

TRANSPORTATION ASSESSMENT
VALOR ELEMENTARY SCHOOL
City of Los Angeles, California
May 31, 2022

Prepared for:
Bright Star Schools
600 S. La Fayette Park Place
Los Angeles, CA 90057

LLG Ref. 5-22-0584-1



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HCM Data Worksheets – AM and PM Peak Hours

TRANSPORTATION ASSESSMENT
VALOR ELEMENTARY SCHOOL
City of Los Angeles, California
May 31, 2022

1.0 INTRODUCTION

1.1 Transportation Assessment Overview

This transportation assessment has been conducted to identify and evaluate the potential transportation impacts of the proposed charter school project (the “Project”) located at 15526-15544 Plummer Street (the “Project Site”) on the surrounding street system. The Project Site is located in the Mission Hills-Panorama City-North Hills Community Plan Area of the City of Los Angeles, California (the “City”). The Project Site is generally bounded by Plummer Street to the north, and single-family homes to the south, east, and west. The Project Site location and general vicinity are shown in *Figure 1-1*.

The transportation analysis follows the *Los Angeles Department of Transportation (LADOT) Transportation Assessment Guidelines*¹ (TAG). The City’s TAG are focused on transportation metrics that promote: the reduction of greenhouse gas emissions, the development of multimodal networks and access to diverse land uses, as well as safety, sustainability and smart growth. In compliance with the California Environmental Quality Act (CEQA), the City’s TAG identifies vehicle miles traveled (VMT) as the primary metric for evaluating a project’s transportation impacts along with whether the proposed project conflicts or is inconsistent with local plans and policies. In addition, the City’s TAG require evaluation of non-CEQA mobility elements such as pedestrian, bicycle and transit access, project access and circulation, project construction, and the potential for residential street intrusion.

This transportation assessment presents (i) a CEQA assessment of whether the Project conflicts or is inconsistent with local transportation-related plans and policies, (ii) a CEQA assessment of Project-related VMT, (iii) a CEQA assessment of whether the Project increases hazards due to a geometric design feature or incompatible use, (iv) a CEQA freeway safety analysis, (v) a non-CEQA assessment of pedestrian, bicycle and transit access, (vi) a non-CEQA evaluation of Project access, safety and circulation, and (vii) a non-CEQA review of Project construction activities.

¹ *Los Angeles Department of Transportation (LADOT) Transportation Assessment Guidelines*, LADOT, July 2020.

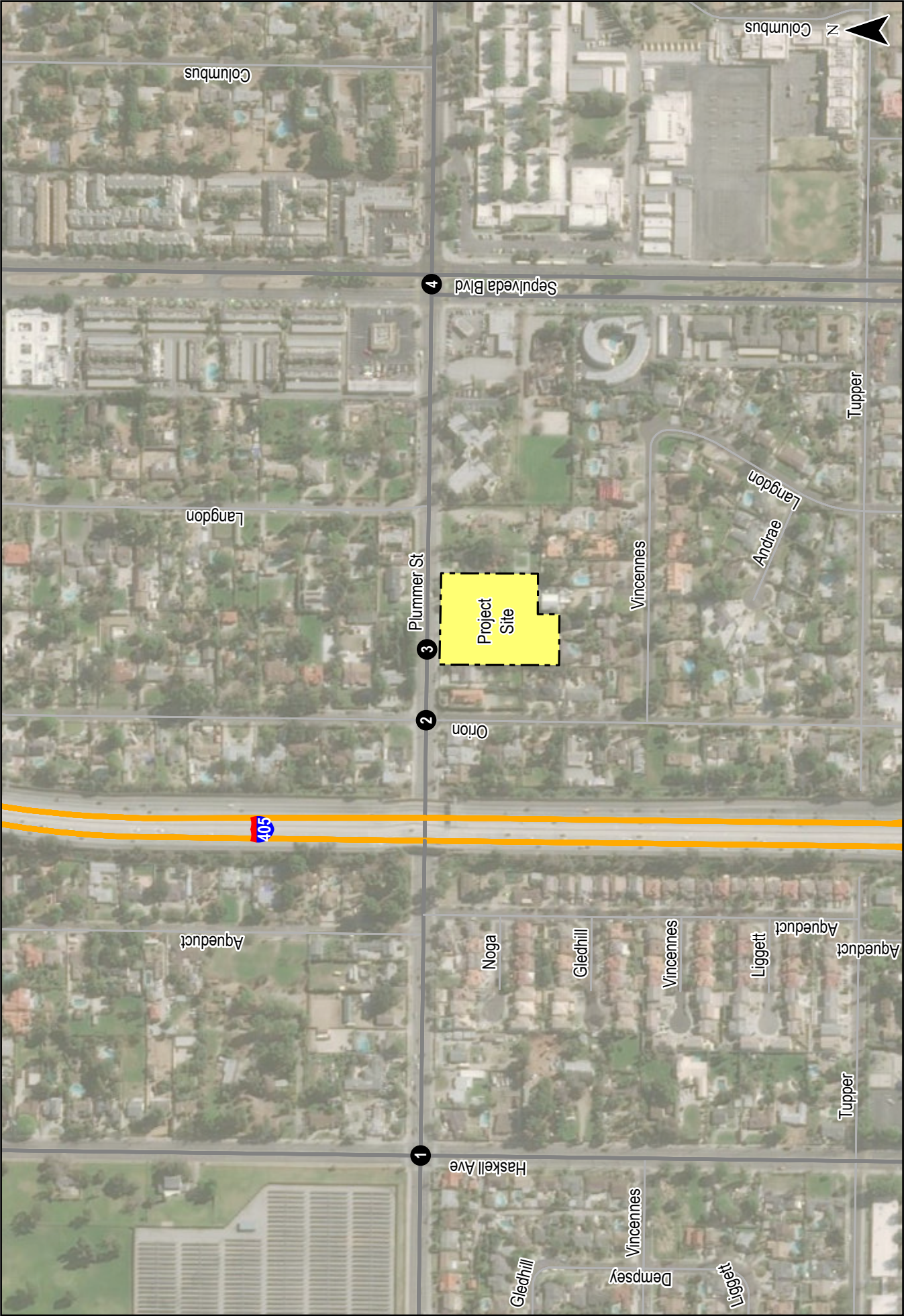


Figure 1-1
Vicinity Map

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Study Intersection

Project Site

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Valor Elementary School

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1.2 Study Area

The CEQA and non-CEQA analysis criteria for this transportation assessment were identified in consultation with LADOT staff. The analysis criteria were determined based on the City's TAG, the proposed Project description and location, and the characteristics of the surrounding transportation system. As defined by the City as Lead Agency under CEQA, LADOT confirmed the appropriateness of the analysis criteria when it entered into a transportation assessment Memorandum of Understanding (MOU) for the Project on April 11, 2022. The approved MOU is contained in *Appendix A*.

2.0 PROJECT DESCRIPTION

2.1 Project Site Location

The Project Site is located at 15526-15544 Plummer Street in the Mission Hills-Panorama City-North Hills Community Plan Area of the City. The Project Site is generally bounded by Plummer Street to the north, and single-family homes to the south, east, and west. The Project Site location and general vicinity are shown in *Figure 1-1*.

The Project Site is currently served by local public transit lines via stops located within convenient walking distance along Plummer Street. The transit lines include Los Angeles County Metropolitan Transit Authority (Metro) Local Lines 167 and 234.

2.2 Existing Project Site

The Project Site comprises approximately 2.06 acres and is currently occupied by a vacant lot and one single-family home. The existing single-family home is located at the northeasterly portion of the Project Site. The perimeter of the vacant lot is currently fenced off, including three existing driveways along the south side of Plummer Street (i.e., along the Project Site's northerly frontage). Vehicular access to the existing single-family home is currently provided via one driveway located along the south side of Plummer Street. The Project Site is highlighted in an aerial photograph presented in *Figure 2-1*.

2.3 Project Description

As currently proposed, the Project consists of the development of a charter elementary school (Grades TK-4) with a maximum enrollment of 552 students. The Project will include 33,946 square feet of floor area within a new two-story building that will contain 28 classrooms, administrative offices, and a multipurpose room. It is noted that the existing single-family home will remain on-site but will be converted to an administrative office as part of the Project. A total of 50 parking spaces will be provided within an on-site surface parking lot. Construction and occupancy of the Project is proposed to be completed by the year 2024. The site plan for the Project is illustrated in *Figure 2-2*.

2.4 Vehicular Project Site Access

Vehicular access to the Project Site will be provided via one proposed driveway along the south side of Plummer Street. The existing driveway providing access to the single-family home and two of the existing fenced driveways along the existing vacant lot will be removed. It is noted that the third existing fenced driveway is a shared driveway for the existing vacant lot and an existing single-family home bordering the Project Site to the west. The portion of the driveway serving the adjacent single-family home is currently gated and assumed to be inactive, and the portion of the driveway along the vacant lot is currently fenced off and will be removed. The Project's proposed Plummer Street driveway will be located approximately ten feet east of the Project Site's westerly frontage. The Plummer Street driveway will provide access to the Project's on-site surface parking lot and the student drop-off/pick-up area. The Plummer Street

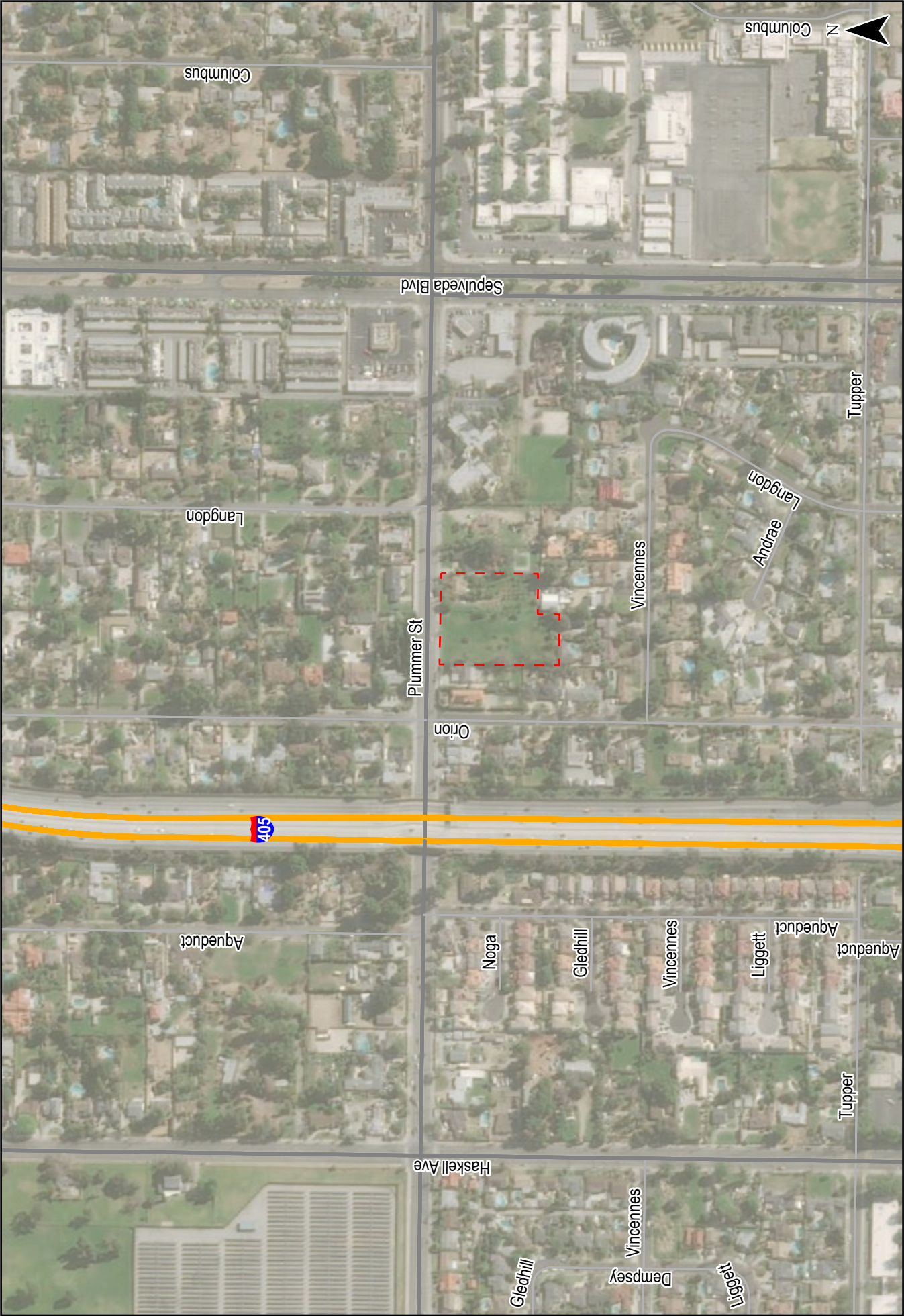


Figure 2-1
Project Site Aerial

 Project Site

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LEGEND

CLASSROOM

ADMIN

RESTROOM

MPR

SERVICE

PEDESTRIAN

GRADE - CR #

(E): EXISTING

STG: STORAGE

E/F: ELECTRICAL, FIRE

SRV: SERVARY

T: TRANSFORMER

TR: TRASH

S.F.R.: SINGLE FAMILY RESIDENCE



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ARCHITECTS



Figure 2-2
Project Site Plan
First Floor Plan
Valor Elementary School

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driveway will accommodate right-turn ingress and egress movements only (i.e., left-turn ingress and egress movements will not be permitted).

2.5 Pedestrian and Bicycle Project Site Access

Proposed pedestrian access to the Project Site will be provided via Plummer Street. Specifically, the Project proposes to provide a pathway connecting the Project Site to the existing sidewalk provided along the Project Site's Plumer Street frontage. The pedestrian pathway would provide access from nearby public transit stops, as well as other amenities along major corridors.

Proposed bicycle access to the Project Site will be provided via Plummer Street. The Project will provide bicycle parking on-site for employees of the Project. Bicycle parking spaces will be installed in compliance with the Los Angeles Municipal Code (LAMC). The location of the Project's on-site bicycle parking is shown in *Figure 2-2*.

2.6 Student Drop-Off and Pick-Up Operations

The proposed student drop-off/pick-up area is shown in *Figure 2-2*. Vehicles destined to the Project Site to drop-off or pick-up students will enter the Project Site by making an eastbound right-turn movement from Plummer Street and enter the Project Site's drop-off/pick-up area. Vehicles will then travel southbound within the site in the proposed drop-off/pick-up lane, turn within the site and travel northbound to the drop-off/pick-up zone, complete the student drop-off or pick-up, and then continue northbound and exit onto Plummer Street by making a right-turn movement.

As shown on *Figure 2-2*, the inbound and outbound drop-off/pick-up lanes are each approximately 12.7 feet in width, which is sufficient to accommodate one lane of queued vehicles. The on-site drop-off/pick-up area, measured from the property line at the Plummer Street driveway to the northernmost point of the drop-off/pick-up zone, is 730 feet in length, including the drop-off/pick-up zone. Assuming an average vehicle length of 19 feet, plus additional space (at least three feet) between queued vehicles, the on-site drop-off/pick-up area can accommodate approximately 33 vehicles (i.e., approximately 33 vehicles can queue from the property line at the Plummer Street driveway to the northernmost point of the drop-off/pick-up zone), including approximately four vehicles within the drop-off/pick-up zone. Adult monitors will be stationed throughout the Project Site, at the student drop-off/pick-up zone, and at the proposed driveway along Plummer Street during the student drop-off and pick-up periods.

It is noted that the driveway along the south side of Plummer Street is proposed to accommodate right-turn ingress and egress movements only (i.e., left-turn ingress and egress movements will not be permitted). Signs will be posted at the driveway indicating the turning restrictions. In addition, it is noted that the entry and exit to the student drop-off/pick-up area will be gated when not in use.

2.6.1 Estimated Peak Vehicle Queue

Private vehicles are the main component that contributes to the vehicle queuing analysis during the peak student drop-off and pick-up periods. The analysis focuses on the morning student drop-off period, as the pick-up of students tend to be more dispersed throughout the afternoon, in particular because many students are involved with after-school activities.

As presented in **Table 2–1**, the proposed Project is forecast to generate 270 inbound trips and 172 outbound trips during the AM peak hour (refer to Subsection 2.9.1, Project Traffic Generation, for a discussion of the Project’s trip generation forecast). The trip generation forecast was prepared based on trip rates provided in the ITE *Trip Generation Manual*.

While the ITE trip rates do not distinguish between trips related to staff arrivals and student drop-offs in the morning, it can be generally assumed that the 172 outbound trips during the AM peak hour would correlate with 172 inbound trips during this period related to student drop-off operations. The remaining inbound vehicle trips during the AM peak hour are likely due to administrative staff, visitors, etc., at the campus, who would arrive at the Project Site outside of the AM student drop-off period. Therefore, for this queuing analysis, it has been assumed that approximately 172 vehicles would utilize the on-site vehicle queue area during the AM peak hour as part of the student drop-off operations. It is noted that school staff will be instructed to arrive at the Project Site prior to the commencement of the student drop-off period to prevent interference with student drop-off operations.

The M/M/s queueing model was used to prepare the on-site queuing analysis. The M/M/s queueing model will calculate average queuing, as well as peak queues at various confidence levels. For this analysis, the peak queue at the 95th percentile confidence level was utilized, which is similar to the confidence level used in the design of left-turn pocket lengths at intersections.

The model requires the input of three parameters: average arrival rate per hour, the number of servers (i.e., adult monitors assisting students to and from cars), and average service rate per hour for each adult monitor. For this analysis, the model inputs are based on an arrival rate of 172 vehicles per hour accommodated by four monitors (servers), with each monitor able to process one car per minute (or 60 vehicles per hour) during the student drop-off period.

The M/M/s queueing calculations² prepared for the Project are provided in **Appendix B**. As shown in **Appendix B**, the average queue is approximately 4.0 vehicles (customers). As further shown in the table provided in **Appendix B**, at the 95th percent confidence level (precisely, 95.58% as shown in **Appendix B**), the maximum on-site queue is calculated to be ten vehicles.

As previously noted, the on-site drop-off/pick-up area can accommodate 33 queued vehicles, which can readily accommodate the forecast peak queue of ten vehicles. Accordingly, Project-related trips are not expected to queue onto Plummer Street. Therefore, it is concluded that the

² *Tutorial on Queuing Theory*, Kardi Teknomo, 2014.

**Table 2-1
PROJECT TRIP GENERATION [1]**

07-Apr-22

LAND USE	SIZE	DAILY TRIP ENDS [2]	AM PEAK HOUR VOLUMES [2]		PM PEAK HOUR VOLUMES [2]	
			IN	OUT	IN	OUT
Proposed Project						
Charter Elementary School [3]	552 Students	<u>1,369</u>	270	172	40	54
Subtotal		1,369	270	172	40	54
Transit Trips [4]						
Charter Elementary School (10%)		<u>(137)</u>	(27)	(17)	(4)	(5)
Subtotal		(137)	(27)	(17)	(4)	(5)
Subtotal Project Driveway Trips		1,232	243	155	36	49
Existing Site						
Single-Family Home [5]	(1) DU	<u>(9)</u>	0	(1)	(1)	0
Subtotal		(9)	0	(1)	(1)	0
Subtotal Existing Driveway Trips		(9)	0	(1)	(1)	0
NET INCREASE DRIVEWAY TRIPS		1,223	243	154	35	49
						84

[1] Source: ITE *Trip Generation Manual*, 10th Edition, 2017.

[2] Trips are one-way traffic movements, entering or leaving.

[3] ITE Land Use Code 536 (Private School K-12) trip generation average rates per number of students.

- Daily Trip Rate: 2.48 trips/student; 50% inbound and 50% outbound

- AM Peak Hour Trip Rate: 0.80 trips/student; 61% inbound/39% outbound

- PM Peak Hour Trip Rate: 0.17 trips/student; 43% inbound/57% outbound

[4] The transit reduction is based on the Project Site's proximity to Metro Rapid bus stops, and various bus lines, as well as the land use characteristics of the Project.

[5] ITE Land Use Code 210 (Single-Family Detached Housing) trip generation average rates.

- Daily Trip Rate: 9.44 trips/dwelling unit; 50% inbound and 50% outbound

- AM Peak Hour Trip Rate: 0.74 trips/dwelling unit; 25% inbound/75% outbound

- PM Peak Hour Trip Rate: 0.99 trips/dwelling unit; 63% inbound/37% outbound

planned on-site vehicle queuing area can adequately accommodate the forecast peak queue of ten vehicles during the morning student drop-off operation at the Project.

2.7 Project Parking

The Project proposes to provide a total of 50 vehicular parking spaces within an on-site surface parking lot.

2.8 Project Loading

Student drop-off/pick-up operations and loading activities associated with service and delivery operations, trash collection and waste management for the Project will occur off-street and internal to the Project Site. Trash and recycling facilities will be placed in the southwesterly portion of the Project Site. Service and delivery vehicles will utilize the proposed driveway along Plummer Street to access the Project's service and loading areas. Trash pick-up and service deliveries will not take place during the student drop-off or pick-up periods.

2.9 Project Traffic Generation and Distribution

2.9.1 Project Traffic Generation

Traffic generation is expressed in vehicle trip ends, defined as one-way vehicular movements, either entering or exiting the generating land use. Traffic volumes expected to be generated by the Project during the weekday AM and PM peak hours were estimated using rates provided in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*.³ The following trip generation rates were used to forecast the traffic volumes expected to be generated by the Project:

- Charter Elementary School: ITE Land Use Code 536 (Private School K-12) trip generation average rates were used to forecast the traffic volumes expected to be generated by the Project.

In addition to the trip generation forecasts for the Project (which are essentially an estimate of the number of vehicles that could be expected to enter and exit the Project Site access points), an adjustment was made to the trip generation forecast based on the Project Site's existing land uses. The existing land use includes one single-family home. The trips associated with the existing use will be subtracted from the projected Project trips to account for the existing environmental condition. ITE Land Use Code 210 (Single-Family Detached Housing) trip generation average rates were used to estimate the trip reduction related to the existing use.

A forecast was also made of the transit trips that will be generated by the Project in lieu of trips by the private automobile. The Project Site is currently served by local lines via stops located within convenient walking distance along Plummer Street. The transit lines include Metro Local Lines 167 and 234. Further discussion of the transit framework is provided in Section 3.2 herein.

³ Institute of Transportation Engineers, *Trip Generation Manual*, 10th Edition, Washington, D.C., 2017.

A transit adjustment of 10 percent (10%) has been utilized due to the Project's proximity to nearby transit lines, consistent with guidance provided in the TAG.

The trip generation forecast for the Project was submitted for review and approval by LADOT staff. As presented in *Table 2-1*, the Project is expected to generate 397 net new vehicle trips (243 inbound trips and 154 outbound trips) during the AM peak hour. During the PM peak hour, the Project is expected to generate 84 net new vehicle trips (35 inbound trips and 49 outbound trips). Over a 24-hour period, the proposed Project is forecast to generate 1,223 daily trip ends (approximately 612 inbound trips and 611 outbound trips) during a typical weekday.

The daily vehicle trips expected to be generated by the Project were also estimated using Version 1.3 of the City's VMT Calculator. Copies of the detailed VMT Calculator worksheets for the Project are contained in **Appendix C**. As indicated in the summary VMT Calculator worksheet, the Project is forecast to generate 1,144 net new daily vehicle trips. It is noted that the Project will incorporate transportation demand management (TDM) strategies as Project Design Features and Mitigation Measures. Further discussion of the TDM strategies is provided in Section 2.10. Further discussion of the VMT analysis is provided in Section 4.2.

2.9.2 Project Traffic Distribution and Assignment

Project traffic volumes both entering and exiting the Project Site have been distributed and assigned to the adjacent street system based on the following considerations:

- The Project Site's proximity to major traffic corridors (Haskell Avenue, Sepulveda Boulevard, Plummer Street, I-405 Freeway, etc.);
- Expected localized traffic flow patterns based on adjacent roadway channelization and presence of traffic signals;
- Existing intersection traffic volumes;
- Ingress/egress availability at the Project Site assuming the site access and circulation scheme described in Section 2.4;
- The location of proposed parking areas;
- Nearby population and employment; and
- Input from LADOT staff.

The general, directional traffic distribution patterns for the proposed Project are presented in **Figure 2-3**. The forecast net new weekday AM and PM peak hour Project traffic volumes at the study intersections associated with the proposed Project are presented in **Figure 2-4**. The traffic volume assignments presented in *Figure 2-4* reflect the traffic distribution characteristics shown in *Figure 2-3* and the Project traffic generation forecast presented in *Table 2-1*.

