) requires certain projects to dedicate and/or implement improvements within the public right-of-way to meet the street designation standards of the Mobility Plan 2035.



Mobility Plan 2035		
1.	Does the Project include additions or new construction along a street designated as a Boulevard I, II and/or Avenue I, II or III on property zoned for R3 or less restrictive zone?	Yes, the Project consist of new construction along Sepulveda Boulevard, a designated Boulevard II Street, Site Zoning is (Q)R4-1-RIO with a land use designation of General Commercial. Source: Zimas
2.	Are dedications or improvements needed to serve long-term mobility needs identified in the Mobility Plan 2035?	No
3.	Is Project Site along any network identified in the City's Mobility Plan?	No, Sepulveda Boulevard is included on several Mobility Network Maps, as indicated in the Transportation Assessment.
4.	Is Project Site in an identified Transit Oriented Community (TOC)?	Yes, the Project Site is in a TOC Tier 3 (LAMC 12.22 A,31).
5.	Is Project Site on a roadway identified in City's High Injury Network?	Yes
Driveway Access		
6.	Does Project site introduce a new driveway or loading access along an arterial (Avenue or Boulevard)?	No, the Project will use existing driveway access on Sepulveda Boulevard.
7.	Would the physical modifications or new driveways conflict with LADOT's Driveway Design Guidelines preclude the City from advancing the safety of vulnerable roadway users?	No
8..	Would the physical changes in the public right of way or new driveways that conflict with LADOT's Driveway Design Guidelines degrade the experience of vulnerable roadway users such as modify, remove, or otherwise negatively impact existing bicycle, transit, and/or pedestrian infrastructure?	No
9.	Does Project propose repurposing existing curb space? (Bike corral, car-sharing, parklet, electric vehicle charging, loading zone, curb extension)	No
10.	Does Project propose narrowing or shifting existing sidewalk placement?	No
11.	Does Project propose modifying, removing or otherwise affect existing bicycle infrastructure? (ex: driveway proposed along street with bicycle facility)	No
12.	Are loading zones proposed as part of the Project?	Yes, loading will occur on the access driveway.
Network Access		
13.	Does the Project propose to vacate or otherwise restrict public access to a street, alley, or public stairway?	No



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14.	Is Project Site adjacent to an alley? If yes, will Project make use of, modify, or restrict alley access?	No, not applicable
15.	Does Project create a cul-de-sac or is project site located adjacent to existing cul-de-sac? If yes, does the cul-de-sac maintain convenient and direct public access to people walking and biking to the adjoining street network?	No, not applicable
16.	Does Project Site include a corner lot? (Avoid driveways too close to intersections)	No, not applicable
17.	Does Project include "drop-off" zones or areas? If yes, are such areas located to the side or rear of the buildings?	Yes, the access driveway can be used for drop-of and pick-up if necessary.
Parking Supply and TDM Plans		
18.	Would the Project propose a supply of onsite parking that exceeds the baseline amount required in the LAMC or a Specific Plan?	No, 624 parking spaces are required per LAMC and 556 parking spaces are provided.
19.	Would the Project propose to actively manage the demand of parking by independently pricing the supply to all users (e.g. parking cash-out), or for residential properties, unbundle the supply from the lease or sale of residential units?	No
20.	Would the Project provide the minimum on and off-site bicycle parking spaces as required by the Section 12.21A.16 of the LAMC?	Yes
21.	Does the Project comply with City's TDM ordinance Section 12.26.J of the LAMC?	Yes
Regional Plans		
23.	Does the Project apply one of the City's efficient-based impact thresholds (i.e., VMT per capita, VMT per employee, or VMT per service population)	Yes, The Project applies the VMT per household efficient-based threshold.
24.	Does the Project result in a significant VMT impact?	No
25.	Does the Project align with the long-term VMT and GHG reduction goals of SCAG's RTP/SCS?	Yes

Attachment C.1: Access Assessment Worksheet



Access Assessment Worksheet

This Worksheet supports the analysis needed to assess the project’s potential effect on pedestrian, bicycle, and transit facilities in the vicinity of the proposed project. If the project exceeds the screening criteria in Section V of the MOU, complete and attach to the draft Transportation Assessment to support the analysis. For the full scope of analysis, see Section 3.2 of the Transportation Assessment Guidelines.:

I. PROJECT INFORMATION

Project Name: _____
 Project Address: 6728 Sepulveda Boulevard
 Project Description: Construct 405 apartments (364 market rate and 41 affordable)

 LADOT Project Case Number: _____

II. PEDESTRIAN/ PERSON TRIP GENERATION

Source of Pedestrian/Person Trip Generation Rate(s)? ITE 10th Edition Other:

Person Trips equals VMT MXD daily trips 1,815 x 1.4 CMP person trip factor
Land Use **Size/Unit**

Daily Person Trips

Proposed	<i>Apartments market (1,641 daily VMT trips)</i>	364	2,297
	<i>Apartments affordable (174 daily VMT trips)</i>	41	244
	<i>Pedestrian trips = 635 (25% of Person Trips) Total new trips:</i>		2,541

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 above for pedestrian trip calculation of person trips*

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 30 % S 30 % E 30 % W 10 %
- 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:

<i>Sepulveda Boulevard</i>	at <i>adjacent</i> (feet)
	at _____ (feet)
	at _____ (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



City of Los Angeles Transportation Assessment MOU

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.

<u>300</u> (feet) at <u>Sepulveda Bd and Vanowen St</u>	_____ (feet) at _____
<u>900</u> (feet) at <u>Vanowen St and Columbus Av</u>	_____ (feet) at _____
_____ (feet) at _____	_____ (feet) at _____
_____ (feet) at _____	_____ (feet) at _____
_____ (feet) at _____	_____ (feet) at _____
_____ (feet) at _____	_____ (feet) at _____

For each street along the property frontage, provide:
the roadway configuration:

- 2-Lane
 - 3-Lane w/ striped median
 - 3-Lane w/ raised median
 - 4-Lane
- 5-Lane w/ striped median
 - 5-Lane w/ raised median
 - 6-Lane
 - Other: 6-lane striped median (2WLTl)

and crossing distance: 88 ft total 39 ft to median 39 ft to median

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 YES
- bike lane
- parking lane YES
- travel lane
- bus stop
- bicycle parking (racks or corrals)
- bike share or other micro-mobility station
- car share station
- parklet
- other: _____



Attachment D: Plan, Policy, and Program Consistency Worksheet

Plans, Policies and Programs Consistency Worksheet

The worksheet provides a structured approach to evaluate the threshold T-1 question below, that asks whether a project conflicts with a program, plan, ordinance or policy addressing the circulation system. The intention of the worksheet is to streamline the project review by highlighting the most relevant plans, policies and programs when assessing potential impacts to the City's circulation system.

Threshold T-1: Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities?

This worksheet does not include an exhaustive list of City policies, and does not include community plans, specific plans, or any area-specific regulatory overlays. The Department of City Planning project planner will need to be consulted to determine if the project would obstruct the City from carrying out a policy or program in a community plan, specific plan, streetscape plan, or regulatory overlay that was adopted to support multimodal transportation options or public safety. LADOT staff should be consulted if a project would lead to a conflict with a mobility investment in the Public Right of Way (PROW) that is currently undergoing planning, design, or delivery. This worksheet must be completed for all projects that meet the Section I. Screening Criteria. For description of the relevant planning documents, **see Attachment D.1.**

For any response to the following questions that checks the box in **bold text** (i.e. **Yes** or **No**), further analysis is needed to demonstrate that the project does not conflict with a plan, policy, or program.

I. SCREENING CRITERIA FOR POLICY ANALYSIS

If the answer is 'yes' to any of the following questions, further analysis will be required:

Does the project require a discretionary action that requires the decision maker to find that the project would substantially conform to the purpose, intent and provisions of the General Plan?

Yes No

Is the project known to directly conflict with a transportation plan, policy, or program adopted to support multimodal transportation options or public safety?

Yes No

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.)?

Yes No

II. PLAN CONSISTENCY ANALYSIS

A. Mobility Plan 2035 PROW Classification Standards for Dedications and Improvements

These questions address potential conflict with:



Plan, Policy, and Program Consistency Worksheet

Mobility Plan 2035 Policy 2.1 – Adaptive Reuse of Streets. Design, plan, and operate streets to serve multiple purposes and provide flexibility in design to adapt to future demands.

Mobility Plan 2035 Policy 2.3 – Pedestrian Infrastructure. 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.