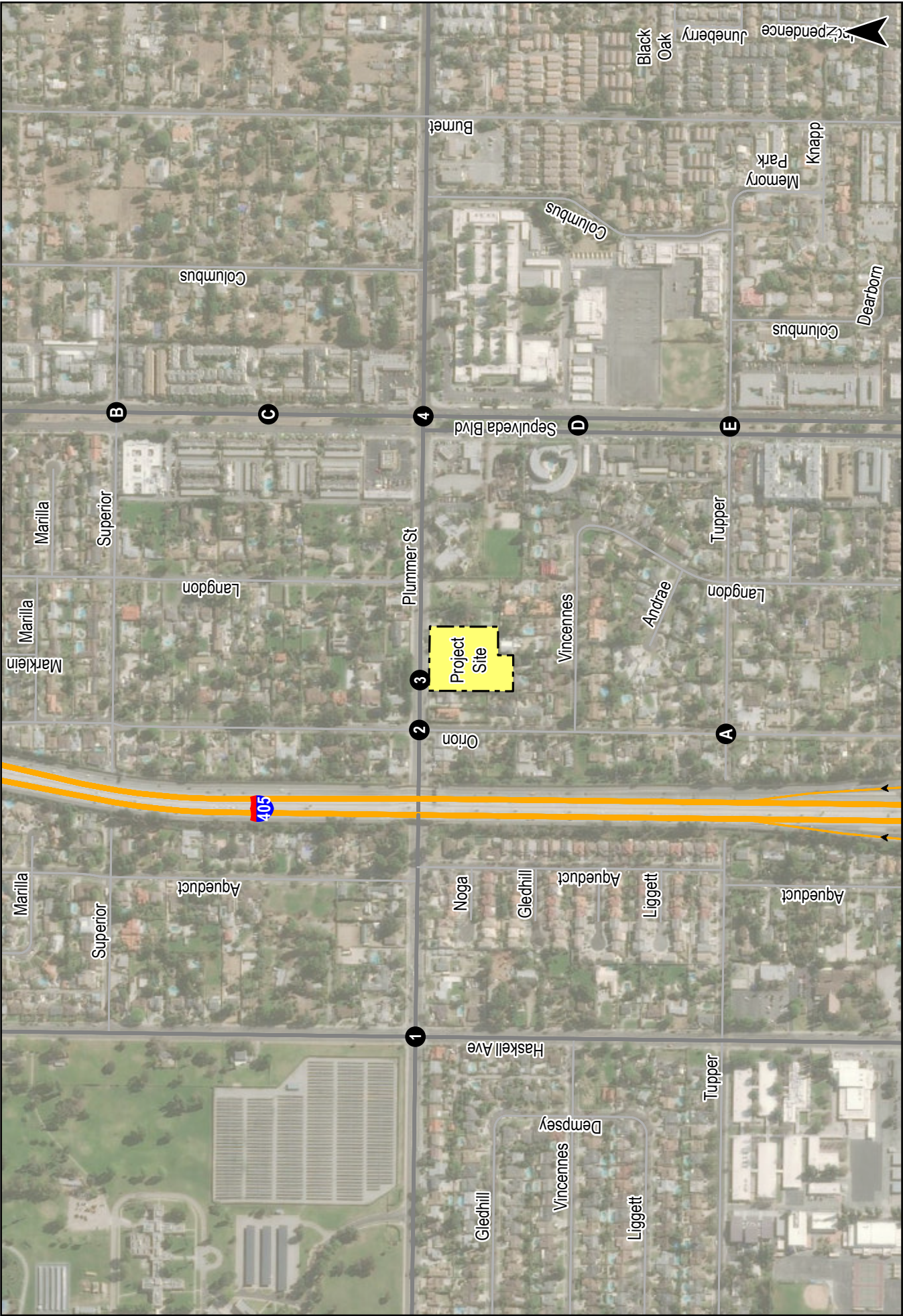


Figure 2-3
Project Trip Distribution
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Valor Elementary School

Project Site

Study Intersection

Adjacent Intersection

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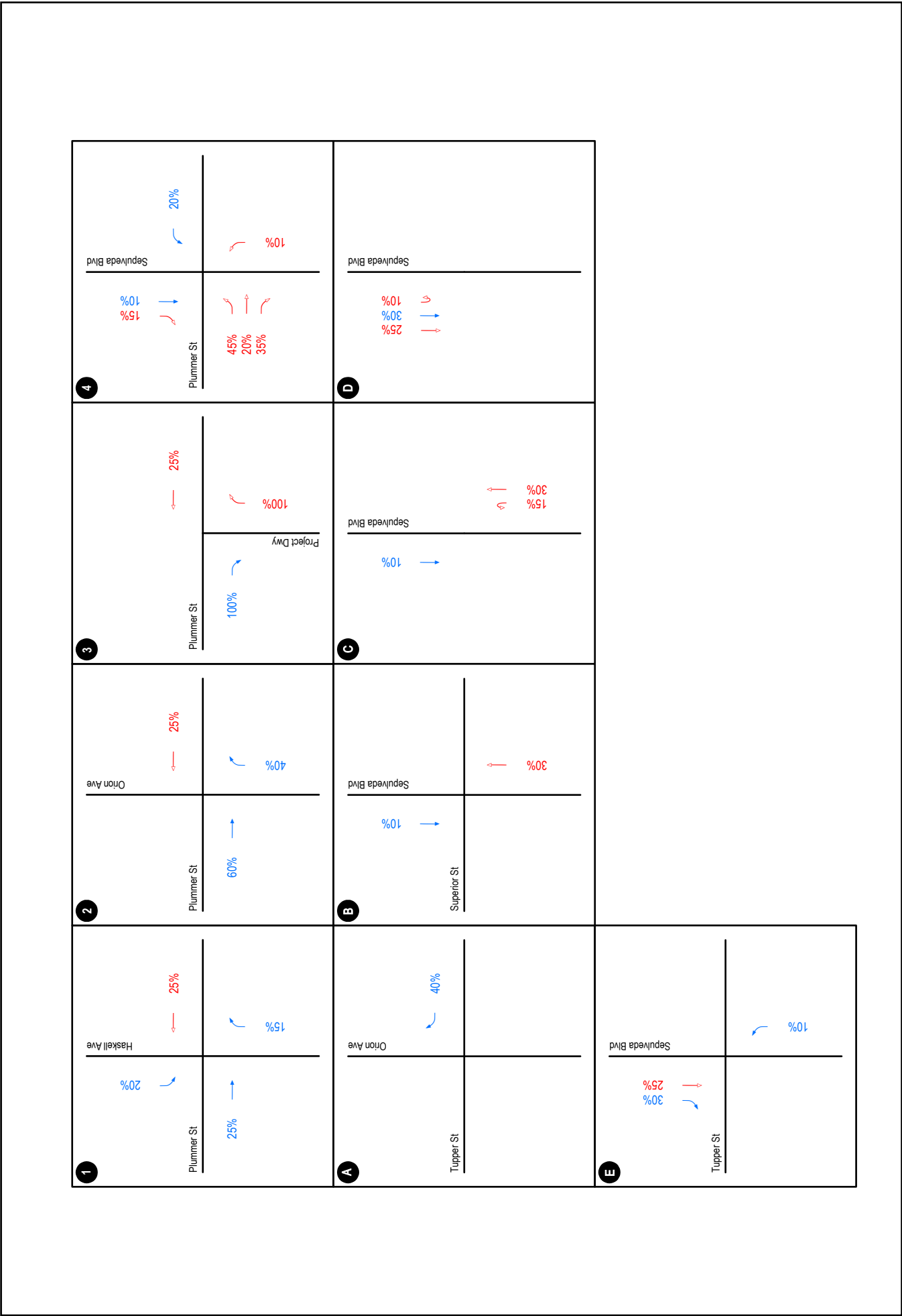


Figure 2-3
Project Trip Distribution
(Page 2 of 2)
Valor Elementary School

Study Intersection

A Adjacent Intersection

Inbound Trip Distribution

Outbound Trip Distribution

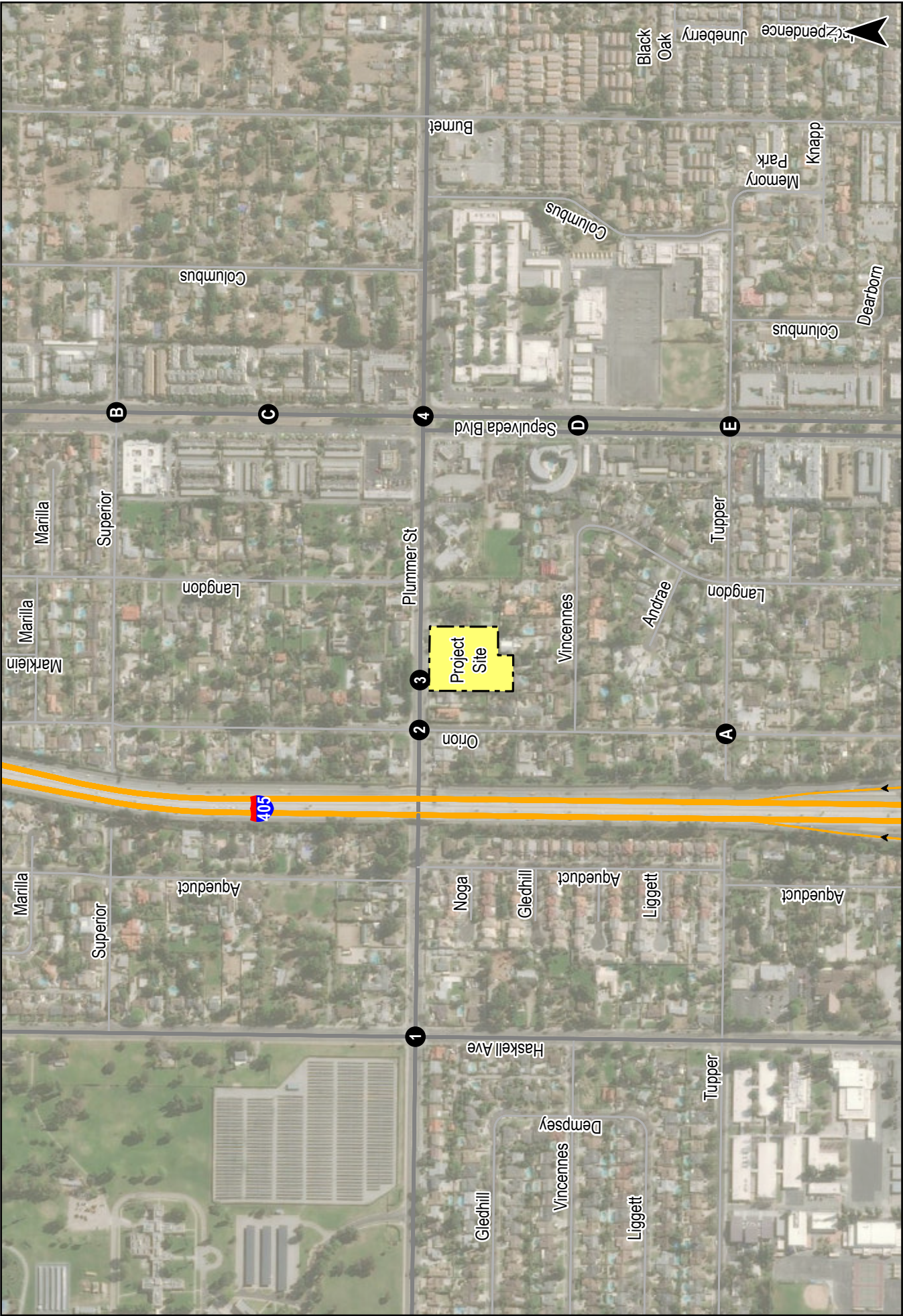


Figure 2-4
 Net New Project Traffic Volumes
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 Valor Elementary School

Project Site

Study Intersection

Adjacent Intersection

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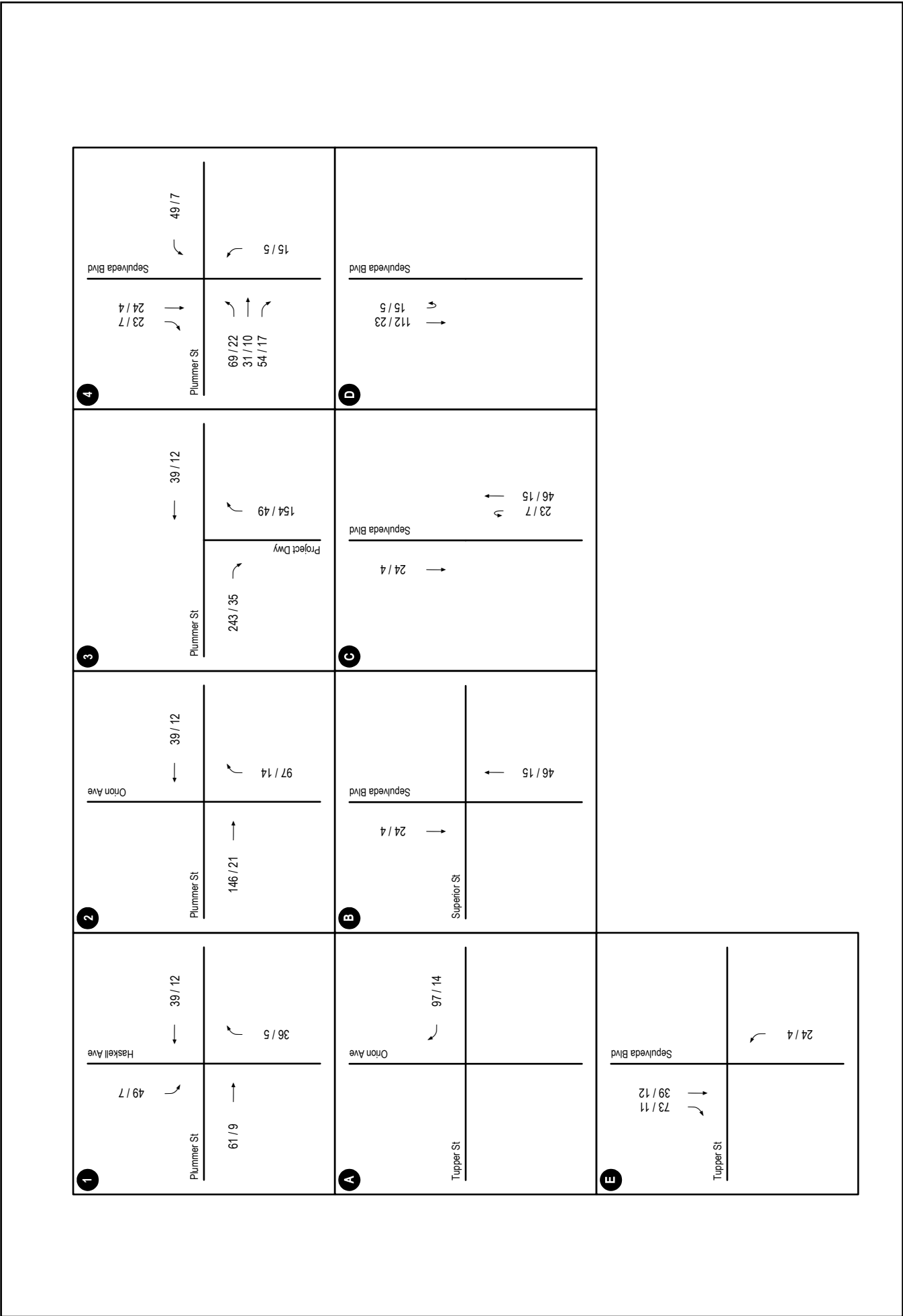


Figure 2-4
Net New Project Traffic Volumes
(Page 2 of 2)
Valor Elementary School

Study Intersection

A Adjacent Intersection

↔ AM/PM Peak Hour Volumes

2.10 Project Transportation Demand Management

The Project includes three TDM strategies as Mitigation Measures or Project Design Features. The TDM strategies are listed in Table 2.2-2 of the TAG. Further discussion of the TDM strategies is provided in the sections below. Subsection 4.2.2 provides further discussion of the results on the VMT analysis. The TDM strategies have been incorporated into the VMT calculation prepared for the Project. Copies of the detailed VMT Calculator worksheets for the Project are contained in *Appendix C*.

2.10.1 Promotions and Marketing

As a Mitigation Measure, the Project will utilize promotional and marketing tools to educate and inform employees about alternative transportation options and the effects of their travel choices. Rather than two-way communication tools or tools that would encourage an individual to consider a different mode of travel at the time the trip is taken (i.e., smartphone application, daily email, etc.), this TDM strategy includes passive educational and promotional materials, such as posters, information boards, or a website with information that employees can choose to read at their own leisure.

2.10.2 Ride-Share Program

As a Mitigation Measure, the Project will proactively aim to increase employee vehicle occupancy by providing ride-share matching services, designating preferred parking for ride-share participants, designing adequate passenger loading/unloading and waiting areas for ride-share vehicles, and providing a website or message board to connect riders and coordinate rides.

2.10.3 Include Bicycle Parking per Los Angeles Municipal Code

Table 12.21 A.16 (a)(2) of the LAMC provides the required short-term and long-term bicycle parking spaces for the Project. The Project will provide the LAMC-required number of short-term and long-term bicycle parking spaces on-site as a Project Design Feature.

The short-term bicycle parking ratios are as follows:

- Charter School (28 classrooms): 4 spaces per classroom (112 spaces).

The long-term bicycle parking ratios are as follows:

- Charter School (28 classrooms): 1 space per 10 classrooms (3 spaces).

Based on the above, the Project is required to provide 112 short-term and three long-term bicycle parking spaces, for a total of 115 bicycle parking spaces. The Project Applicant will confirm the number of LAMC-required bicycle parking spaces needed for the Project.

The Project Applicant will comply with the City's existing TDM Ordinance in LAMC Section 12.26.J. It is noted that the City's TDM Ordinance is currently being updated. Although not yet adopted, the Project Applicant will comply with the terms of the proposed TDM Ordinance update, which is expected to be completed prior to the anticipated construction of the Project.

3.0 PROJECT CONTEXT

3.1 Non-Vehicle Transport System

3.1.1 Pedestrian Framework

Public sidewalks and pedestrian facilities are provided on most streets within the Project vicinity. Specifically, a public sidewalk approximately seven feet in width is provided along the Project Site's Plummer Street frontage. It is noted that the Project will include improvements as required by the City's Bureau of Engineering (BOE) to the existing sidewalk along the Project Site's Plummer Street frontage. Potential pedestrian destinations located within an approximately one-quarter mile radius (i.e., 1,320 feet) from the Project Site are noted in **Figure 3-1**, per Section 3.2.4 of the TAG. **Figure 3-2** shows the existing pedestrian and transit facilities within an approximately one-quarter mile radius (i.e., 1,320 feet) from the Project Site. As presented in **Figure 3-2**, the following pedestrian facilities currently are provided in the direct vicinity of the Project Site:

- American With Disabilities Act (ADA) access ramps, including some with the yellow truncated domes, are provided at the following intersections in the direct vicinity of the Project Site:
 - Aqueduct Avenue / Plummer Street
 - Aqueduct Avenue / Noga Way
 - Aqueduct Avenue / Gledhill Street
 - Aqueduct Avenue / Vincennes Street
 - Aqueduct Avenue / Liggett Street
 - Aqueduct Avenue / Tupper Street
 - Orion Avenue / Plummer Street
 - Langdon Avenue / Plummer Street
 - Langdon Avenue / Tupper Street
 - Sepulveda Boulevard / Plummer Street
 - Sepulveda Boulevard / Tupper Street
- Traditional parallel bar or continental style pedestrian crosswalks approximately 15 feet in width are provided at the following intersections in the direct vicinity of the Project Site:

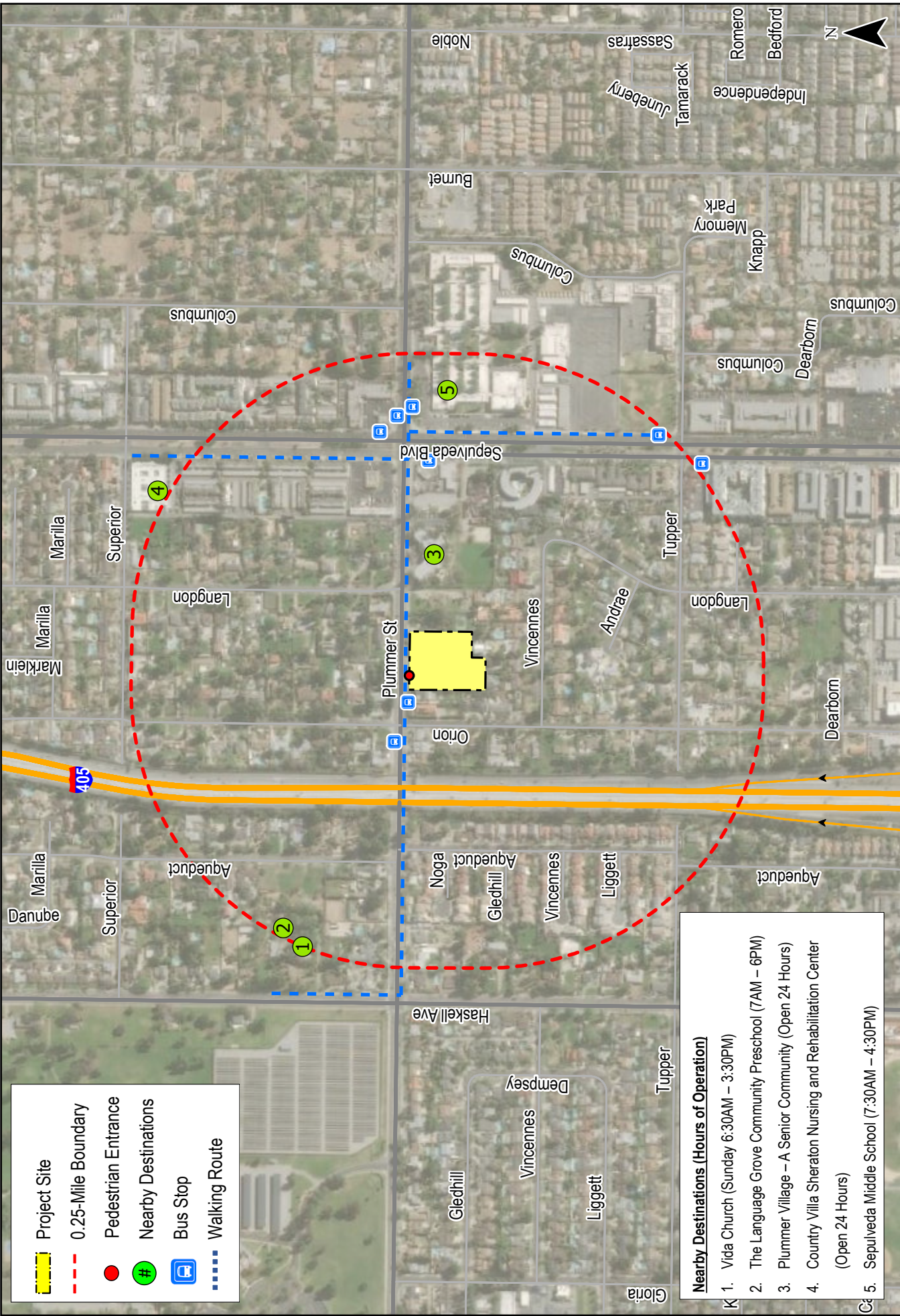
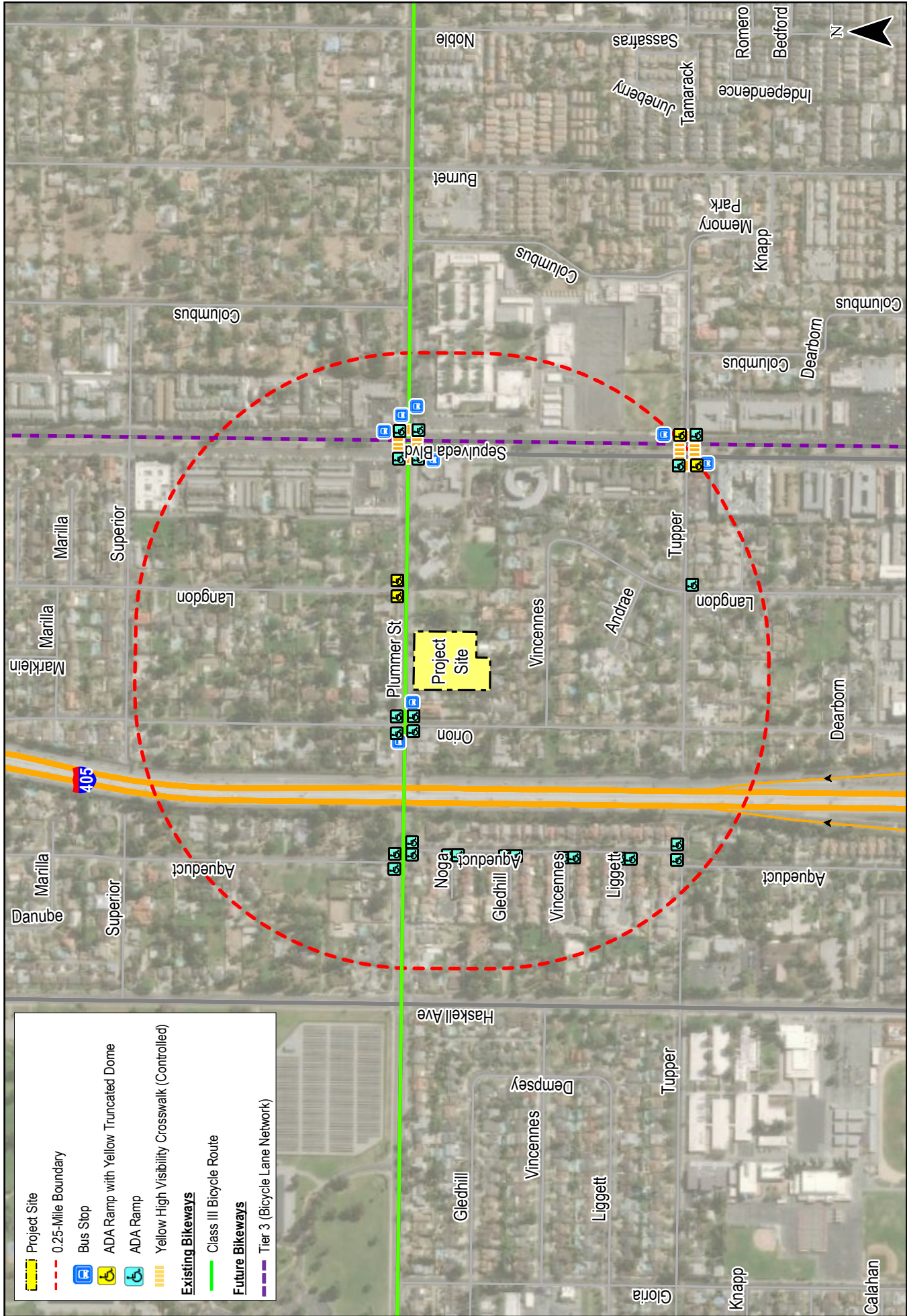


Figure 3-1
Pedestrian Attractor Inventory

Valor Elementary School

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Figure 3-2
Facilities Inventory

- Sepulveda Boulevard / Plummer Street
- Sepulveda Boulevard / Tupper Street
- Pedestrian crossing signals and push buttons are presently included as part of the traffic signal controls at the nearby signalized intersections that are noted in *Figure 3-2*.

The Project has been designed to encourage pedestrian activity and walking as a transportation mode. A pathway for pedestrians is planned for the Project and will connect to the adjacent sidewalk in a manner that promotes walkability. The Project will make improvements as required by BOE to the sidewalk along the Project Site's Plummer Street frontage to enhance the pedestrian experience.

The City's Mobility Plan 2035⁴ identifies a collection of arterial streets, known as Pedestrian Enhanced Districts (PEDs), where pedestrian improvements could be prioritized to provide enhanced walking connections to and from the major destinations within communities. As presented in *Figure 3-3*, Plummer Street west of Haskell Avenue and between Orion Avenue and Burnet Avenue has been designated as a PED. Mobility Plan 2035 also identifies a collection of streets, known as the Neighborhood Enhanced Network (NEN), that provide comfortable and safe routes for non-motorized modes of travel such as walking. Roadways within the NEN in close proximity to the Project Site are presented in *Figure 3-4*.

3.1.2 Bicycle Network

Bicycle access to the Project Site is facilitated by the City's bicycle roadway network. Existing bicycle facilities (e.g., Class I Bicycle Path, Class II Bicycle Lanes, Class III Bicycle Routes, Bicycle Friendly Streets, etc.) identified in the City's 2010 Bicycle Plan are located within the immediate vicinity of the Project Site.⁵ The 2010 Bicycle Plan goals and policies have been folded into Mobility Plan 2035 to reflect a commitment to a balanced, multi-modal viewpoint.

Within the immediate Project Site vicinity, Plummer Street has been designated as a Class III Bicycle Route. Within Mobility Plan 2035, Sepulveda Boulevard is included within the Tier 3 Bicycle Lane Network. Roadways designated within the City's Bicycle Network in close proximity to the Project Site are shown in *Figure 3-5*.

3.2 Transit Framework

The Project Site is currently served by local lines via stops located within convenient walking distance along Plummer Street. Public transit service in the Project Site area is currently provided by Metro. A summary of the existing transit service with stops within one-quarter mile of the Project Site, including the transit route, destinations and peak hour headways, is presented in *Table 3-1*. The existing public transit routes in the Project Site vicinity are illustrated in *Figure 3-6*.

⁴ *Mobility Plan 2035*, Los Angeles Department of City Planning, December 2015.

⁵ *2010 Bicycle Plan*, Los Angeles Department of City Planning, Adopted March 1, 2011.