Mobility Plan 2035 Policy 3.2 – People with Disabilities. Accommodate the needs of people with disabilities when modifying or installing infrastructure in the public right-of-way.

Mobility Plan 2035 Street Designations and Standard Roadway Dimensions

A.1 Does the project include additions or new construction along a street designated as a Boulevard I, and II, and/or Avenue I, II, or III on property zoned for R3 or less restrictive zone? Yes No

A.2 If **A.1 is yes**, is the project required to make additional dedications or improvements to the Public Right of Way as demonstrated by the street designation. Yes No N/A

A.3 If **A.2 is yes**, is the project making the dedications and improvements as necessary to meet the designated dimensions of the fronting street (Boulevard I, and II, or Avenue I, II, or III)? Yes No N/A

If the answer is to **A.1 or A.2 is NO, or to A.1, A.2 and A.3. is YES**, then the project does not conflict with the dedication and improvement requirements that are needed to comply with the Mobility Plan 2035 Street Designations and Standard Roadway Dimensions.

A.4 If the answer to **A.3. is NO**, is the project applicant asking to waive from the dedication standards? Yes No N/A

Lists any streets subject to dedications or voluntary dedications and include existing roadway and sidewalk widths, required roadway and sidewalk widths, and proposed roadway and sidewalk width or waivers.

NONE

Frontage 1 Existing PROW'/Curb' : Existing _____ Required _____ Proposed _____

Frontage 2 Existing PROW'/Curb' : Existing _____ Required _____ Proposed _____

Frontage 3 Existing PROW'/Curb' : Existing _____ Required _____ Proposed _____

Frontage 4 Existing PROW'/Curb' : Existing _____ Required _____ Proposed _____

If the answer to **A.4 is NO**, the project is inconsistent with Mobility Plan 2035 street designations and must file for a waiver of street dedication and improvement.

If the answer to **A.4 is YES**, additional analysis is necessary to determine if the dedication and/or improvements are necessary to meet the City's mobility needs for the next 20 years. The following factors may contribute to determine if the dedication or improvement is necessary:

Is the project site along any of the following networks identified in the City's Mobility Plan?



Plan, Policy, and Program Consistency Worksheet

- Transit Enhanced Network **YES**
- Bicycle Enhanced Network **YES**
- Bicycle Lane Network **YES**
- Pedestrian Enhanced District **YES**
- Neighborhood Enhanced Network **NO**

To see the location of the above networks, see **Transportation Assessment Support Map**.¹

Is the project within the service area of Metro Bike Share, or is there demonstrated demand for micro-mobility services?

If the project dedications and improvements asking to be waived are necessary to meet the City's mobility needs, the project may be found to conflict with a plan that is adopted to protect the environment.

B. Mobility Plan 2035 PROW Policy Alignment with Project-Initiated Changes

B.1 Project-Initiated Changes to the PROW Dimensions

These questions address potential conflict with:

Mobility Plan 2035 Policy 2.1 – *Adaptive Reuse of Streets. Design, plan, and operate streets to serve multiple purposes and provide flexibility in design to adapt to future demands.*

Mobility Plan 2035 Policy 2.3 – *Pedestrian Infrastructure. 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.*

Mobility Plan 2035 Policy 3.2 – *People with Disabilities. Accommodate the needs of people with disabilities when modifying or installing infrastructure in the public right-of-way.*

Mobility Plan 2035 Policy 2.10 – *Loading Areas. Facilitate the provision of adequate on and off-site street loading areas.*

Mobility Plan 2035 Street Designations and Standard Roadway Dimensions

B.1 Does the project propose, above and beyond any PROW changes needed to comply with Section 12.37 of the LAMC as discussed in Section II.A, physically modify the curb placement or turning radius and/or physically alter the sidewalk and parkways space that changes how people access a property?