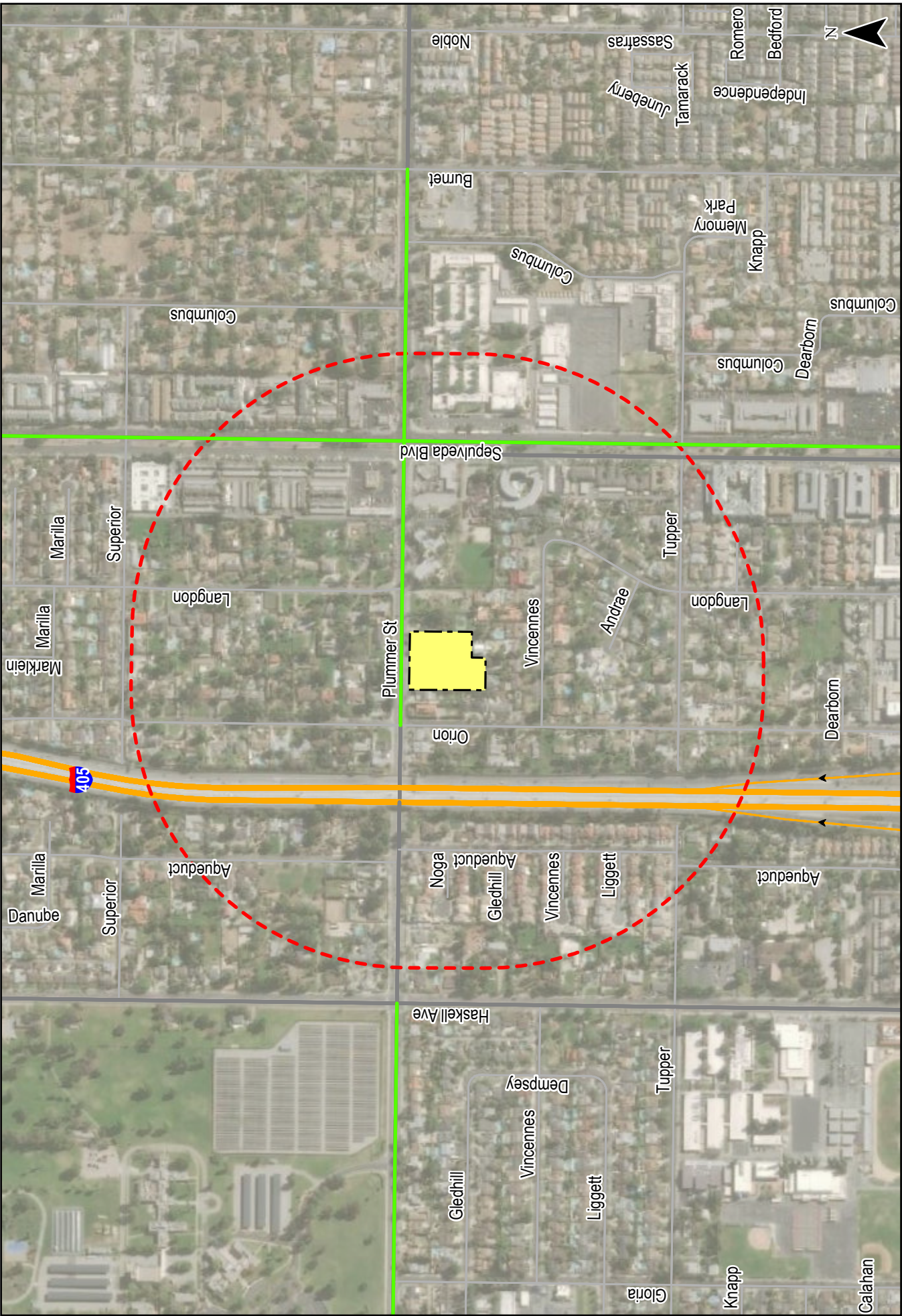
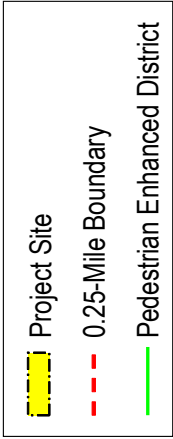


Figure 3-3
Pedestrian Enhanced Districts
Valor Elementary School



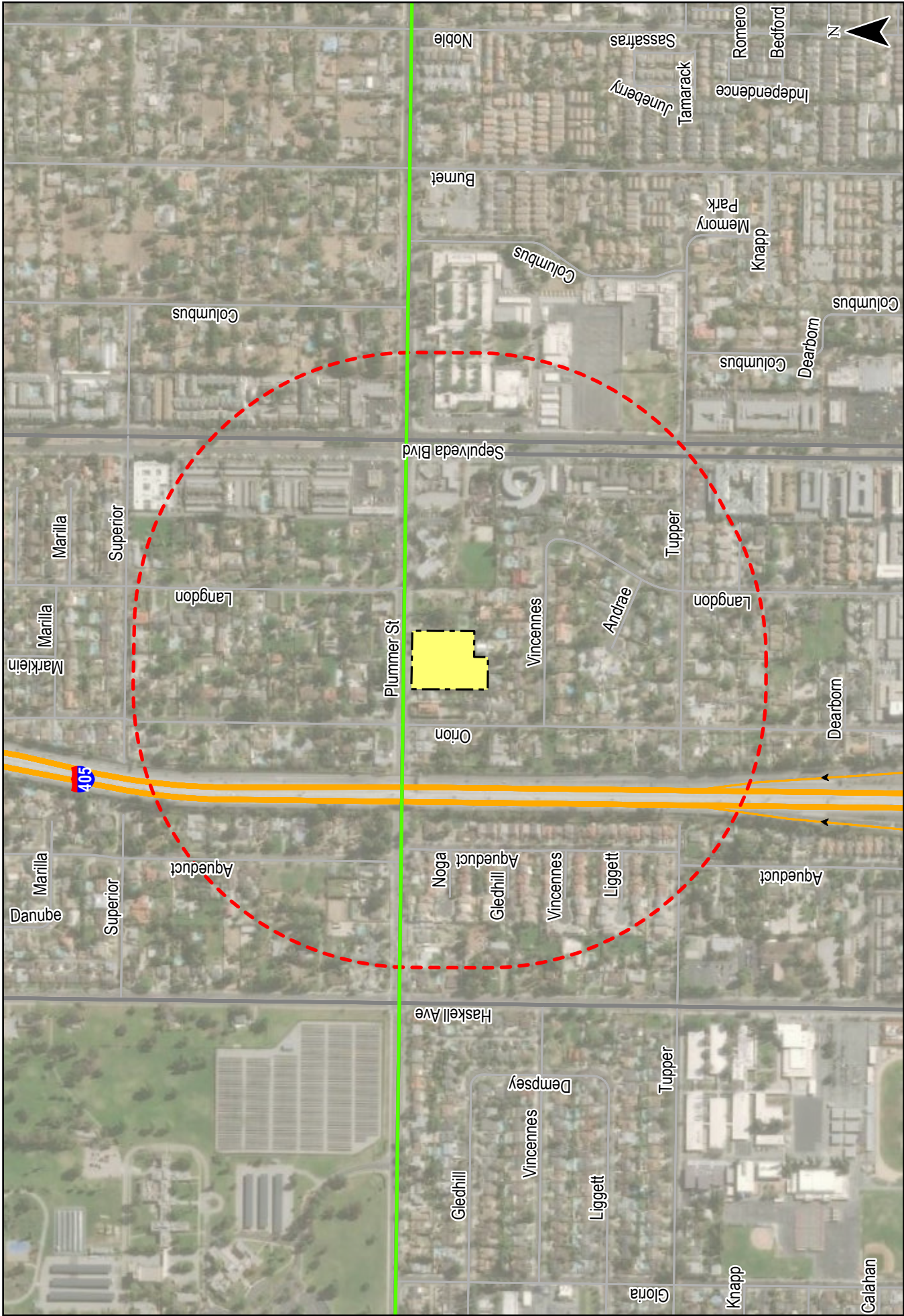


Figure 3-4
Neighborhood Enhanced Network



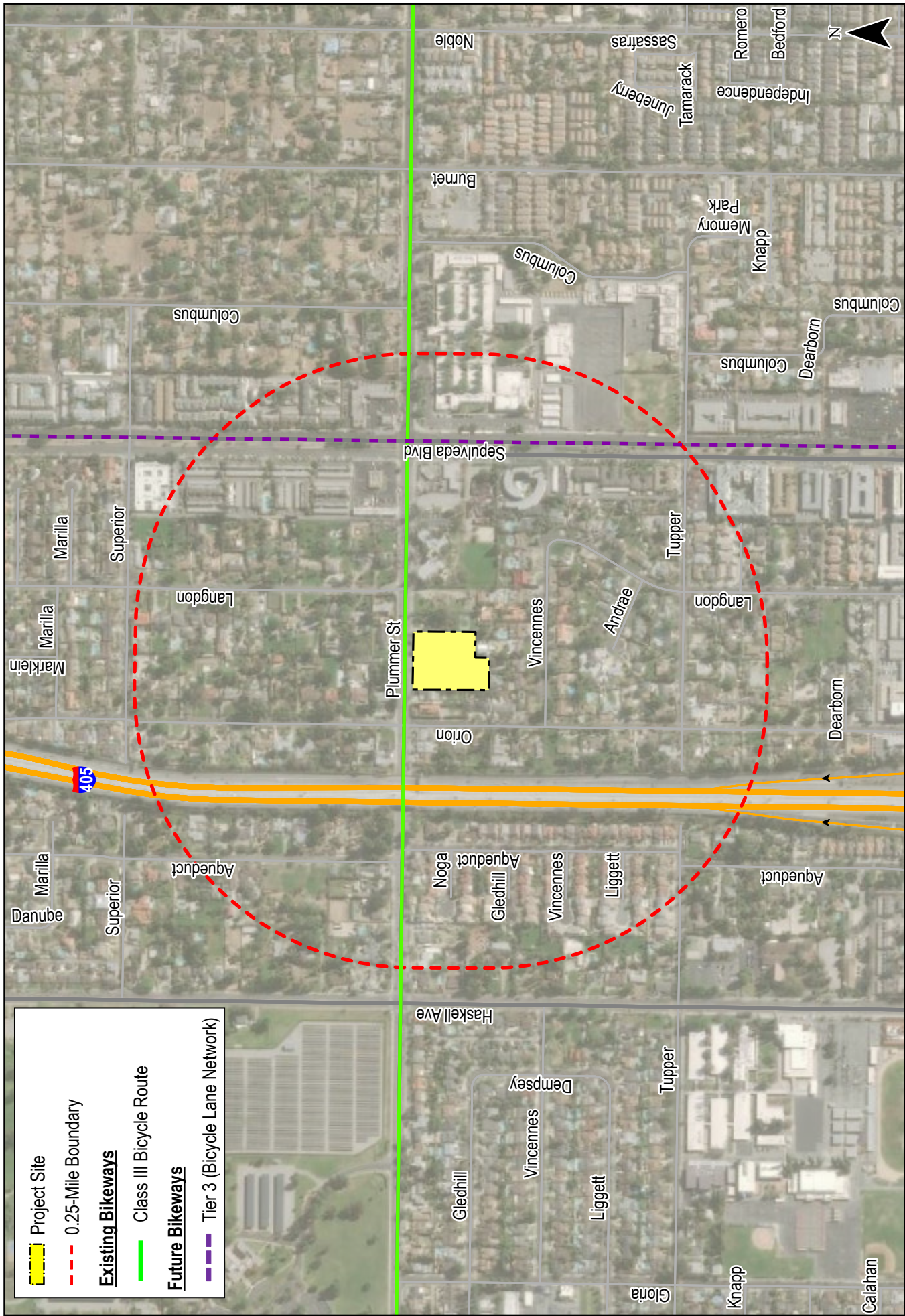


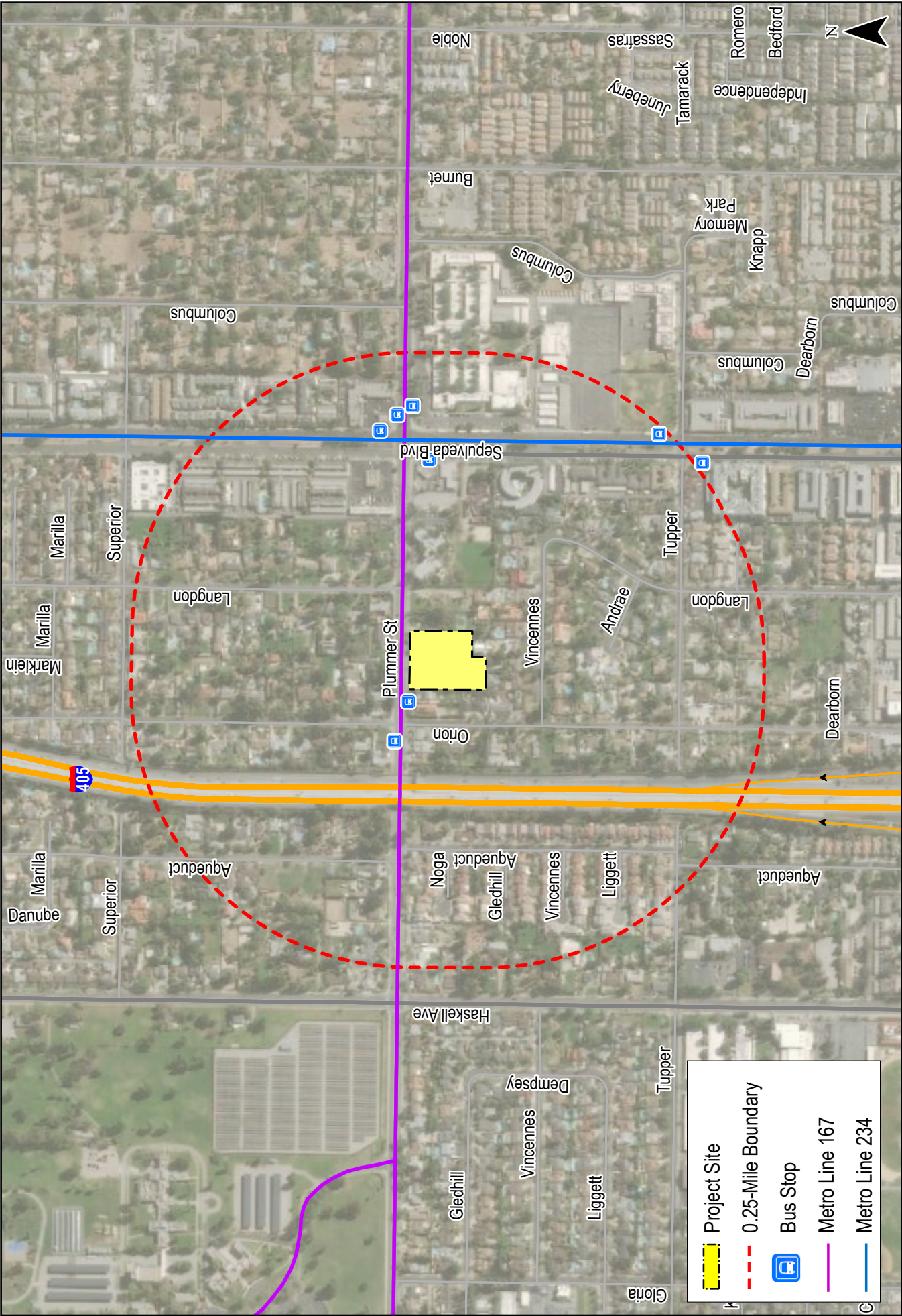
Figure 3-5
Bicycle Network

Table 3-1
EXISTING PUBLIC TRANSIT ROUTES [1]

04-May-22

ROUTE	DESTINATIONS	ROADWAY(S) NEAR SITE	NO. OF BUSES DURING PEAK HOUR			
			DIR	AM	PM	
Metro 167	Studio City to Chatsworth (via Coldwater Canyon Boulevard, Roscoe Boulevard and Plummer Street)	Plummer Street	EB	1	1	1
			WB	1	1	1
Metro 234	Sylmar to Sherman Oaks (via Eldridge Avenue, MacLay Avenue and Sepulveda Boulevard)	Sepulveda Boulevard	NB	5	5	5
			SB	5	5	5
			Total	12		12

[1] Sources: Los Angeles County Metropolitan Transportation Authority (Metro) website, 2022.



Project Site

0.25-Mile Boundary

Bus Stop

Metro Line 167

Metro Line 234

Figure 3-6
Existing Public Transit Routes

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The City's Mobility Plan 2035 identifies a collection of streets, known as the Transit Enhanced Network (TEN), where improvements, in collaboration with transit operators, aim to provide reliable and frequent service that is convenient and safe, increase transit ridership, reduce single-occupancy vehicle trips and integrate transit infrastructure improvements with the identity of the surrounding street. Potential enhancements range from streetscape improvements, installation of transit shelters, or installation of dedicated transit lanes. Roadways within the TEN in close proximity to the Project Site are shown in *Figure 3-7*.

3.3 Vehicle Network

3.3.1 Regional Highway Access

Regional vehicular access to the Project Site is primarily provided by the I-405 (San Diego) Freeway and the SR-118 (Ronald Reagan) Freeway. Brief descriptions of the I-405 and SR-118 Freeways are provided in the following paragraphs.

I-405 (San Diego) Freeway is a north-south freeway that extends from the San Fernando area of the City of Los Angeles to the San Diego area. In the Project vicinity, five freeway lanes (four mixed-flow freeway lanes and one high-occupancy vehicle lane) are provided in each direction on the I-405 Freeway. Northbound and southbound on- and off-ramps are provided at Devonshire Street and are located approximately 1.0 mile north of the Project Site. Northbound and southbound on- and off-ramps are also provided at Nordhoff Street and are located approximately 0.5 miles south of the Project Site.

SR-118 (Ronald Reagan) Freeway is an east-west freeway that extends from the Pacoima area of the City of Los Angeles to Moorpark. In the Project vicinity, five freeway lanes (four mixed-flow freeway lanes and one high-occupancy vehicle lane) are provided in each direction on the SR-118 Freeway. An eastbound off-ramp and westbound on-ramp are provided at Woodley Avenue and are located approximately 1.9 miles north of the Project Site. Eastbound and westbound on- and off-ramps are also provided at Sepulveda Boulevard and are located approximately 1.6 miles north of the Project Site.

3.3.2 Local Roadway System

The following intersections were selected in consultation with LADOT staff for analysis of potential traffic operations deficiencies due to the Project:

1. Haskell Avenue / Plummer Street
2. Orion Avenue / Plummer Street
3. Project Driveway / Plummer Street
4. Sepulveda Boulevard / Plummer Street

The Haskell Avenue / Plummer Street and Sepulveda Boulevard / Plummer Street intersections are presently controlled by traffic signals. The Orion Avenue / Plummer Street intersection is

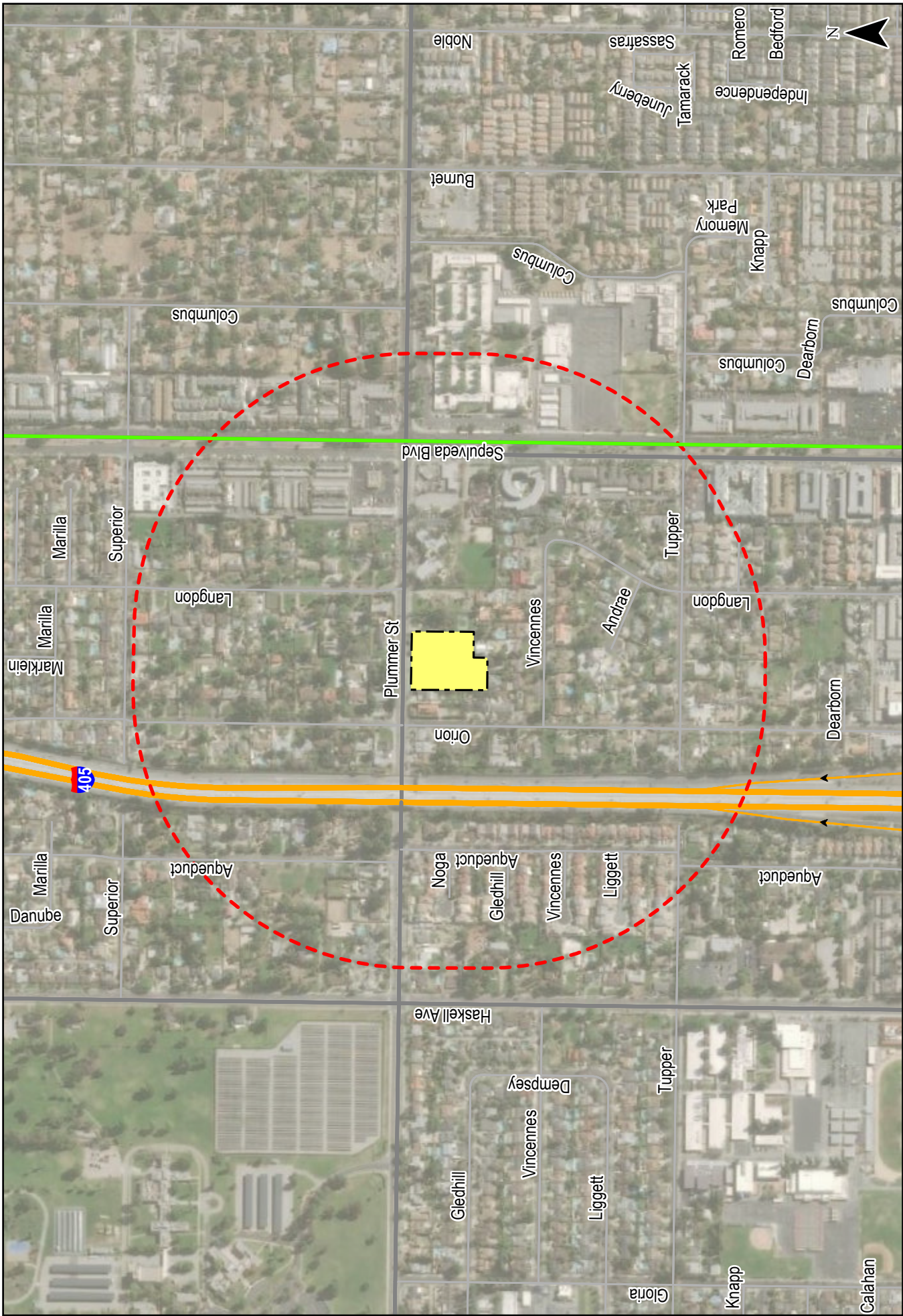


Figure 3-7
Transit Enhanced Network



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presently two-way stop-controlled (i.e., stop signs face the minor street approaches). The Project Driveway / Plummer Street intersection will be a two-way stop-controlled intersection (i.e., a stop sign will face the outbound driveway approach). The existing and Project lane configurations at the study intersections are displayed in **Figures 3-8** and **3-9**, respectively.

3.3.3 Roadway Descriptions

Immediate access to the Project Site is provided via Plummer Street. A brief description⁶ of the roadways in the Project vicinity is provided in the following paragraphs.

Haskell Avenue is a north-south oriented roadway located west of the Project Site. Within the Project study area, Haskell Avenue is designated as an Avenue II by the City. Two through travel lanes are provided in each direction on Haskell Avenue within the Project study area. Separate exclusive left-turn lanes are provided in each direction on Haskell Avenue at major intersections. Haskell Avenue has a posted speed limit of 40 miles per hour within the Project study area.

Orion Avenue is a north-south oriented roadway located west of the Project Site. North of Tupper Street, Orion Avenue is designated as a Local Street – Standard by the City. South of Tupper Street, Orion Avenue is designated as a Collector. One through travel lane is provided in each direction on Orion Avenue within the Project study area. There is no speed limit posted on Orion Avenue within the Project study area, thus a prima facie speed limit of 25 miles per hour is assumed, consistent with California Vehicle Code Section 22352(b)(1).

Sepulveda Boulevard is a north-south oriented roadway located east of the Project Site. Within the Project study area, Sepulveda Boulevard is designated as a Boulevard II by the City. Three through travel lanes are provided in each direction on Sepulveda Boulevard within the Project study area. Separate exclusive left-turn lanes are provided in each direction on Sepulveda Boulevard at major intersections. Sepulveda Boulevard has a posted speed limit of 40 miles per hour within the Project study area.

Plummer Street is an east-west oriented roadway that borders the Project Site to the north. Within the Project study area, Plummer Street is designated as an Avenue II by the City. Two through travel lanes are provided in each direction on Plummer Street within the Project study area. Separate exclusive left-turn lanes are provided in each direction on Plummer Street at major intersections. Plummer Street has a posted speed limit of 40 miles per hour within the Project study area.

⁶ For reference, the street descriptions provided include designations per the City's *Mobility Plan 2035*.

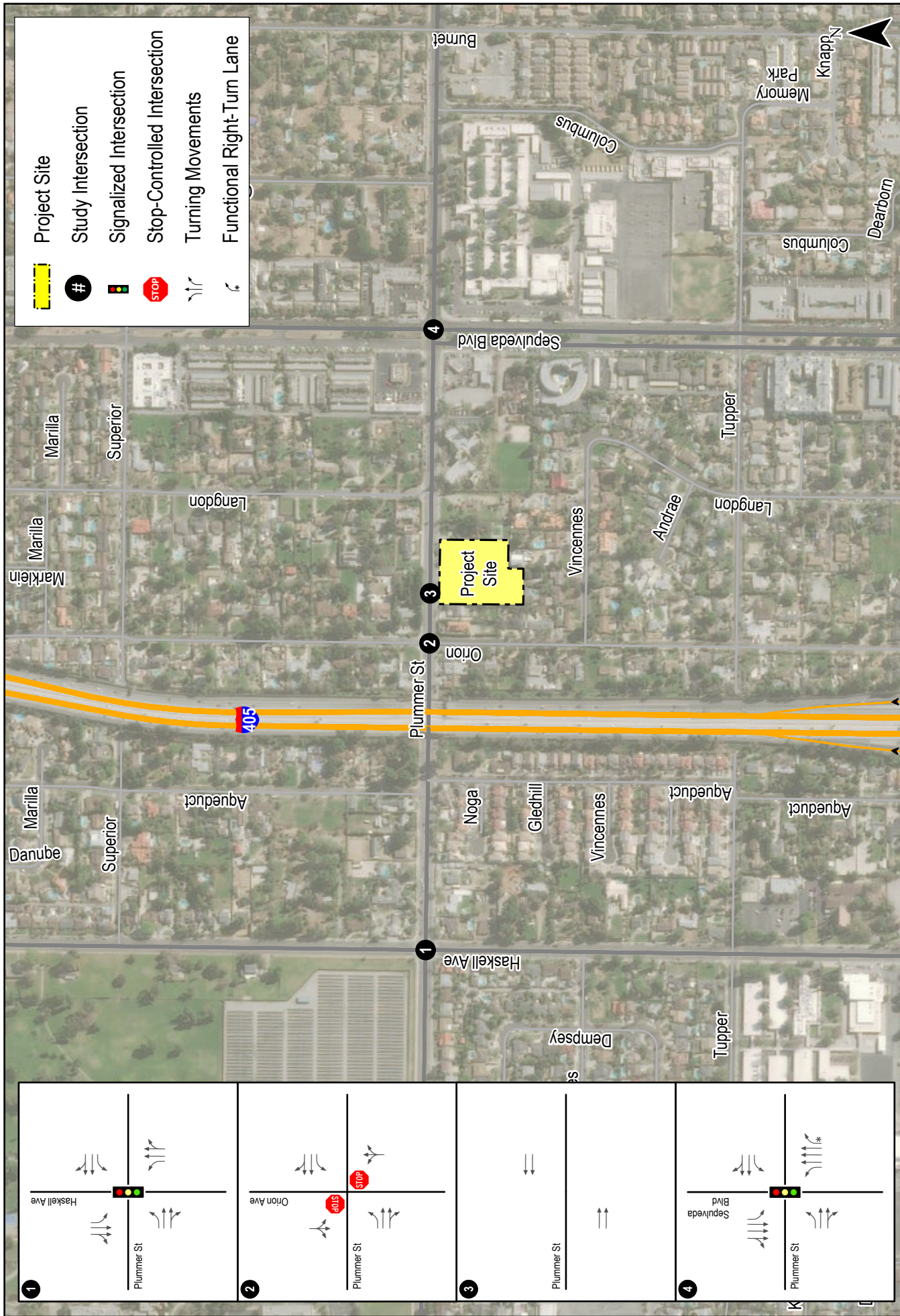


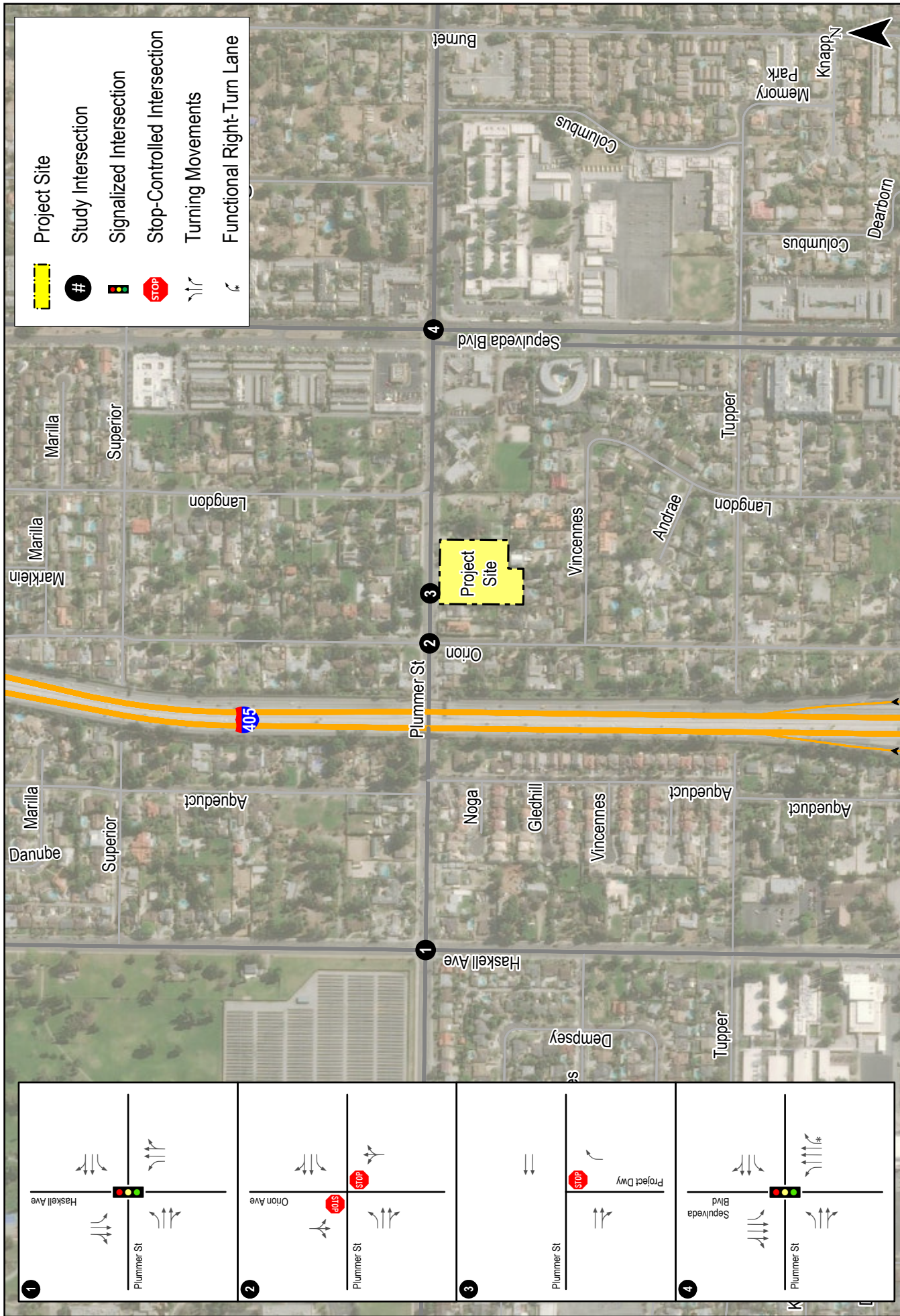
Figure 3-8
Existing Lane Configurations

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Valor Elementary School



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Figure 3-9
Future Lane Configurations

3.3.4 City of Los Angeles High Injury Network

Vision Zero⁷ is a citywide initiative which prioritizes the safety of pedestrians and bicyclists on public streets, with the understanding that roads which are safe for vulnerable users will be safer for all users, in an effort to eliminate traffic fatalities. Key elements of the policy, such as reducing traffic speeds, are founded on the principles of engineering, education, enforcement, evaluation, and equity. Originating in Sweden, the policy has been adopted in numerous other North American cities, including California cities such as San Francisco and San Diego.

Mayor Eric Garcetti issued Executive Directive No. 10 in August 2015, formally launching the Vision Zero initiative in Los Angeles. Vision Zero is also a stated safety objective in the Mobility Plan 2035, which sets the goal of zero traffic deaths by 2035. Jointly directed by LADOT and the Police Department, Vision Zero takes a multi-disciplinary approach to identifying safety risk factors and implementing solutions on a citywide scale. Using a methodology originally developed by the San Francisco Public Health Department, the Vision Zero Task Force has identified streets where investments in safety will have the most impact in reducing severe injuries and traffic fatalities in the City. These roads are collectively known as the High Injury Network (HIN). The HIN will be reviewed by the LADOT's Vision Zero group for potential engineering re-design as well as educational and enforcement campaigns.

As shown in *Figure 3-10*, Sepulveda Boulevard has been identified on the HIN. If a proposed project results in significant transportation impacts, LADOT's Vision Zero group will review those specific locations and immediate vicinity for potential safety enhancements that are consistent with the City's Vision Zero initiative.

3.4 Traffic Counts

In April 2020, LADOT issued guidance⁸ to transportation consultants related to traffic count data to be used in transportation assessments prepared in accordance with the City's TAG. Because traffic count data could not be collected at the study intersections due to the COVID-19 pandemic, LADOT has directed transportation consultants to use historical data, with appropriate modifications to represent current (pre-pandemic) traffic volume conditions. For this transportation assessment, the following techniques were used to estimate current year (2022) peak hour turning movement traffic volumes at the study intersections:

- Haskell Avenue / Plummer Street: Northbound and southbound peak hour traffic volume data collected at this intersection in 2017 were increased by a 1.0% annual traffic growth rate through the year 2022 to estimate current year traffic volumes. Northbound and southbound turning movements at the intersection were then estimated from the through volumes. Peak hour traffic volume data collected at the adjacent Woodley Avenue / Plummer Street intersection in 2017 were increased by a 1.0% annual traffic growth rate through the year 2022 to estimate current year traffic volumes. The traffic count data and subsequent adjustments to year 2022 conditions at the Woodley Avenue / Plummer Street

⁷ Vision Zero Los Angeles 2015-2025, August 2015.

⁸ *Pandemic-related updates to LADOT's Transportation Assessment Requirements*, LADOT, April 17, 2020.

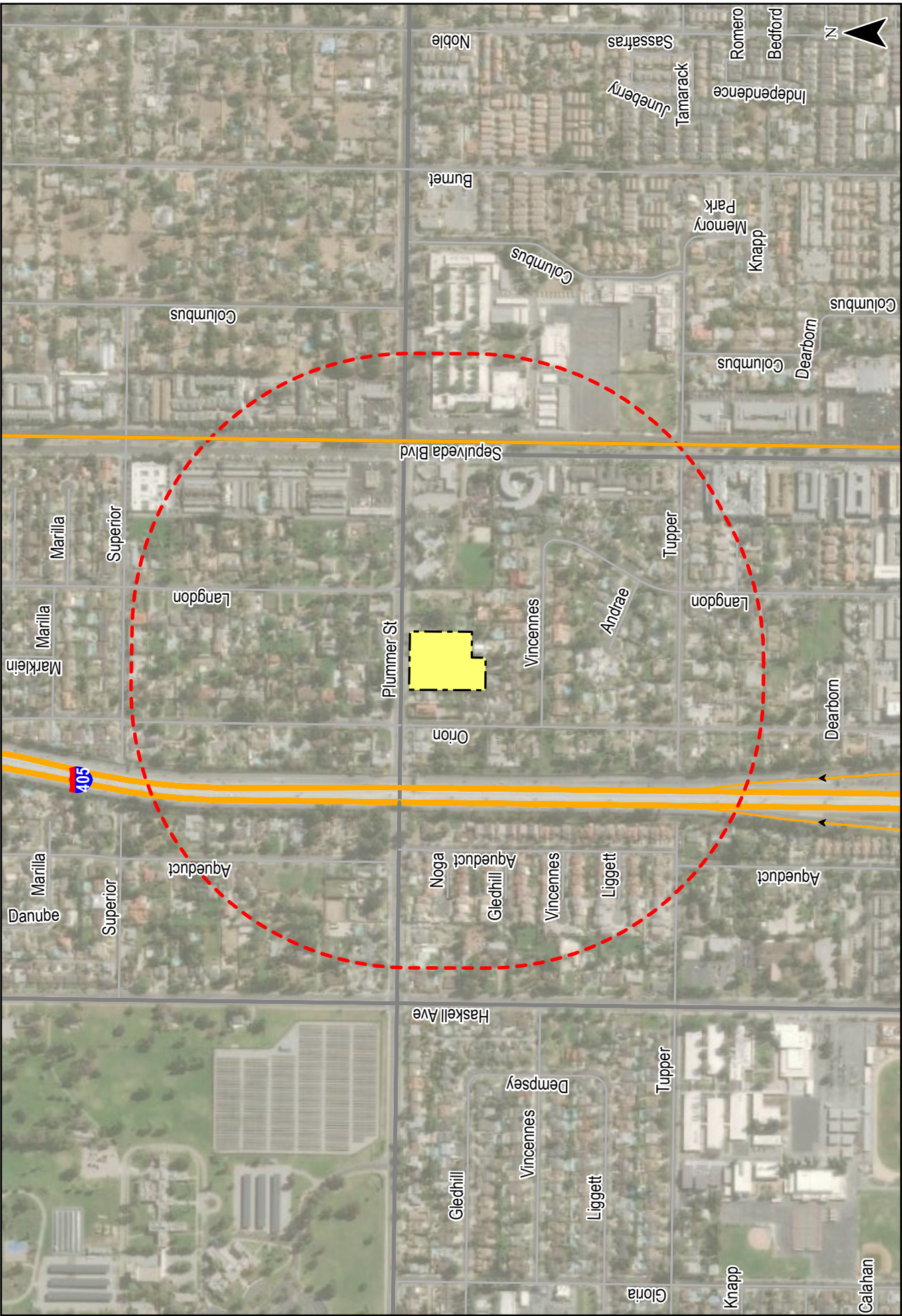
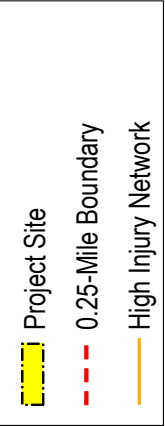


Figure 3-10
High Injury Network



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and Orion Avenue / Plummer Street intersections were used to forecast eastbound and westbound through traffic volumes on Plummer Street at the Haskell Avenue intersection. Eastbound and westbound turning movements at the intersection were estimated from the through volumes. Further discussion of the annual traffic growth rate is provided in Section 3.5.

- Orion Avenue / Plummer Street: Peak hour traffic volume data collected at this intersection in 2015 were increased by a 1.0% annual traffic growth rate through the year 2022 to estimate current year traffic volumes.
- Project Driveway / Plummer Street: The traffic count data and subsequent adjustments to year 2022 conditions at the Orion Avenue / Plummer Street intersection were used to forecast through traffic volumes on Plummer Street at the future Project Driveway intersection.
- Sepulveda Boulevard / Plummer Street: Peak hour traffic volume data collected at this intersection in 2017 were increased by a 1.0% annual traffic growth rate through the year 2022 to estimate current year traffic volumes.

The existing traffic volumes at the study intersections during the weekday AM and PM peak hours are shown in **Figure 3–11**. Summary data worksheets of the historical traffic counts at the study intersections are contained in **Appendix D**.

3.5 Cumulative Development Projects

3.5.1 Related Projects

A forecast of on-street traffic conditions prior to occupancy of the Project was prepared by incorporating the potential trips associated with other known development projects (related projects) in the area. With this information, the potential impact of the Project can be evaluated within the context of the cumulative impact of all ongoing development. The related projects research was based on information on file at LADOT within a 1.0-mile radius of the Project Site. The list of related projects in the Project Site area is presented in **Table 3–2**. The location of the related projects is shown in **Figure 3–12**.

Traffic volumes expected to be generated by the related projects were calculated using rates provided in the *ITE Trip Generation Manual*. The related projects' respective traffic generation for the weekday AM and PM peak hours, as well as on a daily basis for a typical weekday, is summarized in **Table 3–2**. The distribution of the related projects traffic volumes to the study intersections during the weekday AM and PM peak hours are displayed in **Figure 3–13**.

As noted in Section 3.4, the traffic count data used to derive the peak hour traffic volumes was collected at the Orion Avenue / Plummer Street intersection in 2015 and at the Woodley Avenue / Plummer Street, Haskell Avenue / Plummer Street, and Sepulveda Boulevard / Plummer Street intersections in 2017. The Valor Academy High School related project listed in **Table 3–2** has been completed. However, as noted in Section 3.4, peak hour traffic volume data was collected

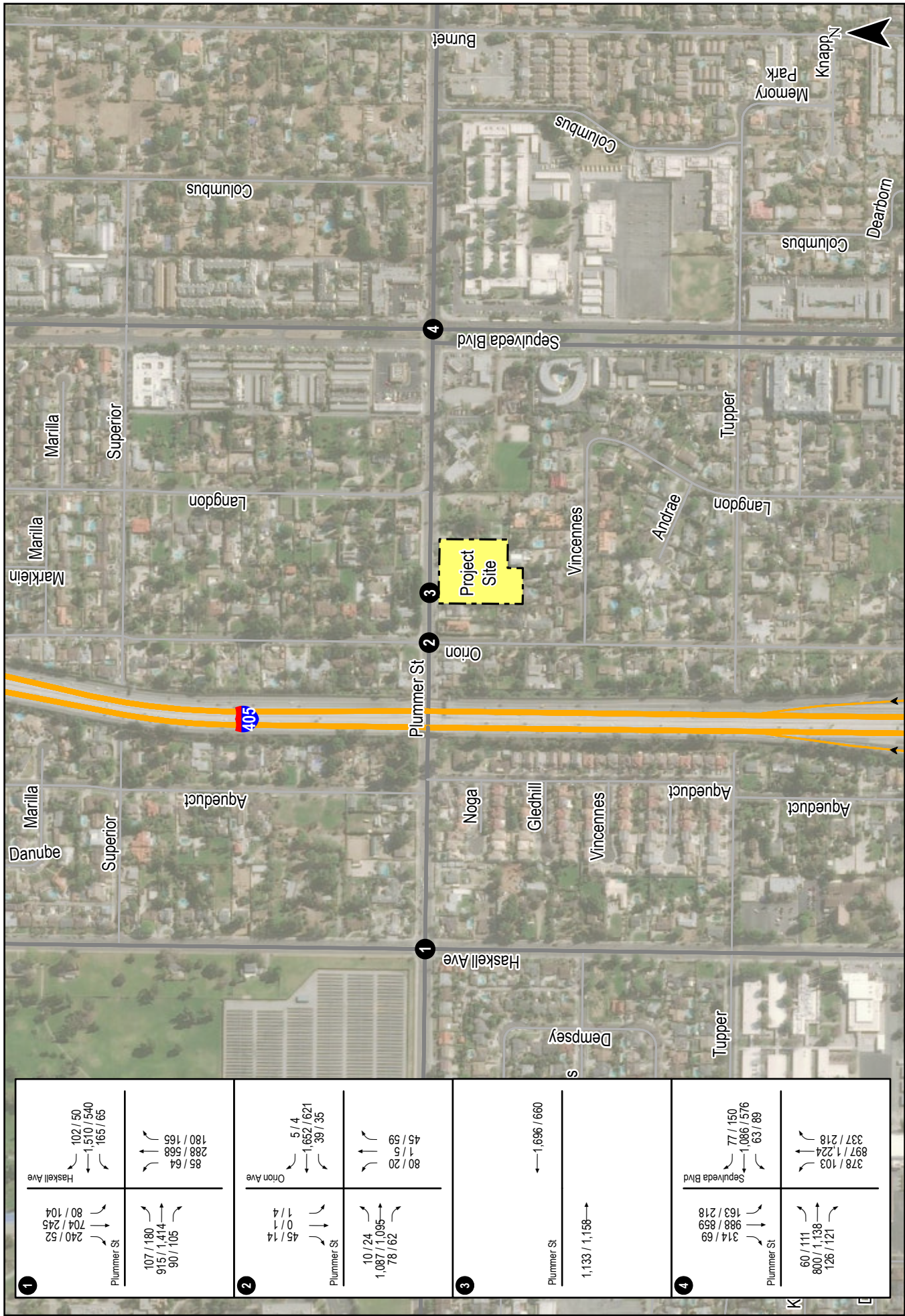


Figure 3-11
Existing Traffic Volumes
Valor Elementary School

Study Intersection
AM/PM Peak Hour Volumes

**Table 3-2
RELATED PROJECTS LIST AND TRIP GENERATION [1]**

09-May-22

MAP NO.	PROJECT NAME/ PROJECT NUMBER	PROJECT STATUS	ADDRESS/ LOCATION	LAND USE DATA		PROJECT DATA SOURCE	DAILY TRIP ENDS [2]	AM PEAK HOUR VOLUMES [2]		PM PEAK HOUR VOLUMES [2]	
				LAND-USE	SIZE			IN	OUT	IN	OUT
1	Plummer Townhomes Phase 1	Approved	9433 Sepulveda Boulevard	Condominiums	58 DU	[3]	425	6	21	20	12
2	Plummer Townhomes Phase 2	Approved	15508 Plummer Street	Condominiums	17 DU	[3]	124	2	6	6	4
3	14701-14719 Plummer Street Residential Project	Approved	14701-14719 Plummer Street	Single-Family Homes	28 DU	[4]	248	5	14	16	10
4	14801 Plummer Street Residential Project	Under Construction	14801 Plummer Street	Single-Family Homes	36 DU	[5]	340	7	20	23	13
5	8845 Sepulveda Boulevard Residential Project	Under Construction	8845 Sepulveda Boulevard	Apartments	395 DU		1,408	19	138	96	26
6	9437 Sepulveda Boulevard Mixed-Use Project	Proposed	9437 Sepulveda Boulevard	Coffee Shop Fast-Food Restaurant	1,750 GSF 2,516 GSF		1,302	72	71	40	37
7	14724 Gledhill Street Congregate Living Health Facility	Proposed	14724 Gledhill Street	Congregate Living Facility	24 Beds	[6]	73	3	1	2	3
8	8767 Parthenia Place Residential Project	Proposed	8767 Parthenia Place	Affordable Family Housing	73 DU	[7]	304	14	24	15	13
9	9236 Burnet Avenue Residential Project	Proposed	9236 Burnet Avenue	Apartments	8 DU	[3]	59	1	3	3	1
10	8750 Sepulveda Boulevard Residential Project	Proposed	8750 Sepulveda Boulevard	Apartments Affordable Family Housing	38 DU 5 DU	[3] [7]	278 21	4 1	13 2	13 1	8 1
11	9218 Langdon Avenue Residential Project	Proposed	9218 Langdon Avenue	Single-Family Homes	6 DU	[4]	57	1	3	4	2
12	Valor Academy High School	Completed	9334 Lemona Avenue	Charter High School	500 Students	[8]	1,211	246	157	35	47
TOTAL							5,850	381	473	274	177
										854	451

[1] Source: City of Los Angeles Department of Transportation Related Projects List and City of Los Angeles Department of City Planning Related Projects List.

[2] Trips are one-way traffic movements, entering or leaving.

[3] ITE Land Use Code 220 (Multifamily Housing [Low-Rise]) trip generation average rates.

[4] Source: Traffic Technical Memorandum for the Proposed Plummer Homes at 14709 Plummer Street, prepared by Rikkin Transportation Planning Group, June 2016.

[5] ITE Land Use Code 210 (Single-Family Detached Housing) trip generation average rates.

[6] ITE Land Use Code 620 (Nursing Home) trip generation average rates.

[7] City of Los Angeles Affordable Housing (Family) trip generation average rates.

[8] Source: Traffic Impact Study for the Valor Charter High School Project, prepared by Linscott, Law & Greenspan, Engineers, December 2015.

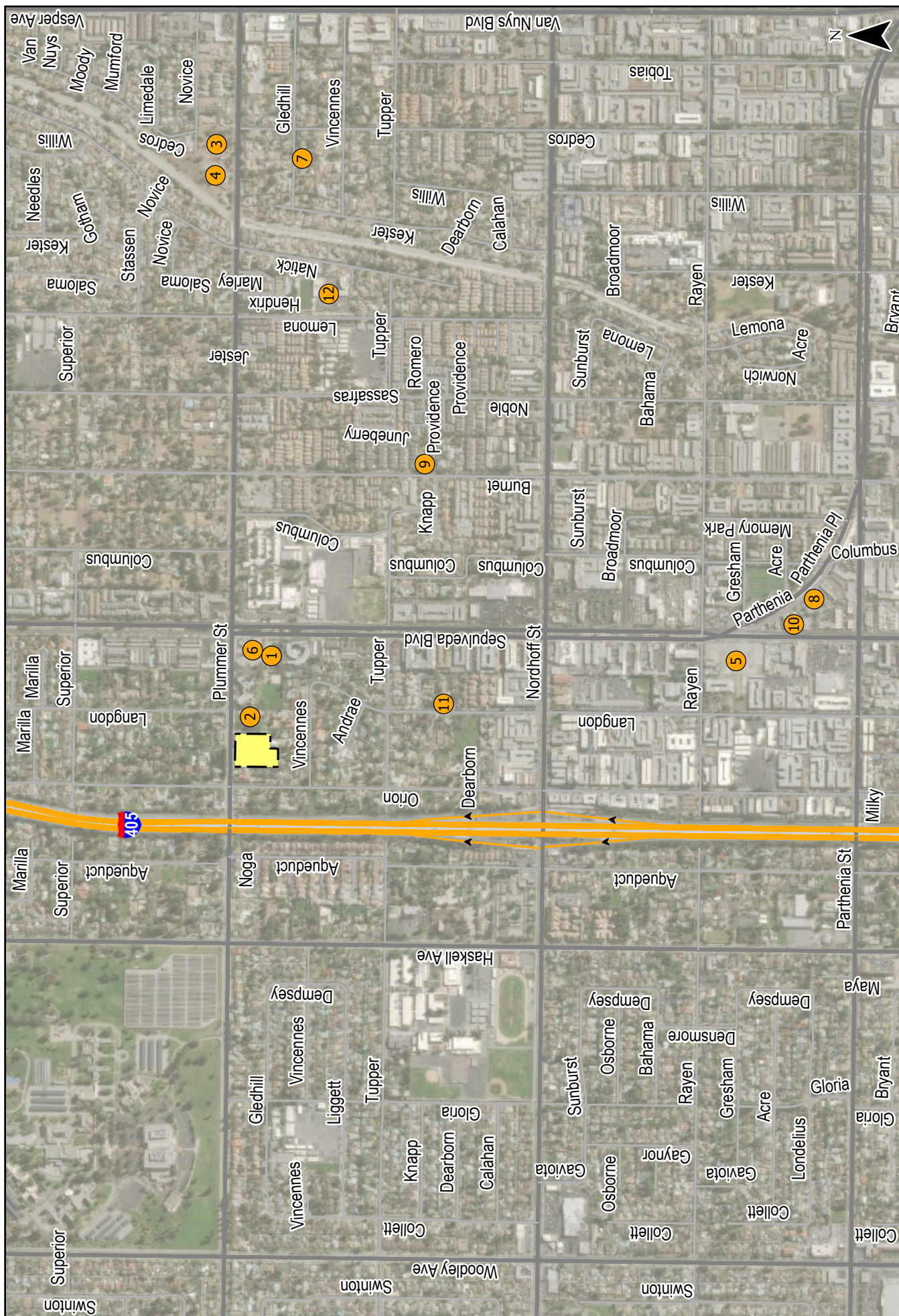


Figure 3-12
Location of Related Projects

Valor Elementary School

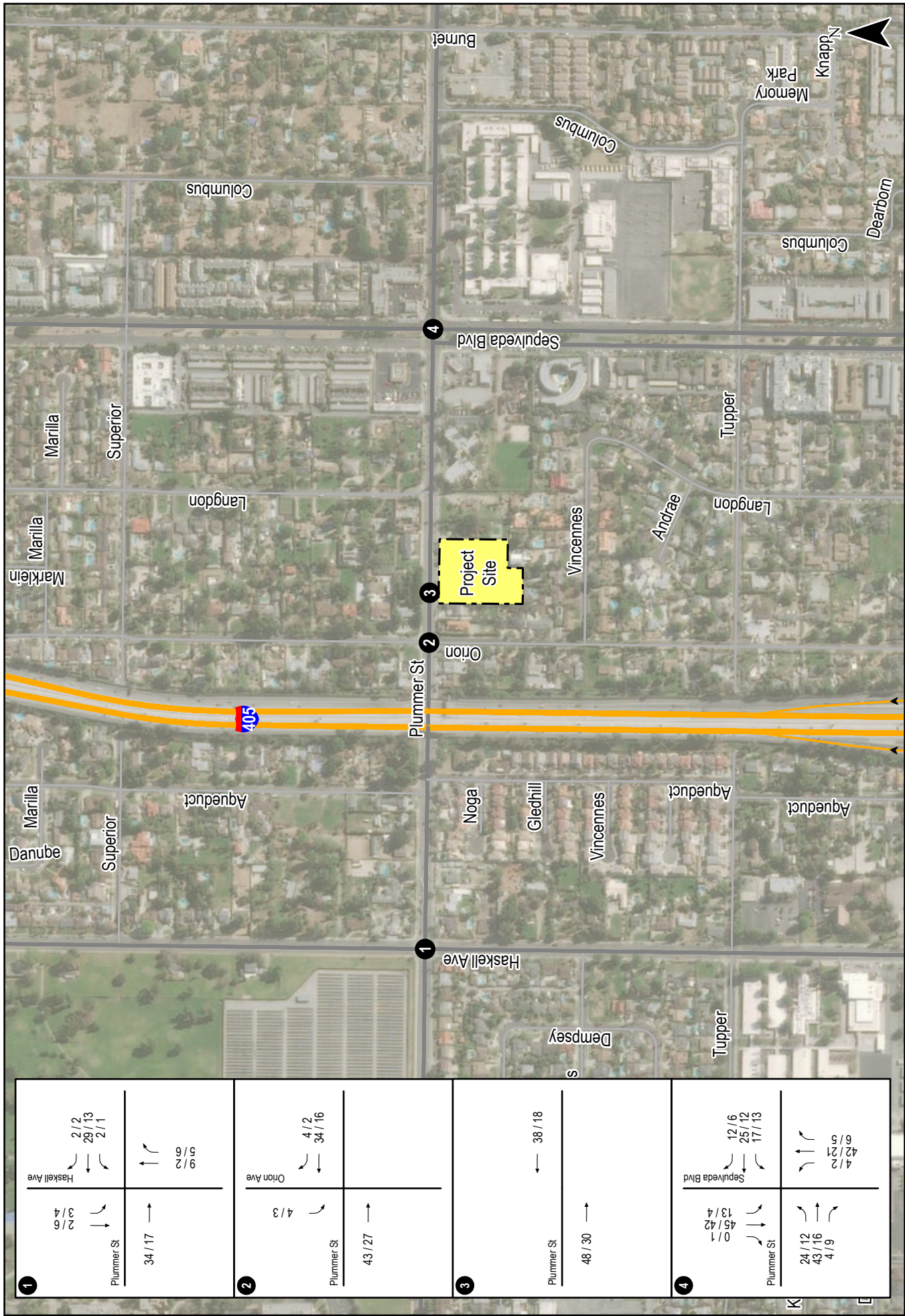


Figure 3-13
Related Projects Traffic Volumes

Study Intersection
↑↑ AM/PM Peak Hour Volumes

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at the Orion Avenue / Plummer Street intersection in 2015, and this project had yet to be completed. The completed project has been included in the cumulative baseline to provide a complete forecast of on-street traffic conditions prior to occupancy of the Project.

3.5.2 Ambient Traffic Growth

In order to account for unknown related projects not included in this analysis, the existing traffic volumes were increased at an annual rate of 1.0 percent (1.0%) per year up to and including the year 2024 (i.e., the anticipated year of Project buildout). The ambient growth factor was based on general traffic growth factors provided in the *2010 Congestion Management Program for Los Angeles County* (“CMP manual”) and determined in consultation with LADOT staff. Based on review of the general traffic growth factors provided in the CMP manual for the Project Site area (i.e., Regional Statistical Area [RSA] 12, West San Fernando Valley which includes the Project Site), the existing traffic volumes are expected to increase at an annual rate of approximately 0.27% per year between the years 2020 and 2025. Thus, application of an annual growth factor of 1.0% annual growth results in a conservative, worst-case forecast of future traffic volumes in the area as it substantially exceeds the annual traffic growth rate published in the CMP manual. Furthermore, the CMP manual’s traffic growth rate is intended to anticipate future traffic generated by development projects in the Project vicinity.

Therefore, the inclusion in this traffic analysis of a forecast of traffic generated by known related projects plus the use of an ambient growth traffic factor based on CMP traffic model data results in an even more conservative estimate of future traffic volumes at the study intersections.

4.0 CEQA ANALYSIS OF TRANSPORTATION IMPACTS

4.1 Conflicting with Plans, Programs, Ordinances, or Policies (Threshold T-1)

The City aims to achieve an accessible and sustainable transportation system that meets the needs of all users. The City's adopted transportation-related plans and policies affirm that streets should be safe and convenient for all users of the transportation system, including pedestrians, bicyclists, motorists, public transit riders, disabled persons, senior citizens, children, and movers of commercial goods. Therefore, the transportation requirements for proposed developments should be generally consistent with the City's transportation-related plans and policies.

As stated in Section 2.1.1 of the TAG, proposed projects shall be analyzed to identify potential conflicts with adopted City plans and policies and, if there is a conflict, improvements that prioritize access for and improve the comfort of people walking, bicycling, and riding transit in order to provide safe and convenient streets for all users should be identified. Projects designed to encourage sustainable travel help to reduce vehicle miles traveled. This section provides a review of the screening criteria and a summary of the consistency of the Project with the City's adopted plans and policies.