Examples of developer-initiated physical changes to the public right-of-way include:

- widening the roadway,
- narrowing the sidewalk,
- adding space for vehicle turn outs or loading areas,
- removing bicycle lanes, bike share stations, or bicycle parking

¹ LADOT Transportation Assessment Support Map <https://arcg.is/fubbd>



Plan, Policy, and Program Consistency Worksheet

- modifying existing bus stop, transit shelter, or other street furniture
- paving, narrowing, shifting or removing an existing parkway or tree well

Yes No

B.2 Driveway Access

These questions address potential conflict with:

***Mobility Plan 2035 Policy 2.10 – Loading Areas.** Facilitate the provision of adequate on and off-site street loading areas.*

***Mobility Plan 2035 Program PL.1. Driveway Access.** Require driveway access to buildings from non-arterial streets or alleys (where feasible) in order to minimize interference with pedestrian access and vehicular movement.*

***Citywide Design Guidelines - Guideline 2:** Carefully incorporate vehicular access such that it does not degrade the pedestrian experience.*

Site Planning Best Practices:

- *Prioritize pedestrian access first and automobile access second. Orient parking and driveways toward the rear or side of buildings and away from the public right-of-way. On corner lots, parking should be oriented as far from the corner as possible.*
- *Minimize both the number of driveway entrances and overall driveway widths.*
- *Do not locate drop-off/pick-up areas between principal building entrances and the adjoining sidewalks.*
- *Orient vehicular access as far from street intersections as possible.*
- *Place drive-thru elements away from intersections and avoid placing them so that they create a barrier between the sidewalk and building entrance(s).*
- *Ensure that loading areas do not interfere with on-site pedestrian and vehicular circulation by separating loading areas and larger commercial vehicles from areas that are used for public parking and public entrances.*

B.2 Does the project add new driveways along a street designated as an Avenue or a Boulevard that conflict with LADOT’s Driveway Design Guidelines (See Sec. 321 in the Manual of Policies and Procedures) by any of the following:

Access on Columbus Avenue is not allowed by City resolution (attached)

- locating new driveways for residential properties on an Avenue or Boulevard, and access is otherwise possible using an alley or a collector/local street, or
- locating new driveways for industrial or commercial properties on an Avenue or Boulevard and access is possible along a collector/local street, or
- the total number of new driveways exceeds 1 driveway per every 200 feet² along on the Avenue or Boulevard frontage, or
- locating new driveways on an Avenue or Boulevard within 150 feet from the intersecting street, or
- locating new driveways on a collector or local street within 75 feet from the intersecting street, or

² for a project frontage that exceeds 400 feet along an Avenue or Boulevard, the incremental additional driveway above 2 is more than 1 driveway for every 400 additional feet.



Plan, Policy, and Program Consistency Worksheet

- locating new driveways near mid-block crosswalks, requiring relocation of the mid-block crosswalk

Yes No

If the answer to **B.1 and B.2 are both NO**, then the project would not conflict with a plan or policies that govern the PROW as a result of the project-initiated changes to the PROW.

Impact Analysis

If the answer to either **B.1 or B.2 are YES**, City plans and policies should be reviewed in light of the proposed physical changes to determine if the City would be obstructed from carrying out the plans and policies. The analysis should pay special consideration to substantial changes to the Public Right of Way that may either degrade existing facilities for people walking and bicycling (e.g., removing a bicycle lane), or preclude the City from completing complete street infrastructure as identified in the Mobility Plan 2035, especially if the physical changes are along streets that are on the High Injury Network (HIN). The analysis should also consider if the project is in a Transit Oriented Community (TOC) area, and would degrade or inhibit trips made by biking, walking and/ or transit ridership. The streets that need special consideration are those that are included on the following networks identified in the Mobility Plan 2035, or the HIN:

- Transit Enhanced Network
- Bicycle Enhanced Network
- Bicycle Lane Network
- Pedestrian Enhanced District
- Neighborhood Enhanced Network
- High Injury Network

To see the location of the above networks, see **Transportation Assessment Support Map**.³

Once the project is reviewed relevant to plans and policies, and existing facilities that may be impacted by the project, the analysis will need to answer the following two questions in concluding if there is an impact due to plan inconsistency.

B.2.1 Would the physical changes in the public right of way or new driveways that conflict with LADOT's Driveway Design Guidelines degrade the experience of vulnerable roadway users such as modify, remove, or otherwise negatively impact existing bicycle, transit, and/or pedestrian infrastructure?

Yes No N/A

B.2.2 Would the physical modifications or new driveways that conflict with LADOT's Driveway Design Guidelines preclude the City from advancing the safety of vulnerable roadway users?

Yes No N/A

If either of the answers to either **B.2.1 or B.2.2 are YES**, the project may conflict with the Mobility Plan 2035, and therefore conflict with a plan that is adopted to protect the

³ LADOT Transportation Assessment Support Map <https://arcg.is/fubbD>



Plan, Policy, and Program Consistency Worksheet

environment. If either of the answers to both **B.2.1. or B.2.2. are NO**, then the project would not be shown to conflict with plans or policies that govern the Public Right-of-Way.

C. Network Access

C. 1 Alley, Street and Stairway Access

These questions address potential conflict with:

Mobility Plan Policy 3.9 Increased Network Access: Discourage the vacation of public rights-of-way.

C.1.1 Does the project propose to vacate or otherwise restrict public access to a street, alley, or public stairway?

Yes No

C.1.2 If the answer to C.1.1 is Yes, will the project provide or maintain public access to people walking and biking on the street, alley or stairway?

Yes No N/A

C.2 New Cul-de-sacs

These questions address potential conflict with:

Mobility Plan 2035 Policy 3.10 Cul-de-sacs: Discourage the use of cul-de-sacs that do not provide access for active transportation options.

C.2.1 Does the project create a cul-de-sac or is the project located adjacent to an existing cul-de-sac?

Yes No

C.2.2 If yes, will the cul-de-sac maintain convenient and direct public access to people walking and biking to the adjoining street network?

Yes No N/A

If the answers to either C.1.2 or C.2.2 are YES, then the project would not conflict with a plan or policies that ensures access for all modes of travel. If the answer to either **C.1.2 or C.2.2 are NO**, the project may conflict with a plan or policies that governs multimodal access to a property. Further analysis must assess to the degree that pedestrians and bicyclists have sufficient public access to the transportation network.

D. Parking Supply and Transportation Demand Management

These questions address potential conflict with:

Mobility Plan 2035 Policy 3.8 – Bicycle Parking, Provide bicyclists with convenient, secure and well maintained bicycle parking facilities.

Mobility Plan 2035 Policy 4.8 – Transportation Demand Management Strategies. Encourage greater utilization of Transportation Demand Management Strategies to reduce dependence on single-occupancy vehicles.



Plan, Policy, and Program Consistency Worksheet

Mobility Plan 2035 Policy 4.13 – Parking and Land Use Management: Balance on-street and off-street parking supply with other transportation and land use objectives.

D.1 Would the project propose a supply of onsite parking that exceeds the baseline amount⁴ as required in the Los Angeles Municipal Code or a Specific plan, whichever requirement prevails?

No

D.2 If the answer to D.1. is YES, would the project propose to actively manage the demand of parking by independently pricing the supply to all users (e.g. parking cash-out), or for residential properties, unbundle the supply from the lease or sale of residential units?

No N/A

If the answer to **D.2. is NO** the project may conflict with parking management policies. Further analysis is needed to demonstrate how the supply of parking above city requirements will not result in additional (induced) drive-alone trips as compared to an alternative that provided no more parking than the baseline required by the LAMC or Specific Plan. If there is potential for the supply of parking to result in induced demand for drive-alone trips, the project should further explore transportation demand management (TDM) measures to further off-set the induced demands of driving and vehicle miles travelled (VMT) that may result from higher amounts of on-site parking. The TDM measures should specifically focus on strategies that encourage dynamic and context-sensitive pricing solutions and ensure the parking is efficiently allocated, such as providing real time information. Research has demonstrated that charging a user cost for parking or providing a ‘cash-out’ option in return for not using it is the most effective strategy to reduce the instances of drive-alone trips and increase non-auto mode share to further reduce VMT. To ensure the parking is efficiently managed and reduce the need to build parking for future uses, further strategies should include sharing parking with other properties and/or the general public.

D.3. Would the project provide the minimum on and off-site bicycle parking spaces as required by Section 12.21 A.16 of the LAMC?

Yes No

D.4. Does the Project include more than 25,000 square feet of gross floor area construction of new non-residential gross floor?

Yes No

D.5 If the answer to D.4. is YES, does the project comply with the City’s TDM Ordinance in Section 12.26 J of the LAMC?

Yes No N/A

If the answer to **D.3. or D.5. is NO** the project conflicts with LAMC code requirements of bicycle parking and TDM measures. If the project includes uses that require bicycle parking (Section 12.21 A.16) or TDM (Section 12.26 J), and the project does not comply with those Sections of the LAMC, further analysis is required to ensure that the project supports the intent of the two LAMC sections. To meet the intent of

⁴ The baseline parking is defined here as the default parking requirements in section 12.21 A.4 of the Los Angeles Municipal Code or any applicable Specific Plan, whichever prevails, for each applicable use not taking into consideration other parking incentives to reduce the amount of required parking.