4.1.1 Screening Criteria

Per Section 2.1.2 of the TAG, if the Project requires a discretionary action, and the answer is "yes" to any of the following questions, further analysis is required to assess whether the Project would conflict with adopted City plans, programs, ordinances, or policies that establish the transportation planning framework for all travel modes:

- 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 requires a discretionary action.
- Is the project known to directly conflict with a transportation plan, policy, or program adopted to support multimodal transportation options or public safety?
 - No, the Project is not known to directly conflict with a transportation plan, policy, or program adopted to support multimodal transportation options or public safety.
- 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 line, etc.)?
 - The Project is most likely not required to make street dedications or improvements to the Project Site's Plummer Street frontage. However, BOE will make a final determination if any roadway dedications and/or widenings are required. The Project will make any dedications and/or improvements as required by BOE.

As the answer is “yes” to one of the screening criteria questions, further analysis is required to assess whether the Project would conflict with adopted City plans, programs, ordinances, or policies.

4.1.2 Impact Criteria and Methodology

The impact criteria set forth in Appendix G to the State CEQA Guidelines, as well as Section 2.1.3 of the City's TAG, regarding conflicts with plans, programs, ordinances, or policies (referred to as Threshold T-1 in the TAG) are as follows:

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

The threshold test is to assess whether a project would conflict with an adopted program, policy, plan, or ordinance that is adopted to protect the environment. In general, transportation policies or standards adopted to protect the environment are those that support multimodal transportation options and a reduction in VMT. Conversely, a project would not always have a significant impact merely based on whether or not it would implement a particular transportation-related program, plan, policy, or ordinance. Many of these programs must be implemented by the City itself over time, and over a broad area, and it is the intention of this threshold test to ensure that proposed development projects and plans do not preclude the City from implementing adopted programs, plans and policies.

The methodology for determining a project's transportation impact associated with conflicts with plans, programs, ordinances, or policies is described in the TAG as follows:

- A project that generally conforms with and does not obstruct the City's development policies and standards will generally be considered to be consistent. The Project Applicant should review the documents and ordinances identified in the TAG (refer to Table 2.1-1 on Page 2-3) for City plans, policies, programs, ordinances and standards relevant to determining project consistency. TAG Attachment D: Plan Consistency Worksheet provides questions that must be answered in order to help guide whether the project conflicts with City circulation system policies. A “yes” or “no” answer to these questions does not determine a conflict. Rather, as indicated in TAG Attachment D, the Project Applicant must provide substantiating information to help determine whether the proposed project precludes the City's implementation of any adopted policy and/or program that was adopted to protect the environment. A mere conflict with adopted transportation related policies, or standards that require administrative relief or legislative change does not in itself constitute an impact.
- If vacation of a public right-of-way, or relief from a required street dedication is sought as part of a proposed project, an assessment should be made as to whether the right-of-way in question is necessary to serve a long-term mobility need, as defined in Mobility Plan 2035, transportation specific plan, or other planned improvement in the future.

Per Section 2.1.4 of the TAG, the analysis of cumulative impacts may be quantitative or qualitative. Each of the plans, ordinances, and policies reviewed to assess potential conflicts with proposed projects should be reviewed to assess cumulative impacts that may result from the proposed project in combination with other development projects in the study area. In addition, the cumulative analysis should also consider planned transportation system improvements within the study area as identified in consultation with LADOT.

Related projects to be considered in the cumulative analysis are known development projects located within a one-half mile radius of the Project Site. The list of related projects and location of related projects in relation to the Project Site are identified in *Table 3-2* and *Figure 3-12*.

4.1.3 Review of Project Consistency

This section provides a summary of the consistency review that compares the characteristics of the Project and site design features (i.e., including the site access and circulation scheme) with the City's relevant plans and policies. *Appendix E* provides the Plans, Policies, and Programs Worksheet from the TAG, and provides additional detail regarding the plans, programs, ordinances, and policies review.

As confirmed in *Appendix E*, the Project would not conflict with the relevant City plans, policies and programs and does not include any features that would preclude the City from completing and complying with these guiding documents and policy objectives. The Project is most likely not required to make modifications to the public right-of-way but will make any modifications to the public right-of-way as required by BOE. The Project will not conflict with plans or policies such as LADOT's Manual of Policy and Procedures (MPP) Section 321, Driveway Design, and the Citywide Design Guidelines – Guideline 2. The Project has been found to be consistent with the greenhouse gas (GHG) reduction targets forecasted in *Connect SoCal*, the Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Additionally, the Project has been found to be consistent with the transportation-related elements of the Plan for a Healthy Los Angeles (Healthy LA), Vision Zero, the Mobility Hubs Reader's Guide, the City's Walkability Checklist, and the Mission Hills-Panorama City-North Hills Community Plan.

Therefore, the Project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities, and the impact would therefore be "less than significant". Furthermore, the Project Applicant will comply with existing applicable City ordinances (e.g., the City's existing TDM Ordinance in LAMC Section 12.26.J) and other requirements pursuant to the LAMC. It is noted that the City's TDM Ordinance is currently being updated. Although not yet adopted, the Project Applicant will comply with the terms of the proposed TDM Ordinance update, which is expected to be completed prior to the anticipated construction of the Project.

4.1.4 Review of Cumulative Consistency

Per Section 2.1.4 of the TAG, the analysis of cumulative consistency requires consultation and confirmation with LADOT and the City's Department of City Planning (LADCP).

As with the Project, the related projects would include adequate bicycle facilities and include high density urban uses in proximity to the nearby multimodal transportation facilities. The related projects, as with the Project, would not conflict with adjacent street designations and classifications. Accordingly, there would be no significant cumulative impacts to which both the Project and other nearby related projects contribute to in regard to transportation policies or standards adopted to protect the environment and support multimodal transportation options and a reduction in VMT.

Based on the discussion and conclusion in the preceding Subsection 4.1.3, the guiding language contained in the City's TAG, and review of related projects in the Project vicinity, this documentation is sufficient to demonstrate that there is also no cumulative inconsistency with the City's plans, policies, ordinances and programs, and therefore, the Project's cumulative impact would be less than significant. In addition, since the Project does not include any features that would preclude the City from completing and complying with these guiding documents and policy objectives, there is no cumulative inconsistency that can be determined.

4.2 VMT Analysis (Threshold T-2.1)

The State of California Governor's Office of Planning and Research (OPR) issued proposed updates to the CEQA Guidelines in November 2017 and an accompanying technical advisory guidance in April 2018 (*OPR Technical Advisory*) that amends the Appendix G question for transportation impacts to delete reference to vehicle delay and level of service and instead refer to Section 15064.3, subdivision (b)(1) of the CEQA Guidelines asking if the project will result in a substantial increase in vehicle miles traveled (VMT). Section 15064.3, subdivision (b)(1) states the following:

- Land Use Projects. Vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high-quality transit corridor should be presumed to cause a less than significant transportation impact. Projects that decrease vehicle miles traveled in the project area compared to existing conditions should be considered to have a less than significant transportation impact.

Comprehensive updates to the State CEQA Guidelines were certified and adopted by the California Natural Resources Agency in December 2018. Accordingly, the City adopted significance criteria for transportation impacts based on VMT for land use projects and plans in accordance with the amended Appendix G question:

- Threshold T-2.1: For a land use project, would the project conflict or be inconsistent with CEQA guidelines section 15064.3, subdivision (b)(1)?

For land use projects, the intent of this threshold is to assess whether a land use project causes substantial VMT impacts. The City has developed the following screening and impact criteria to address this question. The criteria below are based on the OPR technical advisory but reflect local considerations.

If the project requires discretionary action, and the answer is no to either T-2.1-1 or T-2.1-2, further analysis will not be required for CEQA Threshold T-2.1, and a “no impact” determination can be made for that threshold:

- T-2.1-1: Would the land use project generate a net increase of 250 or more daily vehicle trips?

For purposes of screening the daily vehicle trips, a proposed project’s daily vehicle trips should be estimated using the City’s VMT Calculator tool or the most recent edition of the ITE *Trip Generation Manual*. TDM strategies should not be considered for the purposes of screening. If existing land uses are present on the project site or there were previously terminated land uses that meet the criteria for trip credits described in the trip generation methodology discussion (refer to Subsection 3.3.4.1 of the TAG), the daily vehicle trips generated by the existing or qualified terminated land uses can be estimated using the VMT Calculator tool and subtracted from the proposed project’s daily vehicle trips to determine the net increase in daily vehicle trips.

- T-2.1-2: Would the project generate a net increase in daily VMT?

For the purpose of screening the VMT, a project’s daily VMT should be estimated using the City’s VMT Calculator tool or the City’s Travel Demand Forecasting (TDF) model. TDM strategies should not be considered for the purpose of screening. If existing land uses are present on the project site or there were previously terminated land uses that meet the criteria for trip credits description in the trip generation methodology discussion (refer to Subsection 3.3.4.1 of the TAG), the daily VMT generated by the existing or qualified terminated land uses can be estimated using the City VMT Calculator tool and subtracted from the project’s daily VMT to determine the net increase in daily VMT.

In addition to the above screening criteria, the portion of, or the entirety of a project that contains small-scale or local serving retail uses⁹ are assumed to have less than significant VMT impacts. If the answer to the following question is no, then that portion of the project meets the screening criteria, and a no impact determination can be made for the portion of the project that contains retail uses. However, if the retail project is part of a larger mixed-use project, then the remaining portion of the project may be subject to further analysis in accordance with the above screening criteria. Projects that include retail uses in excess of the screening criteria would need to evaluate the entirety of the project’s VMT, as specified in Subsection 2.2.4 of the TAG.

- If the project includes retail uses, does the portion of the project that contain retail uses exceed a net 50,000 square feet?

⁹ As noted in the TAG, the definition of retail for this purpose includes restaurant.

4.2.1 Impact Criteria and Methodology

Per Section 2.2.3 of the TAG, a development project will have a potential VMT impact if the project meets the following:

- For residential projects, the project would generate household VMT per capita exceeding 15% below the existing average household VMT per capita for the Area Planning Commission (APC) area in which the project is located.
- For office projects, the project would generate work VMT per employee exceeding 15% below the existing average work VMT per employee for the APC in which the project is located.
- For regional serving retail projects, the project would result in a net increase in VMT.
- For other land use types, measure VMT impacts for the work trip element using the criteria for office projects above.

Different VMT significance thresholds have been established for each APC boundary area as the characteristics of each are distinct in terms of land use, density, transit availability, employment, etc. The City's significance thresholds (i.e., provided on a daily household VMT per capita basis and a daily work VMT per employee basis) for each of the seven APC boundary areas are presented in **Table 4-1**. As the Project Site is located within the North Valley APC, the VMT impact criteria (i.e., 15% below the APC average) applicable to the Project is 15.0 Daily Work VMT per Employee.

The impact methodology set forth in the TAG for charter elementary school projects such as the Project is as follows:

- Office Projects. Charter elementary school projects should be treated as office projects for screening and analysis. Daily vehicle trips, daily VMT, and daily work VMT per employee for office projects should be estimated using the VMT calculator tool. TDM strategies to be included as project design features should be considered in the estimation of a project's daily vehicle trips and VMT.

4.2.2 Summary of Project VMT Analysis

The daily vehicle trips and VMT expected to be generated by the Project were forecast using Version 1.3 of the City's VMT Calculator tool. Copies of the detailed City of Los Angeles VMT Calculator worksheets for the proposed Project are contained in *Appendix C*. As indicated in the summary VMT Calculator worksheet, the Project is forecast to generate the following:

- As described in Section 2.10 herein, the Project will include bicycle parking per LAMC as a Project Design Feature.
- The Project, with the inclusion of the bicycle parking per LAMC as a Project Design Feature, is estimated to generate a total of 1,144 daily vehicle trips.

Table 4-1
CITY OF LOS ANGELES VMT IMPACT CRITERIA [1]

AREA PLANNING COMMISSION	15% BELOW APC CRITERIA [2]	
	DAILY HOUSEHOLD VMT PER CAPITA	DAILY WORK VMT PER EMPLOYEE
Central	6.0	7.6
East Los Angeles	7.2	12.7
Harbor	9.2	12.3
<u>North Valley</u>	<u>9.2</u>	<u>15.0</u>
South Los Angeles	6.0	11.6
South Valley	9.4	11.6
West Los Angeles	7.4	11.1

[1] Source: *LADOT Transportation Assessment Guidelines*, July 2020.

- [2] The development project will have a potential impact if the project meets the following:
- For residential projects, the project would generate household VMT per capita exceeding 15% below the existing average household VMT per capita for the APC area in which the project (refer to above [source: Table 2.2-1 of the TAG]).
 - For office projects, the project would generate work VMT per employee exceeding 15% below the existing average work VMT per employee for the APC in which the project is located (refer to above [source: Table 2.2-1 of the TAG]).
 - For retail projects, the project would result in a net increase in VMT.
 - For other land use types, measure VMT impacts for the work trip element using the criteria for office project above (source: Table 2.2-1 of the TAG).

- The estimated Daily Work VMT per Employee for the Project with the inclusion of the Project Design Feature is 16.8 Daily Work VMT per Employee, which is greater than the North Valley APC significance threshold of 15.0 Daily Work VMT per Employee. Therefore, the Project would result in a significant Daily Work VMT per Employee impact prior to the consideration of potential mitigation measures.
- Mitigation Measures have been identified to reduce the Daily Work VMT per Employee impact to a less than significant level. As described in Section 2.10, the Project will utilize: 1) promotions and marketing tools to educate and inform employees about alternative transportation options and the effects of their travel choices; and 2) implement a ride-share program as Mitigation Measures.
- The Project, with the inclusion of the Project Design Feature and Mitigation Measures described in Section 2.10 herein, is estimated to generate a total of 1,088 daily vehicle trips.
- The estimated Daily Work VMT per Employee for the Project with the inclusion of the Project Design Feature and Mitigation Measures is 14.6 Daily Work VMT per Employee, which is less than the North Valley APC significance threshold of 15.0 Daily Work VMT per Employee.

Based on the above, the Project, with inclusion of the TDM strategies as Project Design Features and Mitigation Measures, would not result in a significant Daily Work VMT per Employee impact. Therefore, no further mitigation is necessary as it relates to VMT.

4.2.3 Summary of Cumulative VMT Analysis

As stated in Section 2.2.4 of the City's TAG document, analyses should consider both short-term and long-term project effects on VMT. Short-term effects are evaluated in the detailed Project-level VMT analysis summarized above. Long-term, or cumulative, effects are determined through a consistency check with the SCAG RTP/SCS. The RTP/SCS is the regional plan that demonstrates compliance with air quality conformity requirements and GHG reduction targets. As such, projects that are consistent with this plan in terms of development, location, density, and intensity, are part of the regional solution for meeting air pollution and GHG goals. Projects that are deemed to be consistent would have a less than significant cumulative impact on VMT. Development in a location where the RTP/SCS does not specify any development may indicate a significant impact on transportation. However, as noted in the City's TAG document, for projects that do not demonstrate a project impact by applying an efficiency-based impact threshold (i.e., VMT per capita or VMT per employee) in the analysis, a less than significant project impact conclusion is sufficient in demonstrating there is no cumulative VMT impact. Projects that fall under the City's efficiency-based impact thresholds are already shown to align with the long-term VMT and GHG reduction goals of SCAG's RTP/SCS.

Based on the above Project-related VMT analysis and the conclusions reported in Subsection 4.2.2 (i.e., which conclude that the Project falls under the City's efficiency-based impact thresholds and thus are already shown to align with the long-term VMT and GHG reduction goals of SCAG's RTP/SCS), no cumulative VMT impacts are anticipated. Therefore, a "no impact" determination can be made as it relates to the Project's cumulative VMT impact.

4.3 Geometric Design (Threshold T-3)

As stated in the City's TAG (refer to Section 2.4.1 thereof), impacts regarding the potential increase of hazards due to a geometric design feature generally 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/vehicle, vehicle/bicycle, or vehicle/pedestrian conflicts as well as to operational delays caused by vehicles slowing and/or queuing to access a project site. These conflicts may be created by the driveway configuration or through the placement of project driveway(s) in areas of inadequate visibility, adjacent to bicycle or pedestrian facilities, or too close to busy or congested intersections. Evaluation of access impacts require details relative to project land use, size, design, location of access points, etc. These impacts are typically evaluated for permanent conditions after project completion but can also be evaluated for temporary conditions during project construction. Project access can be analyzed in qualitative and/or quantitative terms, and in conjunction with the review of internal site circulation and access to parking areas. All proposed site access points should be evaluated.

4.3.1 Screening Criteria

If the project requires a discretionary action, and the answer is "yes" to either of the following questions, further analysis will be required to assess whether the project would result in impacts due to geometric design hazards or incompatible uses:

- Is the project proposing new driveways, or introducing new vehicle access to the property from the public right-of-way?
 - Yes, the Project proposes to remove a portion of the existing shared driveway along the Project Site's Plummer Street frontage at the northwesterly portion of the Project Site, and proposes a new driveway approximately ten feet east of the Project Site's westerly frontage along Plummer Street. The new driveway would be located approximately 150 feet east of the Orion Avenue / Plummer Street intersection. The proposed Plummer Street driveway will provide access to the Project's on-site surface parking lot and student drop-off/pick-up area. The Project will remove the remaining three existing driveways along the Project Site's Plummer Street frontage. Thus, the number of driveways along the Project Site's Plummer Street frontage will be reduced to one driveway.
- 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 line, etc.)?

As stated in the City's TAG document (refer to Section 2.4.2 thereof), for the purpose of the screening for projects that are making physical changes to the public right-of-way, determine the street designation and improvement standard for any project frontage along streets classified as an Avenue or Boulevard (as designated in the City's General Plan) using the Mobility Plan 2035, or NavigateLA, an online portal managed by the City's Bureau of Engineering (BOE). If any street fronting the project site is an Avenue or Boulevard and it is determined that additional dedication, or physical modifications to the public right-of-way are proposed or required, the answer to this question is yes. For projects not subject to dedication and improvement requirements under the LAMC, though the project does propose dedications or physical modifications to the public right-of-way, which may also include new physical modifications along streets classified as either Collectors or Locals, the answer to this question is yes. Based on a review of the Project, the following answer is provided:

- The Project is most likely not required to make street dedications or improvements to the Project Site's Plummer Street frontage. However, BOE will make a final determination if any roadway dedications and/or widenings are required. The Project will make any dedications and/or improvements as required by BOE.

As the answer is "yes" to one of the screening criteria questions, further analysis is required to assess whether the Project would result in impacts due to geometric design hazards or incompatible uses.

4.3.2 Impact Criteria and Methodology

The impact criteria set forth in Appendix G of the CEQA Guidelines, as well as the City's TAG for substantially increasing hazards due to a geometric design feature or incompatible use (referred to a Threshold T-3) is defined as follows:

- Threshold T-3: Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?
 - No, the Project would not substantially increase hazards due to a geometric design feature. Vehicular access to the Project Site will be provided via the proposed driveway along the Project Site's Plummer Street frontage, which will accommodate right-turn ingress and egress movements only (i.e., left-turn ingress and egress movements will not be permitted) and reduce potential vehicle conflicts with pedestrians and bicyclists. The proposed driveway would be located approximately 150 feet east of the Orion Avenue / Plummer Street intersection. The Project proposes to remove a portion of the existing shared driveway along Plummer Street at the northwesterly portion of the Project Site, as well as the remaining three existing driveways along the Project Site's Plummer Street frontage. Thus, the number of driveways along the Project Site's Plummer Street frontage will be reduced to one driveway.

Preliminary project access plans are to be reviewed in light of commonly accepted traffic engineering design standards to ascertain whether any deficiencies are apparent in the site access plans which would be considered significant. The determination of significance shall be on a case-by-case basis, considering the following factors:

- The relative amount of pedestrian activity at project access points.
- Design features/physical configurations that affect the visibility of pedestrians and bicyclists to drivers entering and exiting the site, and the visibility of cars to pedestrians and bicyclists.
- The type of bicycle facilities the project driveway(s) crosses and the relative level of utilization.
- The physical conditions of the site and surrounding area, such as curves, slopes, walks, landscaping or other barriers, that could result in vehicle/pedestrian, vehicle/bicycle, or vehicle/vehicle impacts.
- The project location, or project-related changes to the public right-of-way, relative to proximity to the High Injury Network or a Safe Routes to School program area.
- Any other conditions, including the approximate location of incompatible uses that would substantially increase a transportation hazard.

With respect to vehicle, bicycle and pedestrian safety impacts, the City's TAG (refer to Section 2.4.4 thereof) indicates that a review of all project access points, internal circulation, and parking access from an operational and safety perspective (for example, turning radii, driveway queuing, line of sight for turns into and out of project driveway[s]) should be conducted. Where project driveways would cross pedestrian facilities or bicycle facilities (bike lanes or bike paths), operational and safety issues related to the potential for vehicle/pedestrian and vehicle/bicycle conflicts and the severity of consequences that could result should be considered. In areas with moderate to high levels of pedestrian or bicycle activity, the collection of pedestrian or bicycle count data may be required.

4.3.3 Qualitative Review of Site Access Points

As discussed in Subsection 3.3.3 herein, the Project Site has frontage along Plummer Street, which is designated as an Avenue II with a posted speed limit of 40 miles per hour. Plummer Street runs parallel to the Project Site's northerly frontage, which provides excellent line of sight for all modes of travel (motorists, pedestrians, and bicyclists). The Project will include a pathway connecting the Project Site to the existing sidewalk provided along the Project Site's Plummer Street frontage, and signalized crossings are provided within convenient walking distance to the Project Site along Plummer Street. The Project will also make improvements as required by BOE to the sidewalk along the Project Site's Plummer Street frontage, including at the Project Site access point, to enhance the pedestrian experience, enhance connections to and from the pedestrian destinations in the direct vicinity of the Project Site, and reduce the potential

for vehicle/pedestrian conflicts at the proposed driveway. Further, as the student drop-off/pick-up area is internal to the Project Site, students will not have to utilize the public right-of-way to walk to and from the main school building.

The Project proposes to remove a portion of the existing shared driveway along the Plummer Street at the northwesterly portion of the Project Site, as well as the remaining three existing driveways along the Project Site's Plummer Street frontage. The Project proposes a new driveway along Plummer Street, approximately ten feet east of the Project Site's westerly frontage. Thus, the number of driveways along the Project Site's Plummer Street frontage will be reduced to one driveway, and the Project would not conflict with LADOT MPP, Section 321.

The Project Site is located on relatively flat terrain, the physical condition of the Project Site and proposed entry/exit point would be improved in conjunction with the Project, and the proposed driveway will only accommodate right-turn ingress and egress movements (i.e., left-turn ingress and egress movements will not be permitted). Therefore, the potential for vehicle/pedestrian, vehicle/bicycle, or vehicle/vehicle impacts would be reduced. The Project Site's frontage along Plummer Street is not noted in the City's HIN.

The proposed driveway would not require the removal or relocation of existing passenger transit stops and would be designed and configured to avoid or minimize potential conflicts with transit services and pedestrian traffic. Security gates or other parking control features proposed along the Project Site driveway would not be in close proximity to the public right-of-way. As discussed in Section 2.6 and Section 5.2 herein, no excessive vehicle queuing is anticipated at the Project Site driveway. The driveway will be designed to meet City standards to ensure adequate maneuvering by vehicles entering and exiting the Project Site.

Given the existing physical conditions of the Project Site, planned pedestrian enhancements, and compliance with LADOT MPP, Section 321 regarding the proposed driveway along the Project Site's Plummer Street frontage, no safety concerns related to geometric design are noted. Therefore, it can be determined that the Project would not substantially increase hazards due to a geometric design feature or incompatible use, and a less than significant impact determination can be reached.

4.4 Freeway Safety Analysis

It is noted that the City issued an interim guidance on the preparation of a freeway safety analysis for land use projects.¹⁰ If the answer is "yes" to the following question, a freeway safety analysis will be required to assess whether the Project would lengthen a forecasted off-ramp queue and create speed differentials between vehicles exiting freeway off-ramps and vehicles operation on the freeway mainline:

- Does the land use Project add 25 or more trips to any nearby freeway off-ramp serving the Project Site in either the morning or afternoon peak-hour?

¹⁰ *LADOT Transportation Assessments – Interim Guidance for Freeway Safety Analysis*, City of Los Angeles Department of Transportation, May 2020.

- No, the Project does not add 25 or more trips to any nearby freeway off-ramp serving the Project Site in either the morning or afternoon peak hour. As indicated in *Table 2-1*, the Project is expected to generate 243 inbound trips during the AM peak hour and 35 inbound trips during the PM peak hour. It is noted that approximately 5% of inbound Project trips are expected to utilize each freeway off-ramp for nearby freeways in the Project vicinity, such as the I-405 freeway. Therefore, the Project would generate a maximum of 12.2 peak hour trips utilizing each nearby freeway off-ramps serving the Project Site. It should also be noted that if as much as 10% of inbound Project trips were assumed to utilize a nearby freeway off-ramp serving the Project Site, the Project would still add less than 25 trips to the off-ramp.

As the answer is “no” to the screening criteria question (i.e., the Project will not add 25 or more trips to nearby freeway off-ramps serving the Project Site during either the AM or PM peak hour), a freeway safety analysis is not required, and the Project would result in a less than significant freeway safety impact.

4.5 CEQA Transportation Measures

4.5.1 Transportation Demand Management

The Project includes three TDM strategies as Project Design Features and Mitigation Measures and are described in detail in Section 2.10 above. The TDM strategies include:

- Promotions and Marketing;
- Ride-Share Program; and
- Include Bicycle Parking per LAMC.

The Project Applicant will comply with existing applicable City ordinances (e.g., the City’s existing TDM Ordinance, referred to in LAMC Section 12.26.J)) and the other requirements per the City’s Municipal Code. It is noted that the City’s TDM Ordinance is currently being updated. Although not yet adopted, the Project Applicant will comply with the terms of the proposed TDM Ordinance update, which is expected to be completed prior to the anticipated construction of the Project.

4.5.2 CEQA Transportation Summary

Based on the analysis and findings above, the Project will not conflict with City plans, policies, ordinances and programs, will not result in a significant VMT impact, will not substantially increase hazards due to a geometric design feature, and will not cause a freeway safety impact. Therefore, a “less than significant” determination can be made as related to the CEQA analysis.

5.0 NON-CEQA ANALYSIS

The authority for requiring non-CEQA transportation analysis and potentially requiring improvements to address identified deficiencies lies in the City's Site Plan Review authority as established in LAMC Section 16.05. As provided in Section 16.05:

“The purposes of site plan review are to promote orderly development, evaluate and mitigate significant environmental impacts, and promote public safety and the general welfare by ensuring that development projects are properly related to their sites, surrounding properties, traffic circulation, sewers, other infrastructure and environmental setting; and to control or mitigate the development of projects which are likely to have a significant adverse effect on the environment as identified in the City's environmental review process, or on surrounding properties by reason of inadequate site planning or improvements.”

Additional authority is found in other City ordinances, such as certain transportation specific plans. The impacts, also referred to as deficiencies, discussed in the City's TAG are not intended to be interpreted as thresholds of significance, or significance criteria for purposes of CEQA review unless otherwise specifically identified (refer to Section 4.0).

5.1 Pedestrian, Bicycle, and Transit Access

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

5.1.1 Screening Criteria

Per Section 3.2.2 of the TAG, if the answer is “yes” to all of the following questions, further analysis is required to assess whether the Project would negatively affect existing pedestrian, bicycle, or transit facilities:

- Does the land use project involve a discretionary action that would be under review by LADCP?
 - Yes, the Project involves a discretionary action that would be under review by LADCP.
- Does the land use project include the construction, or addition of 50 dwelling units or guestrooms or combination thereof, or 50,000 square feet of non-residential space?
 - No, Project involves the construction of a two-story charter elementary school, which will include 33,946 square feet of building floor area. The ground floor of the building includes approximately 21,626 square feet of floor area, and the second floor includes approximately 12,320 square feet of floor area.