Plan, Policy, and Program Consistency Worksheet

bicycle parking requirements, the analysis should identify how the project commits to providing safe access to those traveling by bicycle and accommodates storing their bicycle in locations that demonstrates priority over vehicle access.

Similarly, to meet the intent of the TDM requirements of Section 12.26 J of the LAMC, the analysis should identify how the project commits to providing effective strategies in either physical facilities or programs that encourage non-drive alone trips to and from the project site and changes in work schedule that move trips out of the peak period or eliminate them altogether (as in the case in telecommuting or compressed work weeks).

E. Consistency with Regional Plans

This section addresses potential inconsistencies with greenhouse gas (GHG) reduction targets forecasted in the Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP) / Sustainable Communities Strategy (SCS).

E.1 Does the Project or Plan apply one the City’s efficiency-based impact thresholds (i.e. VMT per capita, VMT per employee, or VMT per service population) as discussed in **Section 2.2.3** of the TAG?
 Yes No

E.2 If the Answer to **E.1 is YES**, does the Project or Plan result in a significant VMT impact?
 Yes No N/A

E.3 If the Answer to **E.1 is NO**, does the Project result in a net increase in VMT?
 Yes No N/A

If the Answer to **E.2 or E.3 is NO**, then the Project or Plan is shown to align with the long-term VMT and GHG reduction goals of SCAG’s RTP/SCS.

E.4 If the Answer to **E.2 or E.3 is YES**, then further evaluation would be necessary to determine whether such a project or land use plan would be shown to be consistent with VMT and GHG reduction goals of the SCAG RTP/SCS. For the purpose of making a finding that a project is consistent with the GHG reduction targets forecasted in the SCAG RTP/SCS, the project analyst should consult **Section 2.2.4** of the Transportation Assessment Guidelines (TAG). **Section 2.2.4** provides the methodology for evaluating a land use project's cumulative impacts to VMT, and the appropriate reliance on SCAG’s most recently adopted RTP/SCS in reaching that conclusion.

The analysis methods therein can further support findings that the project is consistent with the general use designation, density, building intensity, and applicable policies specified for the project area in either a sustainable communities strategy or an alternative planning strategy for which the State Air Resources Board, pursuant to Section 65080(b)(2)(H) of the Government Code, has accepted a metropolitan planning organization's determination that the sustainable communities strategy or the alternative planning strategy would, if implemented, achieve the greenhouse gas emission reduction targets.



APPENDIX I
ORDINANCE 170031 -SA189 and ORDINANCE 143733

ZONE CHANGE MAP CORRECTION RECORD

Ordinance No. 143,733
 An Ordinance amending Section 12.04 of the Los Angeles Municipal Code by amending the Zoning Map.
THE PEOPLE OF THE CITY OF LOS ANGELES DO ORDAIN AS FOLLOWS:
 Section 1. Section 12.04 of the Los Angeles Municipal Code is hereby amended by changing the zones and zone boundaries shown upon a portion of the Zone Map attached thereto, and made a part of Article 2, Chapter 1, of the Los Angeles Municipal Code, so that such portion of the Zoning Map shall be as follows:

Sec. 2. Pursuant to Section 12.32 J of the Los Angeles Municipal Code, the following limitations are hereby imposed upon the use of that property shown in Section 1 hereof which is subject to the "Q" Qualified classification.

1. That in connection with any apartment use of the R5 zoned portion of the property, the lot area per dwelling unit requirements of the R4 Zone shall determine the maximum number of dwelling units.
2. That vehicular access to Columbus Avenue shall be prohibited.
3. That the landscaping setback area adjoining Columbus Avenue should be extended northerly to the north boundary of the subject property.

Sec. 3. The City Clerk shall certify to the passage of this ordinance and cause the same to be published in some daily newspaper printed and published in the City of Los Angeles. I hereby certify that the foregoing ordinance was passed by the Council of the City of Los Angeles, at its meeting of August 2, 1972.

REX E. LAYTON,
 City Clerk.
 By A. Rinati, Deputy.
 Approved August 11, 1972.
 JOHN S. GIBSON, JR.,
 Acting Mayor.

File No. 70-3195
 (J84955) Aug 17

ORDINANCE NO. 143,733
 C.P.C. NO. 23090
 PUBLISHED DATE 8/17/72
 EFFECTIVE DATE 9/16/72
 PLATTED EA D.M. NO. 7447
 PLATTED EA ZONE MAP NO. 429

CL-1 TO (Q) R5-1 127,816 Sq. Ft. 2.93 AC.
 P-1 TO (Q) R5-1 84,311 Sq. Ft. 1.9 AC.

VAN NUYS

VNY AB283-3

PART III

ORDINANCE NO. 170031

POSTED

CPC 93-0116

EFF 11-2-94

An ordinance amending Section 12.04 of the Los Angeles Municipal Code by amending the zoning map.

THE PEOPLE OF THE CITY OF LOS ANGELES DO ORDAIN AS FOLLOWS:

Section 1. Section 12.04 of the Los Angeles Municipal Code is hereby amended by changing the zones and zone boundaries shown upon portions of the zone map attached thereto and made a part of Article 2, Chapter 1 of the Los Angeles Municipal Code, so that such portions of the zoning map shall set forth the zones and height districts as they are set forth on the map entitled Van Nuys-North Sherman Oaks, Part III, Areas 1-12, and the Table for Section 1 attached hereto and incorporated herein by this reference.

AREA 4

SUB AREA NO.	EXISTING ZONE AND HEIGHT DISTRICT	NEW ZONE AND/OR HEIGHT DISTRICT	PROPERTY DESCRIPTION
188C	QR5-1	[Q]R4-1	Frac. Lot 2, Tract 24408; all as shown on Cadastral Map 180-B-145.
189	QR5-1	[Q]R4-1	Lot 1, Tract 24408; all as shown on Cadatral Map 180-B-145.
254A	R4-1	R3-1	Lots 26-27, Tract 9813; all as shown on Cadastral Map 186-B-145.
262	R1-1 QP-1 (Q)P-1	[Q]P-1-VL Q P-1-VL [Q]P-1VL	The S'ly 275.29' of Frac. Lot 521, and Frac. Lot 520, Sheet 8, Tract 1000; except that portion zoned (Q)C2-1-VL; all as shown on Cadastral Map 183-B-145.
750	(Q)C2-1	[Q]C2-1-VL	That portion of Lot 473, Sheet 8, Tract 1000; zoned (Q)C2-1, and described in Section 2 of Ordinance No. 159,737 is incorporated herein by this reference.
770	(T)R4-1	R3-1	Parcel A, P.M. 3737; as shown on Cadastral Map 186-B-145.

TABLE II - CONDITIONS AND LIMITATIONS
AREA 4

SUB AREA NO.	NEW ZONE	CONDITIONS AND LIMITATIONS
188C 189	[Q]R4-1 [Q]R4-1	[Q] Conditions: Development shall be subject to Condition Nos. 2 and 3 in Ordinance No. 143,733.
262	[Q]P-1-VL	[Q] Conditions: The existing surface parking use shall be subject to all conditions established by Ordinance No. 159,069.
750	[Q]C2-1-VL	[Q] Conditions: The existing self-storage use shall be subject to all conditions established by Ordinance No. 159,737 and any subsequent use shall be limited to those permitted in the C1 Zone.

Sec. 4 The City Clerk shall certify to the passage of this ordinance and cause the same to be published by posting for ten days in three public places in the City of Los Angeles, to wit: one copy on the bulletin board located at the Main Street entrance to the City Hall of the City of Los Angeles; one copy on the bulletin board located at the north entrance to the Hall of Administration in said City; and one copy on the bulletin board located at the Temple Street entrance to the Hall of Records in the said City.

I hereby certify that the foregoing ordinance was passed by the Council of the City of Los Angeles, at its meeting of SEP 14 1994.

CITY CLERK

By Andrea L. George
Deputy

Approved SEP 22 1994

[Signature]
Mayor

Approved as to Form and Legality

JAMES K. EAHN, City Attorney

By _____
Deputy

Pursuant to Sec. 97.8 of the City Charter,
approval of this ordinance recommended
for the City Planning Commission _____

File No. 91-1835

AUG 18 1994

City Clerk Form 193

See attached report
[Signature]
Director of Planning