- Would the project generate a net increase of 1,000 or more daily vehicle trips, or is the project's frontage along a street classified as an Avenue or Boulevard (as designated in the City's General Plan) 250 linear feet or more, or is the project's building frontage encompassing an entire block along a street classified as an Avenue or Boulevard (as designated in the City's General Plan)?
 - Yes, the Project will generate a net increase of 1,000 or more daily vehicle trips. As indicated on the Screening Tab of the City's VMT Calculator (Page 1 of *Appendix C*), the Project will generate 1,144 net new daily vehicle trips. The Project Site's frontage along Plummer Street, which is designated as an Avenue II, is approximately 272 feet. The Project Site's frontage along Grand Avenue or Olive Street does not encompass an entire block.

As the answer is "no" to one of the screening criteria questions, further analysis is not required to assess whether the Project would negatively affect existing pedestrian, bicycle, or transit facilities. However, an analysis has nonetheless conservatively been prepared to evaluate whether the Project would negatively affect existing pedestrian, bicycle, or transit facilities in the Project vicinity.

5.1.2 Evaluation Criteria

Factors to consider when assessing a project's potential effect on pedestrian, bicycle and transit facilities, include, but are not limited to, the following:

- Would a project directly or indirectly result in a permanent removal or modification that would lead to the degradation of pedestrian, bicycle, or transit facilities, such as:
 - Removal or degradation of existing sidewalks, crosswalks, pedestrian refuge islands, and/or curb extensions/bulbouts.
 - Removal or degradation of existing bikeways and/or supporting facilities (e.g., bikeshare stations, on-street bike racks/parking, bike corrals, etc.).
 - Removal or degradation of existing transit and/or local circulator facilities including stop, bench, shelter, concrete pad, bus lane, or other amenities.
 - Removal of other existing transportation system elements supporting sustainable mobility.
 - Increase street crossing distance for pedestrians; increase in number of travel/turning lanes; increase in turning radius or turning speeds.
 - Removal, degradation, or narrowing of an existing sidewalk, path, crossing, or pedestrian access way.

- Removal or narrowing of existing sidewalk-street buffering elements (e.g., curb extension, parkway, planting strip, street trees, etc.).
- Would a project intensify use of existing pedestrian, bicycle, or transit facilities, such as:
 - Increase in pedestrian or vehicle volume, and thereby increase the need or attraction to cross a street at unmarked pedestrian crossings or unsignalized or uncontrolled intersections where a crossing is not available without significant rerouting. Refer to the Guidelines for Marked Crosswalks Across Uncontrolled Locations, in LADOT's MPP Section 344, or Guidelines for Traffic Signals in MPP Section 353 to determine approval and warrant criteria for an additional crossing.
 - Result in new pedestrian demand between project site entries/exits and major destinations or transit stops expected to serve the development where there are missing pedestrian facilities (e.g., gaps in the sidewalk network) or substandard pedestrian facilities (e.g., narrow or uneven sidewalks, no crosswalks at intersections or mid-block, no marked crossing, or push button crossing rather than actuated, etc.).
 - Increase transit demand at bus stops that lack marked crossings, with insufficient sidewalks, or are in isolated, or unlit areas.

The locations and descriptions of pedestrian, bicycle and transit facilities in the Project Site vicinity that could be affected by Project-related traffic or by users traveling between the Project Site and nearby destinations are presented in Section 3.0 herein. Potential pedestrian destinations located within an approximately one-quarter mile (i.e., 1,320 feet) radius from the Project Site are noted in *Figure 3-1*. The existing pedestrian and transit facilities within an approximately one-quarter mile (i.e., 1,320 feet) radius from the Project Site are noted in *Figure 3-2*. The location of the City's PEDs and TEN within the immediate Project Site vicinity and in the surrounding area are shown in *Figures 3-3* and *3-7*, respectively. The location of the existing and future bicycle facilities within the immediate Project Site vicinity and in the surrounding area is shown in *Figure 3-5*.

5.1.3 Results of Qualitative Access Review

Table 5-1 summarizes the City's criteria associated with the two guiding questions regarding the pedestrian, bicycle, and transit access assessment and the determination of potential Project-related effects on the subject facilities in the vicinity of the Project. The determination is based on whether the Project would create deficiencies that could be physical (through removal, modification, or degradation of facilities) or demand-based (by adding pedestrian or bicycle demand to inadequate facilities). As indicated in *Table 5-1*, it is determined the Project does not include features that would permanently remove, adversely modify, or degrade pedestrian, bicycle, and transit facilities in the Project vicinity. As also noted in *Table 5-1*, it is determined that it is possible that the Project may intensify use of pedestrian, bicycle, and transit facilities in the Project vicinity. However, such nominally intensified use is not expected to result in a deficient condition. As also shown in *Table 5-1*, the Project has the potential to nominally

**Table 5-1
PROJECT EVALUATION OF PEDESTRIAN, BICYCLE, AND TRANSIT ACCESS**

16-May-22

CRITERIA	PROJECT RESPONSE	FURTHER QUANTITATIVE ASSESSMENT?
<i>PERMANENT REMOVAL OR MODIFICATION OF FACILITIES</i>		
Removal or degradation of existing sidewalks, crosswalks, pedestrian refuge islands, and/or curb extensions/bulbouts.	No	No
Removal or degradation of existing bikeways and/or supporting facilities (e.g., bikeshare stations, on-street bike racks/parking, bike corrals, etc.).	No	No
Removal or degradation of existing transit and/or local circulator facilities including stop, bench, shelter, concrete pad, bus lane, or other amenities.	No	No
Removal of other existing transportation system elements supporting sustainable mobility.	No	No
Increase street crossing distance for pedestrians; increase in number of travel/turning lanes; increase in turning radius or turning speeds.	No	No
Removal, degradation, or narrowing of an existing sidewalk, path, crossing, or pedestrian access way.	No	No
Removal or narrowing of existing sidewalk-street buffering elements (e.g., curb extension, parkway, planting strip, street trees, etc.).	No	No
<i>INTENSIFY USE OF FACILITIES</i>		
Increase in pedestrian or vehicle volume, and thereby increase the need or attraction to cross a street at unmarked pedestrian crossings or unsignalized or uncontrolled intersections where a crossing is not available without significant rerouting. Refer to the Guidelines for Marked Crosswalks Across Uncontrolled Locations, in LADOT's Manual of Policies and Procedures (MPP) Section 344, or Guidelines for Traffic Signals in MPP Section 353 to determine approval and warrant criteria for an additional crossing.	The Project may nominally increase pedestrians attempting to cross Plummer Street at Orion Avenue. Appendix D shows that the pedestrian volume across the east and west legs of the Orion Avenue / Plummer Street intersection (i.e., the northbound and southbound pedestrian volumes at the intersection) is significantly less than 20 pedestrians during each peak hour in the year 2015. Assuming these volumes are grown out to the year 2022, the pedestrian volume across the east and west legs of the Orion Avenue / Plummer Street intersection will still be less than 20 pedestrians during each peak hour. Thus, the need for a marked crosswalk is not warranted per LADOT MPP Section 344.	No
Result in new pedestrian demand between project site entries/exits and major destinations or transit stops expected to serve the development where there are missing pedestrian facilities (e.g., gaps in the sidewalk network) or substandard pedestrian facilities (e.g., narrow or uneven sidewalks, no crosswalks at intersections or mid-block, no marked crossing, or push button crossing rather than actuated, etc.).	The Project may increase pedestrians walking to local destinations and/or transit stops. There are no observed missing pedestrian facilities along the routes to the destinations and transit stops. It is noted that the Project will make any required sidewalk improvements as determined by the City's Bureau of Engineering (BOE).	No
Increase transit demand at bus stops that lack marked crossings, with insufficient sidewalks, or are in isolated, unshaded, or unlit areas.	The Project may increase pedestrians walking to local transit stops. Transit stops for Metro Line 167 are provided at the Haskell Avenue / Plummer Street and Orion Avenue / Plummer Street intersections. Transit stops for Metro Lines 167 and 234 are provided at the Sepulveda Boulevard / Plummer Street intersection. The Haskell Avenue / Plummer Street and Sepulveda Boulevard / Plummer Street intersections are signalized and provide crosswalks with pedestrian phasing. Haskell Avenue, Orion Avenue, Sepulveda Boulevard, and Plummer Street are also provided with adequate street lighting.	No

increase pedestrian activity to an existing unmarked crossing (e.g., across Plummer Street at Orion Avenue). However, due to existing low pedestrian volumes across Plummer Street and the signalized crossings at the Haskell Avenue / Plummer Street and Sepulveda Boulevard / Plummer Street intersections in the Project vicinity, the potential increase in pedestrian activity is not expected to result in a deficient condition.

It is noted that Sepulveda Boulevard, east of Plummer Street within the direct vicinity of the Project Site (e.g., within one-quarter mile) has been identified within the HIN. If a proposed project results in significant transportation impacts, LADOT's Vision Zero group will review those specific locations and immediate vicinity for potential safety enhancements that are consistent with the City's Vision Zero initiative.

Based on this analysis, no Project-specific actions or improvements are recommended as it relates to pedestrian, bicycle, and transit access.

5.2 Project Access and Circulation Review

Project access and circulation constraints relate to the provision of access to and from the project site, and may include safety, operational, or capacity constraints. Constraints can be related to vehicular/vehicular, vehicular/bicycle, or vehicular/pedestrian constraints as well as to operational delays. These conflicts may be created by the driveway configuration or through the placement of Project driveway(s) in areas of inadequate visibility, adjacent to bicycle or pedestrian facilities, or too close to an intersection or crosswalk. The Project access and circulation has been evaluated for permanent conditions after Project completion. **Table 5–2** summarizes the vehicle queuing analysis prepared for each of the study locations for the representative intersection traffic movements for the weekday AM and PM peak hours. **Appendix F** contains the analysis data worksheets for the study intersections.

5.2.1 Screening Criteria

For land use projects, if the answer is “yes” to all of the following questions (refer to Section 3.3.2 of the TAG), further analysis will be required to assess whether the project would negatively affect project access and circulation:

- Does the land use project involve a discretionary action that would be under review by the Department of City Planning?
 - Yes, the Project will require a discretionary action that would be under review by the Department of City Planning.
- Would the land use project generate a net increase of 250 or more daily vehicle trips?
 - Yes, the Project will generate a net increase of 250 or more daily vehicle trips per the City's VMT Calculator. As indicated on the Screening Tab of the VMT Calculator (Page 1 of *Appendix C*), the Project would generate 1,144 net new daily vehicle trips. The Project will also generate a net increase of 250 or more daily vehicle trips per the

Table 5-2
SUMMARY OF DELAYS, LEVELS OF SERVICE, AND VEHICLE QUEUING (1)
WEEKDAY AM AND PM PEAK HOURS

NO.	INTERSECTION	TRAFFIC MOVEMENT	PEAK HOUR	YEAR 2022 EXISTING				YEAR 2022 EXISTING W/ PROJECT				YEAR 2024 FUTURE W/O PROJECT				YEAR 2024 FUTURE W/ PROJECT			
				DELAY [2]	LOS [3]	QUEUE [4]	CHANGE IN QUEUE [5]	DELAY [2]	LOS [3]	QUEUE [4]	CHANGE IN QUEUE [5]	DELAY [2]	LOS [3]	QUEUE [4]	CHANGE IN QUEUE [5]	DELAY [2]	LOS [3]	QUEUE [4]	CHANGE IN QUEUE [5]
1	Haskell Avenue / Plummer Street (Signalized)	NB Left	AM	80.7	F	143.6	0.0	80.7	F	143.6	0.0	96.4	F	164.4	0.0	96.4	F	164.4	0.0
			PM	26.5	C	52.5	0.0	26.5	C	52.5	0.0	26.7	C	53.8	0.0	26.7	C	53.8	0.0
		NB Through	AM	24.1	C	194.9	15.8	24.6	C	210.7	15.8	24.4	C	204.4	15.7	24.8	C	220.1	15.7
			PM	28.9	C	309.0	2.8	29.1	C	311.8	2.8	29.6	C	321.0	3.4	29.8	C	324.4	3.4
		NB Right	AM	24.4	C	174.6	14.6	24.8	C	189.2	14.6	24.6	C	185.0	12.9	25.1	C	197.9	12.9
			PM	29.2	C	286.7	2.3	29.4	C	289.0	2.3	30.0	C	297.4	2.4	30.2	C	299.8	2.4
		SB Left	AM	31.6	C	74.4	61.2	37.0	D	135.6	61.2	32.6	C	80.6	67.3	39.4	D	147.9	67.3
			PM	48.2	D	130.0	15.5	52.4	D	145.5	15.5	54.6	D	147.4	19.7	61.0	E	167.1	19.7
		SB Through	AM	41.4	D	458.9	0.0	41.4	D	458.9	0.0	43.9	D	480.8	0.0	43.9	D	480.8	0.0
			PM	22.4	C	112.3	0.0	22.4	C	112.3	0.0	22.5	C	117.4	0.0	22.5	C	117.4	0.0
		SB Right	AM	42.5	D	423.5	0.0	42.5	D	423.5	0.0	45.1	D	443.8	0.0	45.1	D	443.8	0.0
			PM	22.5	C	107.1	0.0	22.5	C	107.1	0.0	22.6	C	112.1	0.0	22.6	C	112.1	0.0
2	Orion Avenue / Plummer Street (Unsignalized)	EB Left	AM	124.6	F	225.8	18.9	144.6	F	244.7	18.9	165.9	F	268.1	19.3	193.2	F	287.4	19.3
			PM	21.3	C	141.3	2.0	21.6	C	143.3	2.0	22.4	C	149.7	1.9	22.8	C	151.6	1.9
		EB Through	AM	15.1	B	283.8	19.9	15.8	B	303.7	19.9	15.7	B	301.5	21.7	16.4	B	323.2	21.7
			PM	23.5	C	508.1	5.2	23.8	C	513.3	5.2	25.0	C	538.0	5.6	25.3	C	543.6	5.6
		EB Right	AM	15.2	B	272.9	20.2	15.8	B	293.1	20.2	15.8	B	290.8	20.9	16.5	B	311.7	20.9
			PM	24.3	C	502.3	5.5	24.6	C	507.8	5.5	26.0	C	534.6	5.4	26.3	C	540.0	5.4
		WB Left	AM	41.7	D	201.6	16.5	48.5	D	218.1	16.5	49.7	D	226.1	15.2	58.8	E	241.3	15.2
			PM	52.9	D	93.8	0.6	53.8	D	94.4	0.6	58.9	E	101.0	0.8	59.9	E	101.8	0.8
		WB Through	AM	26.7	C	568.2	30.2	28.4	C	598.4	30.2	29.6	C	618.9	34.0	31.8	C	652.9	34.0
			PM	12.0	B	153.4	4.0	12.0	B	157.4	4.0	12.1	B	162.5	4.1	12.2	B	166.6	4.1
		WB Right	AM	27.9	C	568.5	33.5	30.0	C	602.0	33.5	31.5	C	624.9	39.9	34.3	C	664.8	39.9
			PM	12.0	B	147.7	3.5	12.1	B	151.2	3.5	12.2	B	155.8	3.6	12.2	B	159.4	3.6
3	Project Driveway / Plummer Street (Unsignalized)	NB Left/Through/Right	AM	2058.5	F	417.5	312.5	2995.3	F	730.0	312.5	2725.8	F	442.5	317.5	3914.1	F	760.0	317.5
			PM	42.6	E	60.0	7.5	40.8	E	67.5	7.5	52.7	F	72.5	10.0	51.1	F	82.5	10.0
		SB Left/Through/Right	AM	20.1	C	15.0	2.5	22.1	C	17.5	2.5	125.1	F	85.0	57.5	447.1	F	142.5	57.5
			PM	20.5	C	7.5	0.0	22.0	C	7.5	0.0	30.4	D	12.5	0.0	33.3	D	12.5	0.0
		EB Left	AM	16.0	C	2.5	0.0	16.4	C	2.5	0.0	16.8	C	2.5	0.0	17.3	C	2.5	0.0
			PM	9.1	A	2.5	0.0	9.1	A	2.5	0.0	9.2	A	2.5	0.0	9.2	A	2.5	0.0
		WB Left	AM	12.0	B	5.0	2.5	13.2	B	7.5	2.5	12.5	B	7.5	0.0	13.8	B	7.5	0.0
			PM	11.9	B	5.0	0.0	12.0	B	5.0	0.0	12.3	B	5.0	0.0	12.4	B	5.0	0.0
		NB Right	AM	--	--	--	60.0	23.4	C	60.0	60.0	--	--	--	65.0	25.5	D	65.0	65.0
			PM	--	--	--	10.0	14.9	B	10.0	10.0	--	--	--	12.5	15.4	C	12.5	12.5

Table 5-2 (Continued)
SUMMARY OF DELAYS, LEVELS OF SERVICE, AND VEHICLE QUEUING [1]
WEEKDAY AM AND PM PEAK HOURS

NO.	INTERSECTION	TRAFFIC MOVEMENT	PEAK HOUR	YEAR 2022 EXISTING				YEAR 2022 EXISTING W/ PROJECT				YEAR 2024 FUTURE W/O PROJECT				YEAR 2024 FUTURE W/ PROJECT			
				DELAY [2]	LOS [3]	QUEUE [4]	CHANGE IN QUEUE [5]	DELAY [2]	LOS [3]	QUEUE [4]	CHANGE IN QUEUE [5]	DELAY [2]	LOS [3]	QUEUE [4]	CHANGE IN QUEUE [5]	DELAY [2]	LOS [3]	QUEUE [4]	CHANGE IN QUEUE [5]
4	Sepulveda Boulevard / Plummer Street (Signalized)	NB Left	AM	295.9	F	949.2	322.1	F	1025.1	75.9	316.9	F	1009.8	F	343.3	1086.0	F	1086.0	76.2
			PM	36.0	D	95.4	36.2	D	100.4	5.0	36.2	D	99.6	D	36.4	104.5	D	104.5	4.9
		NB Through	AM	29.2	C	244.5	29.2	C	244.5	0.0	29.9	C	261.4	C	29.9	261.4	C	261.4	0.0
			PM	34.8	C	340.8	34.8	C	340.8	0.0	36.4	D	359.3	D	36.4	359.3	D	359.3	0.0
		NB Right	AM	38.9	D	314.0	38.9	D	314.0	0.0	40.7	D	330.8	D	40.7	330.8	D	330.8	0.0
			PM	29.3	C	188.6	29.3	C	188.6	0.0	29.7	C	197.2	C	29.7	197.2	C	197.2	0.0
		SB Left	AM	49.0	D	191.2	49.0	D	191.2	0.0	56.5	E	220.8	E	56.5	220.8	E	220.8	0.0
			PM	86.9	F	313.1	86.9	F	313.1	0.0	97.0	F	340.4	F	97.0	340.4	F	340.4	0.0
		SB Through	AM	38.0	D	393.7	40.3	D	418.6	24.9	41.5	D	429.3	D	45.1	460.0	D	460.0	30.7
			PM	29.0	C	248.2	29.2	C	251.9	3.7	29.7	C	265.2	C	29.9	268.7	C	268.7	3.5
		SB Right	AM	46.6	D	384.6	50.4	D	409.5	24.9	51.9	D	423.7	E	56.9	454.5	E	454.5	30.8
			PM	31.4	C	249.7	31.6	C	252.7	3.0	32.5	C	267.3	C	32.7	270.4	C	270.4	3.1
		EB Left	AM	47.2	D	69.5	155.5	F	283.6	214.1	81.6	F	139.3	F	301.9	462.6	F	462.6	323.3
			PM	33.6	C	103.8	36.2	D	132.3	28.5	36.8	D	125.1	D	41.4	160.7	D	160.7	35.6
		EB Through	AM	25.7	C	339.9	28.3	C	387.9	48.0	27.4	C	372.7	C	30.7	426.5	C	426.5	53.8
			PM	39.9	D	536.1	42.9	D	565.4	29.3	45.4	D	589.2	D	49.3	625.0	D	625.0	35.8
		EB Right	AM	25.8	C	322.7	28.6	C	364.0	41.3	27.6	C	353.7	C	31.2	401.5	C	401.5	47.8
			PM	40.8	D	518.7	44.1	D	548.3	29.6	46.8	D	573.2	D	51.2	608.9	D	608.9	35.7
		WB Left	AM	36.8	D	62.9	61.3	E	155.0	92.1	42.8	D	90.6	D	114.3	152.3	F	242.9	152.3
			PM	91.9	F	153.7	128.2	F	200.6	46.9	168.9	F	245.7	F	293.7	480.0	F	293.7	48.0
		WB Through	AM	34.1	C	471.6	34.1	C	471.6	0.0	38.7	D	523.1	D	38.7	523.1	D	523.1	0.0
			PM	22.1	C	252.1	22.1	C	252.1	0.0	22.5	C	265.2	C	22.5	265.2	C	265.2	0.0
		WB Right	AM	34.4	C	456.6	34.4	C	456.6	0.0	39.3	D	508.5	D	39.3	508.5	D	508.5	0.0
			PM	22.2	C	235.9	22.2	C	235.9	0.0	22.7	C	247.0	C	22.7	247.0	C	247.0	0.0

[1] Pursuant to LADOT's *Transportation Assessment Guidelines*, July 2020, the Highway Capacity Manual (HCM) methodology for signalized and unsignalized intersections was utilized to calculate vehicle queuing.

[2] Control delay reported in seconds per vehicle.

[3] Unsignalized Intersection Levels of Service were based on the following criteria:

Control Delay (s/veh)

<= 10

> 10-15

> 15-25

> 25-35

> 35-50

> 50

LOS

A

B

C

D

E

F

Signalized Intersection Levels of Service were based on the following criteria:

Control Delay (s/veh)

<= 10

> 10-20

> 20-35

> 35-55

> 55-80

> 80

LOS

A

B

C

D

E

F

[4] The 95th percentile queue is the maximum back of queue with 95th percentile traffic volumes. The HCM 6th Edition methodology worksheets report queues in number of vehicles, however an average vehicle length of 25 feet was assumed for analysis purposes. The reported queues therefore represent the calculated maximum back of queue in feet.

[5] Represents the change in calculated maximum back of queue (in feet) due to the addition of project-related traffic.

ITE *Trip Generation Manual*. As indicated in *Table 2-1*, the Project would generate 1,223 net new daily vehicle trips.

As the answer is “yes” to both of the screening criteria questions (i.e., the Project will require a discretionary action and the Project will generate more than 250 daily trips), further analysis is required to evaluate Project access, safety and circulation.

5.2.2 Evaluation Criteria

For operational evaluation of land use projects, the City’s TAG requires a quantitative evaluation of the Project’s expected access and circulation operations. Project access is considered constrained if the Project’s traffic would contribute to unacceptable queuing on an Avenue or 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:

- Spill over from turn pockets into through lanes.
- Block cross streets or alleys.
- 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 City’s TAG acknowledges that demand for curbside space has substantially increased due to the continued expansion of driver-for-hire transportation network companies (TNCs) and shared mobility services. As such, the TAG states that a transportation assessment should characterize the on-site loading demand of the project frontage and answer the following questions:

- Would the project result in passenger loading demand that could not be accommodated within any proposed on-site passenger loading facility?
 - No, as discussed in Section 2.6, student loading and unloading would occur in the drop-off/pick-up area located on-site. The on-site drop-off/pick-up area can accommodate approximately 33 queued vehicles, while the forecast peak demand of queued vehicles, which would occur during the morning student drop-off period, is ten vehicles. Therefore, vehicles are not expected to queue onto Plummer Street, and it is concluded that the drop-off/pick-up area can adequately accommodate passenger loading and unloading demand.
- Would accommodating the passenger loading demand create pedestrian or bicycle conflicts? Which curbside management options should be explored to better address passenger loading needs in the public right-of-way?
 - No pedestrian or bicycle conflicts due to potential loading/unloading activities are anticipated to occur because activity will occur in the drop-off/pick-up area within the

Project Site, minimizing the need to utilize the curbside surrounding the Project Site for loading and unloading. For any curbside loading/unloading zones that may be proposed by the Project Applicant, appropriate signage and pavement/curb markings will be required by the City and installed by the Applicant. Any installations that fall within the City's (public) right-of-way will require prior review and approval by LADOT.

5.2.3 Operational and Passenger Loading Evaluation Methodology

Based on coordination with LADOT staff and as presented in the transportation assessment MOU, the following four study intersections were identified for operational evaluation of whether the Project's traffic would contribute to unacceptable queuing on an Avenue or Boulevard:

1. Haskell Avenue / Plummer Street
2. Orion Avenue / Plummer Street
3. Project Driveway / Plummer Street
4. Sepulveda Boulevard / Plummer Street

The study locations were based on proximity to the Project Site and the importance of the intersections in terms of the Project's site access and circulation scheme.

The analysis was prepared based on the *Highway Capacity Manual*¹¹ (HCM) operational analysis methodology pursuant to the City's TAG. Intersection analyses were prepared utilizing the *HCS7* software package, which implements the HCM operational methods. In addition, specifics such as traffic volume data, lane configurations, crosswalk locations, posted speed limits, traffic signal timing and phasing for signalized locations, etc., were coded in the *HCS7* software. The operational analysis was prepared utilizing the following data previously presented herein:

- Project Peak Hour Traffic Generation: Refer to Subsection 2.9.1
- Project Trip Distribution and Assignment: Refer to Subsection 2.9.2
- Existing Vehicle Network: Refer to Section 3.3
- Existing Weekday AM and PM Hour Traffic Count Data: Refer to Section 3.4
- Related Projects (i.e., within a one-mile radius) and Ambient Traffic Growth: Refer to Section 3.5

¹¹ *Highway Capacity Manual 6th Edition*, Transportation Research Board of the National Academies of Sciences-Engineering-Medicine, 2016.

LADOT confirmed the appropriateness of the above data in the transportation assessment MOU it approved for the Project. The transportation assessment MOU is attached to this report in *Appendix A*.

The operational analysis of vehicle queuing at the study intersections was prepared for the following conditions:

- (a) Existing (2022) conditions.
- (b) Condition (a) with completion and occupancy of the Project.
- (c) Condition (a) plus one percent (1.0%) annual ambient traffic growth through year 2024 and with completion and occupancy of the related projects (i.e., Future Cumulative Baseline)
- (d) Condition (c) with completion and occupancy of the Project.

Pursuant to the City’s TAG, the HCM methodology for signalized and unsignalized intersections was utilized to calculate vehicle queuing. The operation analysis reports the control delay (in seconds), Levels of Service (LOS), and 95th percentile queues (in feet) for all approaches for the signalized intersections and the minor street approaches for the unsignalized intersections. The 95th percentile queue is the maximum back of queue with 95th percentile traffic volumes. The HCM 6th Edition methodology worksheets report queues in number of vehicles. As such, an average vehicle length of 25 feet, which includes the length of the vehicle and spacing between vehicles, was assumed for analysis purposes. The reported queues therefore represent the calculated maximum back of queue in feet. The summary of the operational analysis of the study intersections is provided in *Table 5–2*. The HCM methodology worksheets for the analyzed intersections are contained in *Appendix F*.

The existing traffic volumes at the study intersections during the weekday AM and PM peak hours are displayed in *Figure 3–11*. The “Existing with Project” traffic volumes at the study intersections during the weekday AM and PM peak hours are illustrated in *Figure 5–1*. The “Future Cumulative Baseline” (existing, ambient growth and related projects) traffic volumes at the study intersections during the weekday AM and PM peak hours are presented in *Figure 5–2*. The “Future Cumulative with Project” (existing, ambient growth, related projects, and Project) traffic volumes at the study intersections during the weekday AM and PM peak hours are illustrated in *Figure 5–3*.

As presented in *Table 5–2*, the Project would not cause or substantially extend vehicle queuing at the Haskell Avenue / Plummer Street signalized intersection during the weekday AM and PM peak hours. At this intersection, the change in queue length for individual traffic movements associated with the Project ranges from no change to a maximum of 61.2 feet (i.e., over two vehicles) under the “Existing with Project” scenario and from no change to a maximum of 67.3 feet (i.e., over two vehicles) under the “Future Cumulative with Project” scenario. It is noted that the existing and forecast peak queues in the left-turn lanes of the eastbound and westbound approaches are expected to exceed the available left-turn storage under all conditions (i.e.,

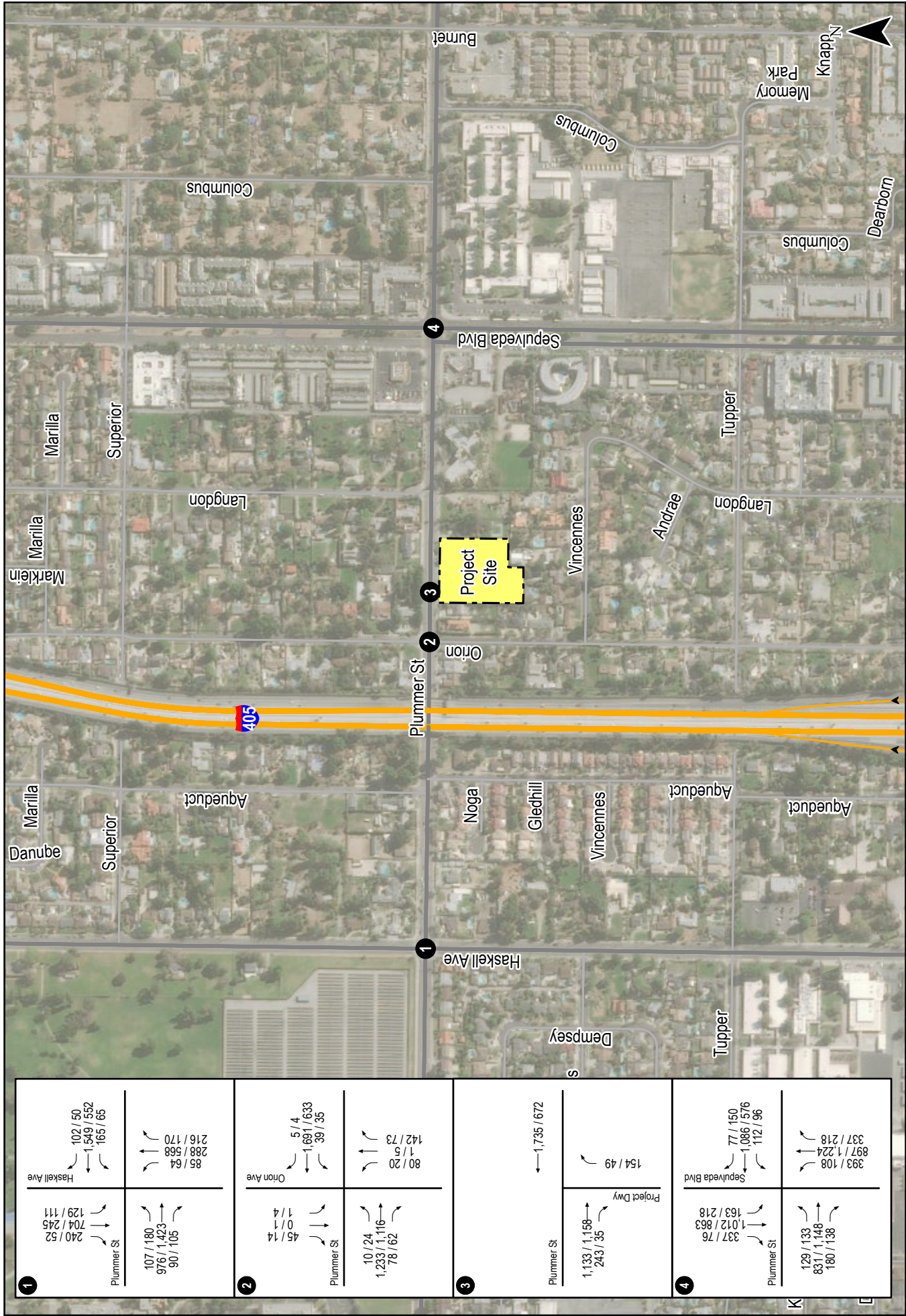


Figure 5-1
Existing with Project Traffic Volumes

#	Study Intersection	AM/PM Peak Hour Volumes
1	Plummer St / Orion Ave	AM/PM Peak Hour Volumes
2	Plummer St / Sepulveda Blvd	AM/PM Peak Hour Volumes
3	Plummer St / Langdon	AM/PM Peak Hour Volumes
4	Plummer St / Tupper	AM/PM Peak Hour Volumes

<p>1</p> <p>Plummer St</p> <p>107 / 180 976 / 1,423 90 / 105</p> <p>240 / 52 704 / 245 129 / 111</p> <p>Haskell Ave</p> <p>102 / 50 1,549 / 552 165 / 65</p>	<p>2</p> <p>Plummer St</p> <p>10 / 24 1,233 / 1,116 78 / 62</p> <p>45 / 14 0 / 1 1 / 4</p> <p>Orion Ave</p> <p>5 / 4 1,691 / 633 39 / 35</p> <p>80 / 20 1 / 5 142 / 73</p>	<p>3</p> <p>Plummer St</p> <p>1,133 / 1,158 243 / 35</p> <p>154 / 49</p> <p>Project Drwy</p> <p>1,735 / 672</p>	<p>4</p> <p>Plummer St</p> <p>129 / 133 831 / 1,148 180 / 138</p> <p>337 / 76 1,012 / 863 163 / 218</p> <p>Sepulveda Blvd</p> <p>77 / 150 1,086 / 576 112 / 96</p> <p>393 / 108 897 / 1,224 337 / 218</p>
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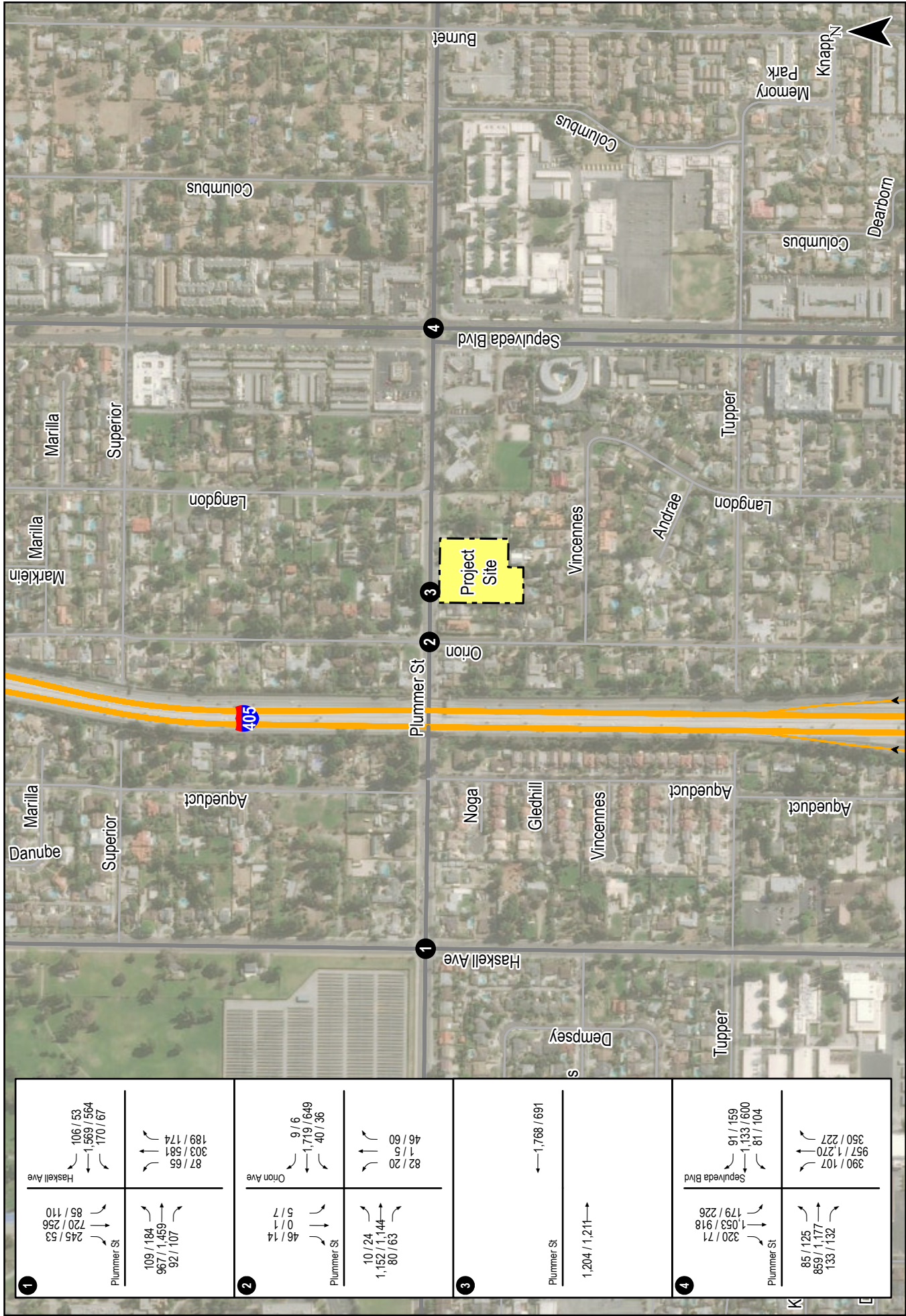


Figure 5-2
Future Cumulative Baseline Traffic Volumes

Study Intersection
 ↑↑ AM/PM Peak Hour Volumes

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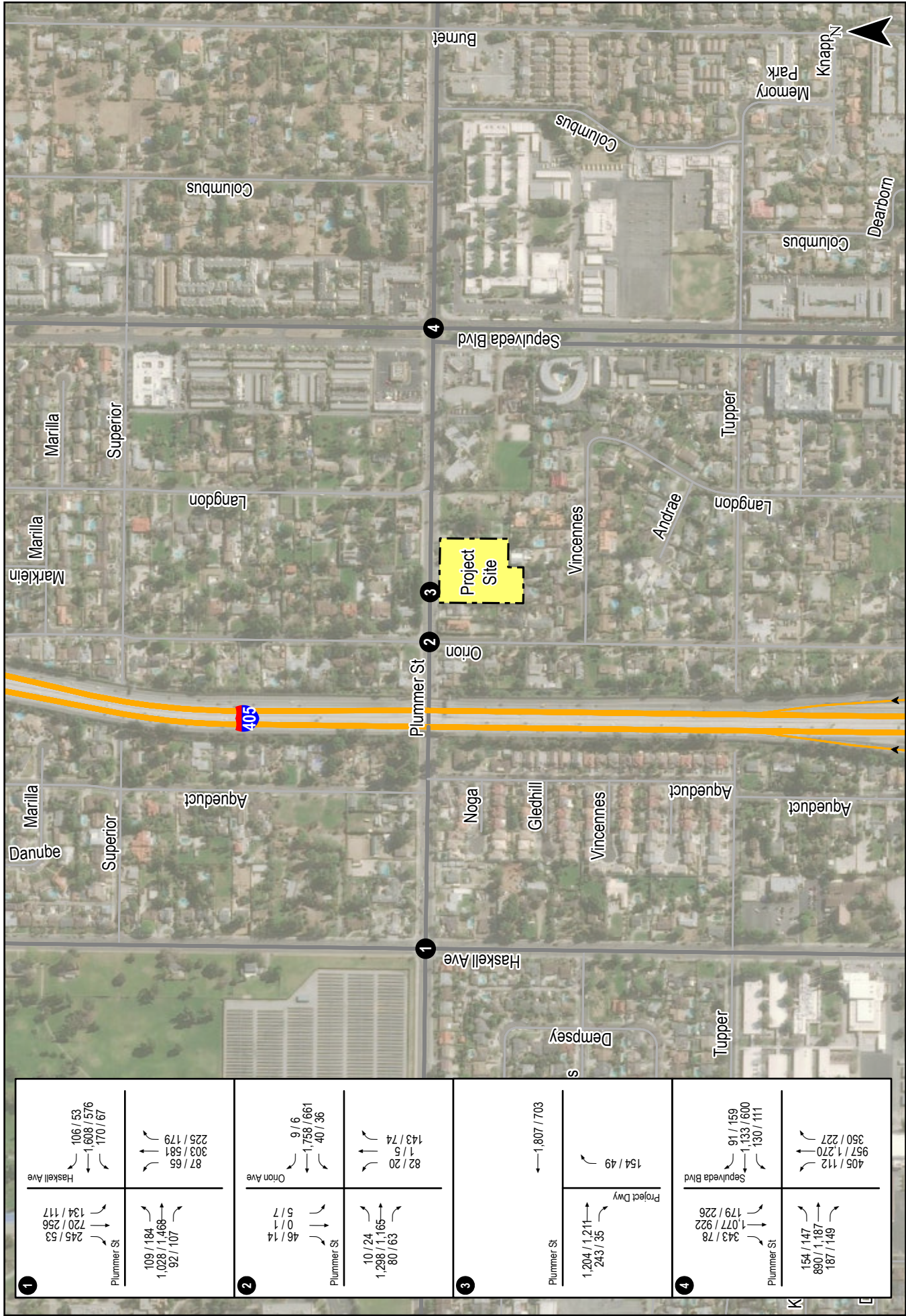


Figure 5-3
Future Cumulative with Project Traffic Volumes

Study Intersection
↑↑ AM/PM Peak Hour Volumes

“Existing” through “Future Cumulative with Project” conditions) during the AM peak hour. However, the Project-related contribution to peak vehicle queuing on the eastbound and westbound left-turn approaches is calculated to be less than one vehicle during the AM peak hour. Therefore, no modifications are proposed due to Project-related traffic. LADOT may monitor the intersection and modify traffic signal timing or roadway striping in the future, if needed.

At the Orion Avenue / Plummer Street unsignalized intersection, the change in queue length for individual traffic movements associated with the Project ranges from no change to a maximum of 312.5 feet (i.e., over 12 vehicles) under “Existing with Project” conditions and from no change to a maximum of 317.5 feet (i.e., less than 13 vehicles) under “Future Cumulative with Project” conditions. It is noted that the maximum change in queue length under “Future Cumulative with Project” conditions occurs on the northbound Orion Avenue approach during the AM peak hour. The peak queue in the single shared left-turn/through/right-turn lane of the northbound approach during the AM peak hour is 417.5 feet (i.e., less than 17 vehicles) under “Existing” conditions. It is noted that the AM peak hour peak queues on the northbound approach shown in *Table 5–2* are likely due to left-turning vehicles waiting for a gap in through traffic on Plummer Street. The Project is not expected to add to the existing or future northbound left-turn volume on northbound Orion Avenue at Plummer Street.

A field review was conducted to further evaluate the existing peak queue on the northbound approach during the AM peak hour. The field review was conducted on May 19, 2022 during the AM peak hour of 7:15 AM to 8:15 AM. The results of the review indicated the average queue on the northbound approach to be two vehicles, which were queued for less than one minute before turning onto Plummer Street. A peak queue of three vehicles was observed on the northbound approach, which were also queued for less than one minute before turning onto Plummer Street. Based on the field review, it is noted that the existing signalized intersections of Haskell Avenue / Plummer Street and Sepulveda Boulevard / Plummer Street may provide a greater number of gaps in the Plummer Street traffic flow than anticipated by the calculations in the *HCS7* software, thereby resulting in significantly less delays and queuing on the northbound Orion Avenue approach than reported in *Table 5–2*. Subsequently, it is concluded that the Project would not cause or substantially extend vehicle queuing at the Orion Avenue / Plummer Street unsignalized intersection during the weekday AM and PM peak hours.

The Project would not cause or substantially extend vehicle queuing at the Project Driveway / Plummer Street unsignalized intersection during the weekday AM and PM peak hours. At this intersection, the change in queue length for individual traffic movements associated with the Project ranges from 10.0 feet to a maximum of 60.0 feet (i.e., over two vehicles) under “Existing with Project” conditions and from 12.5 feet to a maximum of 65.0 feet (i.e., over two vehicles) under “Future Cumulative with Project” conditions.

At the Sepulveda Boulevard / Plummer Street signalized intersection, the change in queue length for individual traffic movements associated with the Project ranges from no change to a maximum of 214.1 feet (i.e., over eight vehicles) under “Existing with Project” conditions and

from no change to a maximum of 323.3 feet (i.e., approximately 13 vehicles) under “Future Cumulative with Project” conditions. It is noted that the maximum change in queue length under “Future Cumulative with Project” conditions occurs in the left-turn lane of the eastbound approach during the AM peak hour. LADOT may therefore consider monitoring this intersection and modify traffic signal timing if needed.

In addition, while the Project-related contribution to peak vehicle queuing is calculated to be approximately three vehicles in the left-turn lane of the northbound Sepulveda Boulevard approach during the AM peak hour, the peak queue in the left-turn northbound approach shown in *Table 5–2* is 949.2 feet (i.e., approximately 38 vehicles) under “Existing” conditions during the AM peak hour and significantly exceeds the available left-turn storage. It is noted that the forecast peak queues in the left-turn lane of the southbound approach are expected to exceed the available left-turn storage under all conditions during the PM peak hour. However, the Project will not contribute to peak vehicle queuing in the left-turn lane of the southbound approach. Lastly, the peak queues in the left-turn lane of the westbound approach are expected to exceed the available left-turn storage under “Existing with Project” conditions and “Future Cumulative with Project” conditions during the AM peak hour and under all conditions during the PM peak hour. The maximum change in queue length in the left-turn westbound approach during the AM peak hour due to Project-related traffic is 152.3 feet (i.e., approximately six vehicles). As previously mentioned, LADOT may therefore consider monitoring this intersection and modify traffic signal timing if needed.

The field review conducted on May 19, 2022 was also conducted at the Sepulveda Boulevard / Plummer Street intersection to further evaluate the existing peak queue on the northbound left-turn approach during the AM peak hour. The field review was conducted during the AM peak hour of 7:15 AM to 8:15 AM. The results of the review indicated the existing left-turn pocket could accommodate approximately 11 vehicles. The average queue on the left-turn northbound approach was observed to be eight vehicles, and the peak queue was observed to be 15 vehicles. It is noted that the peak queue of 15 vehicles would be queued for only a few seconds before the queue began moving upon the northbound left-turn green signal indication, after which the queue reduced to seven vehicles. Based on the field review, the existing left-turn pocket can generally accommodate the left-turn queues, which are significantly less than the queue reported in *Table 5–2* under “Existing” conditions during the AM peak hour. Subsequently, it is concluded that vehicle queueing at the northbound left-turn approach is not anticipated to substantially extend under all conditions during the weekday AM and PM peak hours. As aforementioned, LADOT may consider monitoring this intersection and modify traffic signal timing if needed.

It is envisioned that passenger loading/unloading will occur within the Project’s on-site drop-off and pick-up area. No pedestrian or bicycle conflicts due to potential loading/unloading activities are anticipated to occur. For any curbside loading/unloading zones that may be proposed by the Project Applicant, appropriate signage and pavement/curb markings will be required by the City and installed by the Applicant. Any installations that fall within the City’s (public) right-of-way will require prior review and approval by LADOT. Thus, it is envisioned that for any curbside loading/unloading zones proposed by the Applicant, on-street parking along the direct Project

frontage will not be allowed and some or most of the curbside space would be repurposed for loading/unloading operations.

5.3 Project Construction Effect on Nearby Mobility

The project construction evaluation addresses activity associated with project construction and major in-street construction of infrastructure projects.

5.3.1 Screening Criteria

For land use projects, if the answer is “yes” to any of the following questions, further analysis will be required to assess whether project construction would negatively affect pedestrian, bicycle, transit, or vehicle circulation:

- Would a project require construction activities to take place within the right-of-way of a Boulevard or Avenue (as designated in Mobility Plan 2035) which would necessitate temporary lane, alley, or street closures for more than one day (including day and evening hours, and overnight closures if on a residential street)?
 - Yes. The Project Site is adjacent to Plummer Street, which is designated as an Avenue II within Mobility Plan 2035. Construction of the Project may require temporary travel lane closures on Plummer Street related to utility work, delivery of construction equipment, etc. Such closures are expected to be temporary in nature; no overnight closures of travel lanes on Plummer Street are anticipated. A detailed Construction Staging and Traffic Management Plan (CSTMP) including the measures described herein will address temporary construction-related closures to minimize conflicts between construction activities and vehicular traffic.
- Would a project require construction activities to take place within the right-of-way of a Collector or Local Street (as designated in the Mobility Plan 2035) which would necessitate temporary lane, alley, or street closures for more than seven days (including day and evening hours, and including overnight closures if on a residential street)?
 - No. The Project does not have frontage along a roadway designated as a Collector or Local Street. In addition, temporary travel lane closures on Orion Avenue, designated as a Local Street – Standard within Mobility Plan 2035 and located west of the Project Site, due to Project construction are not anticipated. If closures were to be required, such closures are expected to be temporary in nature; no overnight closures of travel lanes on Orion Avenue are anticipated. As noted above, the CSTMP will include measures to address temporary construction-related closures to minimize conflicts between construction activities and vehicular traffic.
- Would in-street construction activities result in the loss of regular vehicle, bicycle, or pedestrian access, including loss of existing bicycle parking to an existing land use for more than one day, including day and evening hours and overnight closures if access is lost to residential units?

- Yes. Temporary closures of the sidewalks along the Project Site's Plummer Street frontage may be required during portions of the construction period. However, signs would be posted advising pedestrians of temporary sidewalk closures and providing alternative routes. Construction activities will not affect access to any other adjacent or nearby land uses. As noted above, the CSTMP will include measures to address temporary construction-related closures to minimize conflicts between construction activities and vehicular traffic, bicyclists, and pedestrians.
- Would in-street construction activities result in the loss of regular ADA pedestrian access to an existing transit station, stop, or facility (e.g., layover zone) during revenue hours?
 - Yes. Construction activities may require temporary closure of the sidewalk along the Project Site's Plummer Street frontage, which may result in temporary loss of ADA pedestrian access to the existing bus stop at the Orion Avenue / Plummer Street intersection during portions of the construction period. However, signs would be posted advising pedestrians of temporary sidewalk closures and providing alternative ADA routes to nearby transit stops located near the Project Site on Plummer Street. As noted above, the CSTMP will include measures to address temporary construction-related closures to minimize conflicts between construction activities and vehicular traffic, bicyclists, and pedestrians.
- Would in-street construction activities result in the temporary loss for more than one day of an existing bus stop or rerouting of a bus route that serves the project site?
 - Yes. Construction activities may require temporary closure of the sidewalk along the Project Site's Plummer Street frontage, which may result in temporary loss of an existing bus stop for Metro Line 167 along the south side of Plummer Street at the Orion Avenue / Plummer Street intersection. The Project Applicant would therefore prepare a CSTMP that would include coordination with Metro to address any potential conflicts with existing transit service. The CSTMP would also indicate the length of unavailability for the potentially affected bus stop and would indicate a nearby location to which the potentially affected stop could be temporarily relocated.
- Would construction activities result in the temporary removal and/or loss of on-street metered parking for more than 30 days?
 - No. While construction activities may require temporary removal and/or loss of on-street parking on Plummer Street for more than 30 days, these parking spaces are not metered.
- Would the project involve a discretionary action to construct new building of more than 1,000 square feet that require access for hauling construction materials and equipment from streets of less than 24-feet wide in a hillside area?
 - No. The Project Site is not located within a hillside area.

As the answer is “yes” to four of the screening criteria questions, further analysis is required to evaluate whether Project construction would negatively affect pedestrian, bicycle, transit, or vehicle circulation.

5.3.2 Evaluation Criteria and Methodology

The evaluation criteria for project construction are focused on whether the proposed project would adversely affect mobility in the project vicinity during the construction process. Specifically, the City’s TAG asks the following question: “Would construction of a project substantially interfere with pedestrian, bicycle, transit, or vehicle circulation and accessibility to adjoining areas?” Factors to be considered are the location of the project site, the functional classification of the adjacent street(s), the availability of alternate routes or additional capacity, temporary loss of bicycle parking, temporary loss of bus stops or rerouting of transit lines, the duration of temporary loss of access, the affected land uses, and the magnitude of the temporary construction activities.

Factors to consider when assessing a project construction’s potential effect on mobility in the project area include the following:

- Temporary transportation constraints:
 - The length of time of temporary street closures or closures of two or more travel lanes;
 - The classification of the street (major arterial, state highway) affected;
 - The existing congestion levels on the affected street segments and intersections;
 - Whether the affected street directly leads to a freeway on- or off-ramp or other state highway;
 - Potential safety issues involved with street or lane closures; and
 - The presence of emergency services (fire, hospital, etc.) located nearby that regularly use the affected street.
- Temporary loss of access:
 - The length of time of any loss of pedestrian or bicycle circulation past a construction area;
 - The length of time of any loss of vehicular, bicycle, or pedestrian access to a parcel fronting the construction area;
 - The length of time of any loss of ADA pedestrian access to a transit station, stop, or facility;

- The availability of nearby vehicular or pedestrian access within ¼ mile of the lost access; and
- The type of land uses affected, and related safety, convenience, and/or economic issues.
- Temporary Loss of Bus Stops or Rerouting of Bus Lines:
 - The length of time that an existing bus stop would be unavailable or that existing service would be interrupted;
 - The availability of a nearby location (within ¼ mile) to which the bus stop or route can be temporarily relocated;
 - The existence of other bus stops or routes with similar routes/destinations within a ¼-mile radius of the affected stops or routes; and
 - Whether the interruption would occur on a weekday, weekend or holiday, and whether the existing bus route typically provides service that/those day(s).

Descriptions of the Project location and physical setting are provided in Section 2.1 and Section 3.0 herein that apply to this analysis. Per Section 3.4.4 of the TAG, the evaluation of the Project construction includes a review of whether construction activity within the street right-of-way would require any of the following:

- Street, sidewalk, or lane closures.
- Block existing vehicle, bicycle, or pedestrian access along a street or to parcels fronting the street.
- Modification of access to transit stations, stops, or facilities during revenue hours.
- Closure or movement of an existing bus stop or rerouting of an existing bus line.
- Creation of transportation hazards.

The City's TAG notes that a comparison of the results to the evaluation criteria are to be provided in order to determine the level of impact. The summary of the Project construction evaluation criteria review in order to determine level of impact is provided in **Table 5-3**.

As presented in *Table 5-3*, it is concluded that Project construction would not result in the closure of two or more travel lanes on any one roadway and would not impede emergency access. However, Project construction may result in the temporary loss of a single travel lane on Plummer Street. Additionally, Project construction may result in the temporary loss of regular pedestrian access along the Project Site's Plummer Street frontage and may require relocation of existing bus transit stops or routes.

TABLE 5-3
QUALITATIVE REVIEW OF PROJECT CONSTRUCTION ACTIVITIES

16 July 22

CRITERIA	PROJECT RESPONSE	
	TEMPORARY TRANSPORTATION CONSTRAINTS	DESCRIPTION
The length of time of temporary street closures or closures of two or more travel lanes.	N/A	Project construction will not require street closures or closures of two or more travel lanes.
The classification of the street (major arterial, state highway) affected.	Avenue II	Plummer Street is classified as an Avenue II by the City of Los Angeles. Temporary closures of the sidewalks adjacent to the Project Site on Plummer Street may be required.
The existing congestion levels on the affected street segments and intersections.	N/A	Existing congestion levels are consistent with those experienced on major thoroughfares in the Project vicinity.
Whether the affected street directly leads to a freeway on- or off-ramp or other state highway	N/A	N/A
Potential safety issues involved with street or lane closures.	N/A	While safety issues are not anticipated, the Project Applicant will prepare a Construction Staging and Traffic Management Plan (CSTMP) which would detail any potential safety issues.
The presence of emergency services (fire, hospital, etc.) located nearby that regularly use the affected street.	Sepulveda Ambulatory Care Center and Los Angeles Fire Department Station No. 7	Sepulveda Ambulatory Care Center and Los Angeles Fire Department Station No. 7 located along Plummer Street are anticipated to regularly use Plummer Street. However, Project construction will not require closure of two or more travel lanes on Plummer Street.
TEMPORARY LOSS OF ACCESS		
The length of time of any loss of pedestrian or bicycle circulation past a construction area.	Unknown	The Project Applicant will prepare a CSTMP which would detail any loss of pedestrian or bicycle circulation past the construction of the Project.
The length of time of any loss of vehicular, bicycle, or pedestrian access to a parcel fronting the construction area.	Unknown	The Project Applicant will prepare a CSTMP which would detail any loss of vehicular, bicycle, or pedestrian access to a parcel fronting the construction area.
The length of time of any loss of ADA pedestrian access to a transit station, stop, or facility.	Unknown	The Project Applicant will prepare a CSTMP which would detail any loss of vehicular, bicycle, or pedestrian access to a parcel fronting the construction area.
The availability of nearby vehicular or pedestrian access within ¼ mile of the lost access.	Available	Sidewalks along the north side of Plummer Street would be available for pedestrians. Streets such as Haskell Avenue, Orion Avenue, Superior Street, and Tupper Street would be available for vehicles. Signalized intersections with pedestrian crossings are also provided near the Project Site at Haskell Avenue / Plummer Street and Sepulveda Boulevard / Plummer Street. The Project Applicant will prepare a CSTMP which would detail alternate routing.
The type of land uses affected, and related safety, convenience, and/or economic issues.	None	Access will be maintained for adjacent parcels in the Project vicinity.
TEMPORARY LOSS OF BUS STOPS OR REROUTING OF BUS LINES		
The length of time that an existing bus stop would be unavailable or that existing service would be interrupted.	Unknown	In the event that temporary closures of sidewalks adjacent to Plummer Street are required, an existing bus stop for Metro Line 167 on Eastbound Plummer Street at the Orion Avenue / Plummer Street intersection may become temporarily unavailable. The Project Applicant will prepare a CSTMP which would include coordination with Metro to address any potential conflicts with existing transit service.
The availability of a nearby location (within ¼ mile) to which the bus stop or route can be temporarily relocated.	Available	The Project Applicant will prepare a CSTMP which would indicate a nearby location to which the potentially affected bus stop can be temporarily relocated.
The existence of other bus stops or routes with similar routes/destinations within a ¼-mile radius of the affected stops or routes.	Available	An existing bus stop for Metro Line 167 on Eastbound Plummer Street is located at the Sepulveda Boulevard / Plummer Street intersection approximately 1,310 feet east of the potentially affected stop.
Whether the interruption would occur on a weekday, weekend or holiday, and whether the existing bus route typically provides service that those day(s).	Temporary unavailability or interruption would occur on weekdays, weekends, and holidays.	Metro Line 167 provides service on weekdays, weekends, and holidays. The Project Applicant will prepare a CSTMP which would indicate the length of temporary unavailability for the potentially affected stop.

It is noted that signs would be posted advising pedestrians of temporary sidewalk closures and providing alternative routes. Additionally, the Project Applicant would prepare a CSTMP that would include coordination with Metro regarding potential conflicts with existing transit service, indicate length of temporary unavailability of a potentially affected bus stop, and indicate a nearby location to which the potentially affected stop can be temporarily relocated.

Further, the street parking spaces adjacent to the Project Site on Plummer Street would likely be reserved for use by construction vehicles for the duration of construction. As these street parking spaces are likely associated with the existing Project Site (which is largely occupied by a vacant lot), the temporary unavailability of these street parking spaces is not expected to cause an adverse effect to adjacent land uses.

5.3.3 Recommended Project-Specific Action Items

Due to the short-term nature of construction activities and the variable characteristics and needs of a specific project's construction phase(s), it is recommended that a construction work site traffic control plan be submitted to LADOT's Citywide Temporary Traffic Control Section or Permit Plan Review Section for review and approval prior to the start of construction activity. The construction work site traffic control plan is required to identify the location of all temporary roadway lane and/or sidewalk closures needed during project construction. Additionally, if pedestrian detours and/or temporary travel lane closures are proposed, LADOT requires submission and approval of a traffic control/management plan prior to the issuance of building permits.

Consistent with LADOT's recommendation and requirements, the Project Applicant would prepare a detailed CSTMP, which would include any applicable street/lane/sidewalk closure information, a detour plan, haul route(s), and a staging plan. The plan would be based on the nature and timing of the Project's specific construction activities and would consider other projects under construction in the immediate vicinity of the Project Site. The CSTMP also would include features such as notification to adjacent project owners and occupants of upcoming construction activities, advance notification regarding any temporary transit stop relocations, and limitation of any potential roadway lane closure(s) to off-peak travel periods, to the extent feasible.

6.0 SUMMARY AND CONCLUSIONS

- ***Project Description*** – The Project proposes the construction of a charter elementary school (Grades TK-4) with a maximum enrollment of 552 students. A total of 50 parking spaces will be provided within an on-site surface parking lot. Construction and occupancy of the Project is proposed to be completed by the year 2024.
- ***Study Scope*** – This transportation assessment presents (i) a CEQA assessment of whether the Project conflicts or is inconsistent with local transportation-related plans and policies, (ii) a CEQA assessment of Project-related VMT, (iii) a CEQA assessment of whether the Project increases hazards due to a geometric design feature or incompatible use, (iv) a CEQA freeway safety analysis, (v) a non-CEQA assessment of pedestrian, bicycle and transit access, (vi) a non-CEQA evaluation of Project access, safety and circulation, and (vii) a non-CEQA review of Project construction activities. LADOT confirmed the appropriateness of the analysis criteria when it entered into a transportation assessment MOU for the Project.
- ***Project Trip Generation*** – The Project is expected to generate 397 net new vehicle trips (243 inbound trips and 154 outbound trips) during the weekday AM peak hour. During the weekday PM peak hour, the Project is expected to generate 84 net new vehicle trips (35 inbound trips and 49 outbound trips). The Project is expected to generate 1,144 net new daily vehicle trips per the City's VMT Calculator and 1,223 net new daily vehicle trips per the ITE *Trip Generation Manual*.
- ***Estimated Peak Vehicle Queue*** – As summarized in Subsection 2.6.1 herein, an estimated maximum queue of approximately ten vehicles is anticipated during the student drop-off period during the AM peak hour, which would exceed any potential queuing when students are picked up in the afternoon. The on-site drop-off/pick-up area can accommodate approximately 33 queued vehicles. Accordingly, Project-related trips are not expected to queue onto Plummer Street. Therefore, it is concluded that the planned drop-off/pick-up area can adequately accommodate the forecast peak demand of ten queued vehicles during the morning student drop-off operation.
- ***CEQA Analysis***
 - ***Project Consistency with Local Plans and Policies:*** The Project would be generally consistent with the relevant City transportation plans, programs, ordinances, or policies, and does not include any features that would preclude the City from completing and complying with these guiding documents and policy objectives. Therefore, a determination of less than significant can be made for the Project with respect to consistency with transportation plans, programs, ordinances, or policies. Furthermore, the Project Applicant will comply with existing applicable City ordinances (e.g., the City's existing TDM Ordinance) and the other requirements pursuant to the LAMC. It is noted that the City's TDM Ordinance is currently being updated. Although not yet adopted, the Project Applicant will comply with the terms

of the proposed TDM Ordinance update, which is expected to be completed prior to the anticipated construction of the Project.

- *VMT Analysis:* The Project, with inclusion of bike parking per the LAMC as a Project Design Feature, would result in a significant VMT impact. Two TDM strategies to be incorporated as Mitigation Measures have been identified to reduce the VMT impact to a less than significant level. Furthermore, based on those TDM strategies, as well as the Project-related VMT analysis and the conclusions discussed in Subsection 4.2.3 (which demonstrate that the Project falls under the City's efficiency-based impact thresholds and thus are already shown to align with the long-term VMT and GHG reduction goals of SCAG's RTP/SCS), cumulatively significant VMT impacts are not anticipated. No mitigation measures are required.
 - *Geometric Design Review:* Given the classification of the roadway along the Project Site's frontage, existing physical condition of the Project Site, and planned pedestrian enhancements, no safety concerns related to geometric design are noted. Additionally, the proposed removal of existing driveways along the Project Site's Plummer Street frontage to accommodate the proposed driveway along this frontage would not conflict with LADOT MPP, Section 321. It is also noted that the Project Site's Plummer Street frontage is not along the City's HIN. Therefore, it can be determined that the Project would not substantially increase hazards due to a geometric design feature or incompatible use, resulting in a less than significant impact determination.
 - *Freeway Safety Analysis:* Given that the Project would not add 25 or more net new vehicle trips to any nearby freeway off-ramp during either the AM or PM peak hours, the Project would not result in a significant freeway safety impact.
- ***Non-CEQA Analysis***
 - *Pedestrian, Bicycle, and Transit Access:* It is determined that the Project does not include features that would permanently remove, adversely modify, or degrade pedestrian, bicycle, and transit facilities in the Project vicinity. As noted herein, it is determined that it is possible that the Project may intensify use of pedestrian, bicycle, and transit facilities in the Project vicinity, however, such use is not expected to result in a deficient condition caused by the Project.
 - *Project Access and Circulation Review:* The Project's weekday AM and PM peak hour traffic volumes would not cause or substantially extend vehicle queuing at the Haskell Avenue / Plummer Street or Project Driveway / Plummer Street study intersections analyzed (as discussed in Subsection 5.2.3 herein). At the Orion Avenue / Plummer Street intersection, extensive queuing was calculated at the northbound approach under all conditions (i.e., "Existing" through "Future Cumulative with Project" conditions) during the AM peak hour. However, a field review indicated that queuing on the northbound approach is significantly less than

the queuing calculated under “Existing” conditions during the AM peak hour, and the Project would subsequently not cause or substantially extend vehicle queuing at the Orion Avenue / Plummer Street intersection during the weekday AM and PM peak hours. At the Sepulveda Boulevard / Plummer Street intersection, extensive queueing was calculated at the northbound left-turn approach under all conditions during the AM peak hour. The field review indicated that the existing northbound left-turn pocket can generally accommodate the left-turn queues, which are significantly less than the left-turn queues calculated under “Existing” conditions during the AM peak hour. Subsequently, it is concluded that vehicle queueing at the northbound left-turn approach is not anticipated to substantially extend under all conditions during the weekday AM and PM peak hours. It is noted LADOT may consider monitoring the Sepulveda Boulevard / Plummer Street intersection and modify traffic signal timing if needed.

- *Project Construction Effect on Nearby Mobility:* It is concluded that Project construction activities would not result in the closure of two or more travel lanes on any one roadway and would not impede emergency access. However, construction activities associated with the Project may result in the temporary loss of a single travel lane on Plummer Street. Additionally, Project construction may result in the temporary loss of regular pedestrian access along the Project Site’s Plummer Street frontage and may require relocation of existing bus transit stops or routes. It is recommended that the Project Applicant prepare a construction work site traffic control plan to be submitted to LADOT’s Citywide Temporary Traffic Control Section or Permit Plan Review Section for review and approval prior to the start of construction activity should any lane closure(s) be proposed. Consistent with LADOT’s recommendation and requirements, the Project Applicant would also prepare a detailed CSTMP, which includes any applicable street/lane/sidewalk closure information, a detour plan, haul route(s), and a staging plan.

APPENDIX A

APPROVED TRANSPORTATION ASSESSMENT MEMORANDUM OF UNDERSTANDING

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: Valor Elementary School

Project Address: 15526 - 15544 Plummer Street

Project Description: Development of a charter elementary school (Grades TK-4) accommodating a maximum enrollment of 552 students.

LADOT Project Case Number: SFV 22-112857 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:

Reduced Parking Supply ²	x	Bicycle Parking and Amenities		Parking Cash Out
-------------------------------------	---	-------------------------------	--	------------------

List any other TDM measures (e.g. bike share kiosks, unbundled parking, microtransit service, etc.) below that are also being considered and would require LADOT staff's determination of its eligibility as a TDM measure. LADOT staff will make the final determination of the TDM measure's eligibility for this project.

- | | |
|--|---------|
| 1 <u>Promotions and Marketing (Mitigation Measure)</u> | 4 _____ |
| 2 <u>Ride-Share Program (Mitigation Measure)</u> | 5 _____ |
| 3 _____ | 6 _____ |

III. TRIP GENERATION

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

Trip Generation Adjustment (Exact amount of credit subject to approval by LADOT)	Yes	No
Transit Usage	☒	☐
Existing Active or Previous Land Use	☒	☐
Internal Trip	☐	☒
Pass-By Trip	☐	☒
Transportation Demand Management (See above)	☐	☒

Trip generation table including a description of the existing and proposed land uses, rates, estimated morning and afternoon peak hour volumes (ins/outs/totals), proposed trip credits, etc. attached? (Required) ☒ Yes ☐ No

	<u>IN</u>	<u>OUT</u>	<u>TOTAL</u>
AM Trips	<u>243</u>	<u>154</u>	<u>397</u>
PM Trips	<u>35</u>	<u>49</u>	<u>84</u>

NET Daily Vehicle Trips (DVT)	
<u>1,223</u>	DVT (ITE 10 th ed.)
<u>1,144</u>	DVT (VMT Calculator ver. <u>1.3</u>)

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: 2024 Ambient Growth Rate: 1.0 % 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 <u>Haskell Avenue / Plummer Street</u> | 4 <u>Sepulveda Boulevard / Plummer Street</u> |
| 2 <u>Orion Avenue / Plummer Street</u> | 5 _____ |
| 3 <u>Project Driveway / Plummer Street</u> | 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

- Does the project exceed 1,000 net DVT? ☒ Yes ☐ No
- 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
- Is the project's building frontage encompassing an entire block along an Avenue or Boulevard as classified by the City's General Plan? ☐ Yes ☒ No

VI. ACCESS ASSESSMENT CRITERIA

If Yes to any of the above questions a., b., or c., complete **Attachment C.1: Access Assessment Criteria**.

VII. SITE PLAN AND MAP OF STUDY AREA

Please note that the site plan should also be submitted to the Department of City Planning for cursory review.

Does the attached site plan and/or map of study area show	Yes	No	Not Applicable
Each study intersection and/or street segment	☒	☐	☐
*Project Vehicle Peak Hour trips at each study intersection	☒	☐	☐
*Project Vehicle Peak Hour trips at each project access point	☒	☐	☐
*Project trip distribution percentages at each study intersection	☒	☐	☐
Project driveways designed per LADOT MPP 321 (show widths and directions or lane assignment)	☒	☐	☐
Pedestrian access points and any pedestrian paths	☒	☐	☐
Pedestrian loading zones	☒	☐	☐
Delivery loading zone or area	☒	☐	☐
Bicycle parking onsite	☒	☐	☐
Bicycle parking offsite (in public right-of-way)	☐	☐	☒

*For mixed-use projects, also show the project trips and project trip distribution by land use category.

VIII. FREEWAY SAFETY ANALYSIS SCREENING

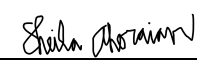
Will the project add 25 or more trips to any freeway off-ramp in either the AM or PM peak hour? ☐ Yes ☒ No

Provide a brief explanation or graphic identifying the number of project trips expected to be added to the nearby freeway off-ramps serving the project site. If Yes to the question above, a freeway ramp analysis is required.

Explanation: The project is not expected to add 25 or more trips to any nearby freeway off-ramp serving the project site in either the AM or PM peak hour. Table 2-1 indicates that the project is expected to generate 243 inbound trips during the AM peak hour and 35 inbound trips during the PM peak hour. Approximately 5% of inbound project trips are expected to utilize each freeway off-ramp serving the project site, such as the I-405 Freeway. Therefore, the project would generate a maximum of 12.2 peak hour trips (or approximately 12 peak hour trips) utilizing each nearby freeway off-ramp serving the project site. Further, if as much as 10% of inbound project trips were assumed to utilize a nearby freeway off-ramp serving the project site, the project would still add less than 25 trips to the off-ramp.

IX. CONTACT INFORMATION

<u>CONSULTANT</u>	<u>DEVELOPER</u>
Name: <u>Linscott, Law & Greenspan, Engineers</u>	<u>Bright Star Schools</u>
Address: <u>20931 Burbank Boulevard, Suite C</u>	<u>600 S. La Fayette Park Place</u>
<u>Woodland Hills, CA 91367</u>	<u>Los Angeles, CA 90057</u>
Phone Number: <u>(818) 835-8648</u>	<u>(424) 354-6999</u>
E-Mail: <u>shankar@llgengineers.com</u>	<u>esugay@brightstarschools.org</u>

Approved by: x  <div style="text-align: center; font-size: small;">Consultant's Representative</div>	<u>3/22/2022</u> <div style="text-align: center; font-size: small;">Date</div>	x  <div style="text-align: center; font-size: small;">LADOT Representative</div>	<u>4/11/2022</u> <div style="text-align: center; font-size: small;">**Date</div>
Adjacent Municipality: _____ Approved by: _____ <div style="display: flex; justify-content: space-between; font-size: small;"> (if applicable) Representative Date </div>			

****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.**

Access Assessment Criteria

This Criteria acknowledges that the Transportation Assessment for the following Project will be prepared in accordance with the latest version of LADOT's Transportation Assessment Guidelines:

I. PROJECT INFORMATION

Project Name: Valor Elementary School

Project Address: 15526 - 15544 Plummer Street

Project Description: Development of a charter elementary school (Grades TK-4) accommodating a maximum enrollment of 552 students.

LADOT Project Case Number: SFV 22-112857

II. PEDESTRIAN/ PERSON TRIP GENERATION

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

	Land Use	Size/Unit	Daily Person Trips
Proposed	Charter Elementary School	552 Students	137
	Total new trips:		137

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

III. PEDESTRIAN ATTRACTORS INVENTORY

Attach Pedestrian Map for the area (1,320-foot radius from edge of the project site) depicting:

- site pedestrian entrance(s)
- Existing or proposed passenger loading zones
- pedestrian generation/distribution values
 - Geographic Distribution: N 25 % S 25 % E 25 % W 25 %
- 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:

Sepulveda Boulevard	at 810 (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

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.

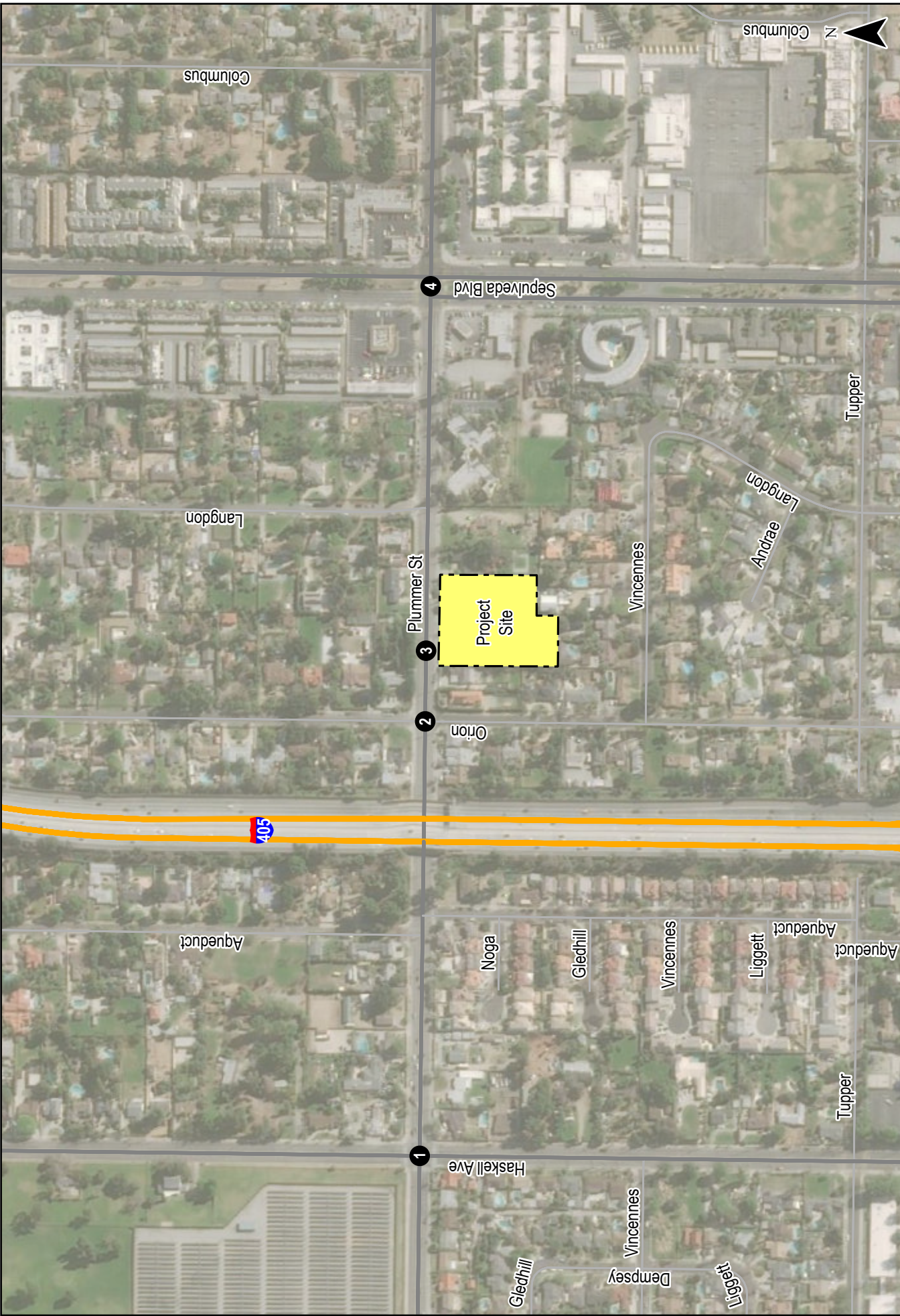
1340 (feet) at	Sepulveda Boulevard / Plummer Street and Sepulveda Boulevard / Tupper Street
_____ (feet) at	_____
_____ (feet) at	_____
_____ (feet) at	_____
_____ (feet) at	_____
_____ (feet) at	_____

V. Project Construction

Will the project require any construction activity within the city right-of-way? ☒ Yes ☐ No

If yes, will the project require temporary closure of any of the following city facilities?

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



Study Intersection
 Project Site

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**LINSCOTT
LAW &
GREENSPAN**
engineers

**Figure 1-1
Vicinity Map**

 Valor Elementary School

LEGEND

CLASSROOM

ADMIN

RESTROOM

MPR

SERVICE

PEDESTRIAN

GRADE - CR #

(E): EXISTING

STG: STORAGE

E/F: ELECTRICAL, FIRE

SRV: SERVRY

TN: TRANSFORMER

T: TRASH

S.F.R.: SINGLE FAMILY RESIDENCE

2022 . 02 . 25

BRIGHT STAR | VALOR ELEMENTARY

BERLINER
ARCHITECTS

Figure 2-2
Project Site Plan
First Floor Plan
Valor Elementary School

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LINSCOTT
LAW &
GREENSPAN
engineers

**Table 2-1
PROJECT TRIP GENERATION [1]**

22-Mar-22

LAND USE	SIZE	DAILY TRIP ENDS [2]	AM PEAK HOUR VOLUMES [2]		PM PEAK HOUR VOLUMES [2]	
			IN	OUT	IN	OUT
Proposed Project						
Charter Elementary School [3]	552 Students	<u>1,369</u>	<u>270</u>	<u>172</u>	<u>40</u>	<u>54</u>
Subtotal		1,369	270	172	40	54
Transit Trips [4]						
Charter Elementary School (10%)		<u>(137)</u>	<u>(27)</u>	<u>(17)</u>	<u>(4)</u>	<u>(5)</u>
Subtotal		(137)	(27)	(17)	(4)	(5)
Subtotal Project Driveway Trips		1,232	243	155	36	49
Existing Site						
Single-Family Home [5]	(1) DU	<u>(9)</u>	<u>0</u>	<u>(1)</u>	<u>(1)</u>	<u>0</u>
Subtotal		(9)	0	(1)	(1)	0
Subtotal Existing Driveway Trips		(9)	0	(1)	(1)	0
NET INCREASE DRIVEWAY TRIPS		1,223	243	154	35	49
						84

[1] Source: ITE *Trip Generation Manual*, 10th Edition, 2017.

[2] Trips are one-way traffic movements, entering or leaving.

[3] ITE Land Use Code 536 (Private School K-12) trip generation average rates per number of students.

- Daily Trip Rate: 2.48 trips/student; 50% inbound and 50% outbound

- AM Peak Hour Trip Rate: 0.80 trips/student; 61% inbound/39% outbound

- PM Peak Hour Trip Rate: 0.17 trips/student; 43% inbound/57% outbound

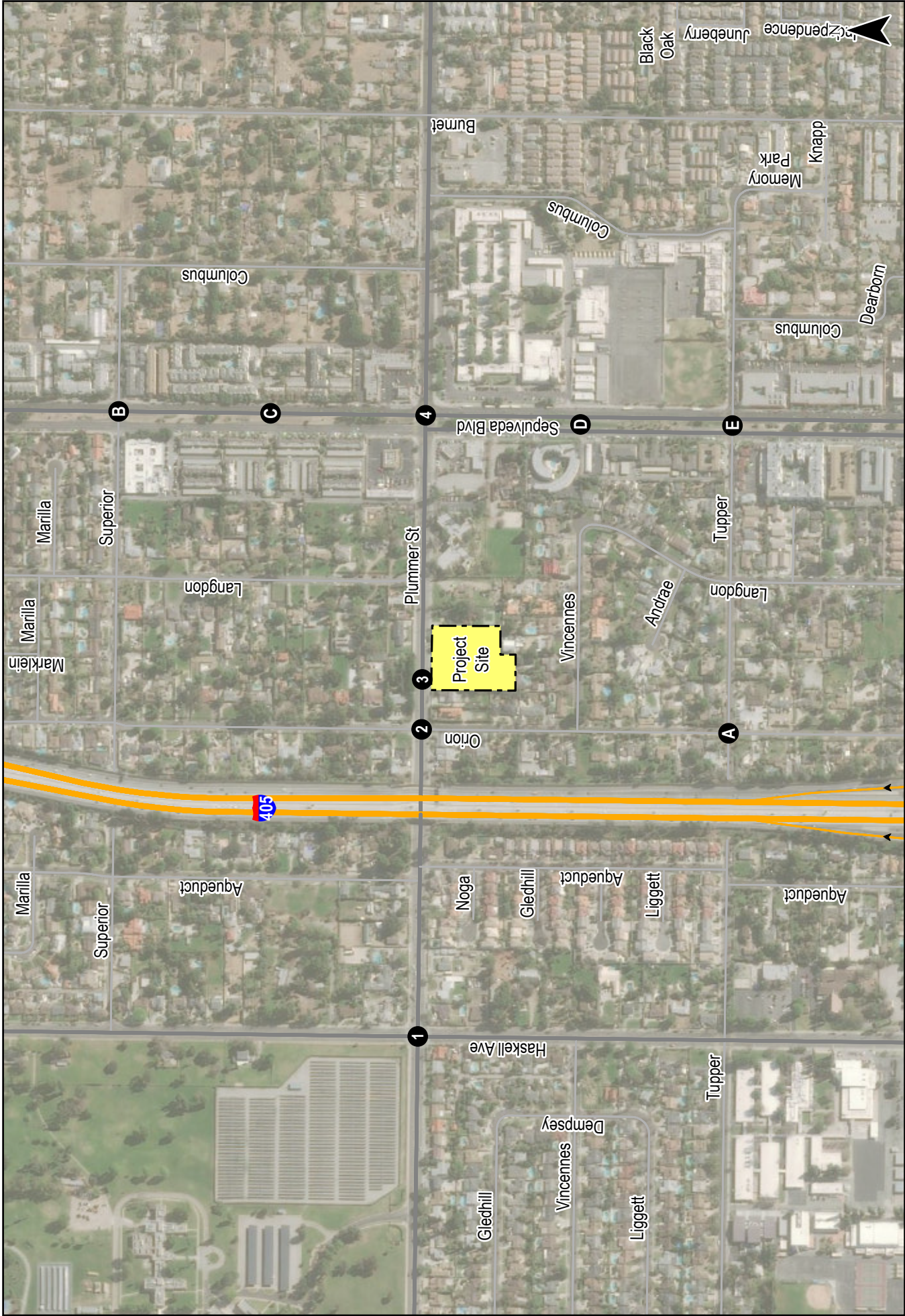
[4] The transit reduction is based on the Project Site's proximity to Metro Rapid bus stops, and various bus lines, as well as the land use characteristics of the Project.

[5] ITE Land Use Code 210 (Single-Family Detached Housing) trip generation average rates.

- Daily Trip Rate: 9.44 trips/dwelling unit; 50% inbound and 50% outbound

- AM Peak Hour Trip Rate: 0.74 trips/dwelling unit; 25% inbound/75% outbound

- PM Peak Hour Trip Rate: 0.99 trips/dwelling unit; 63% inbound/37% outbound



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	Project Site
	Study Intersection
	Adjacent Intersection

Figure 2-3
 Project Trip Distribution
 (Page 1 of 2)
 Valor Elementary School

Study Intersection

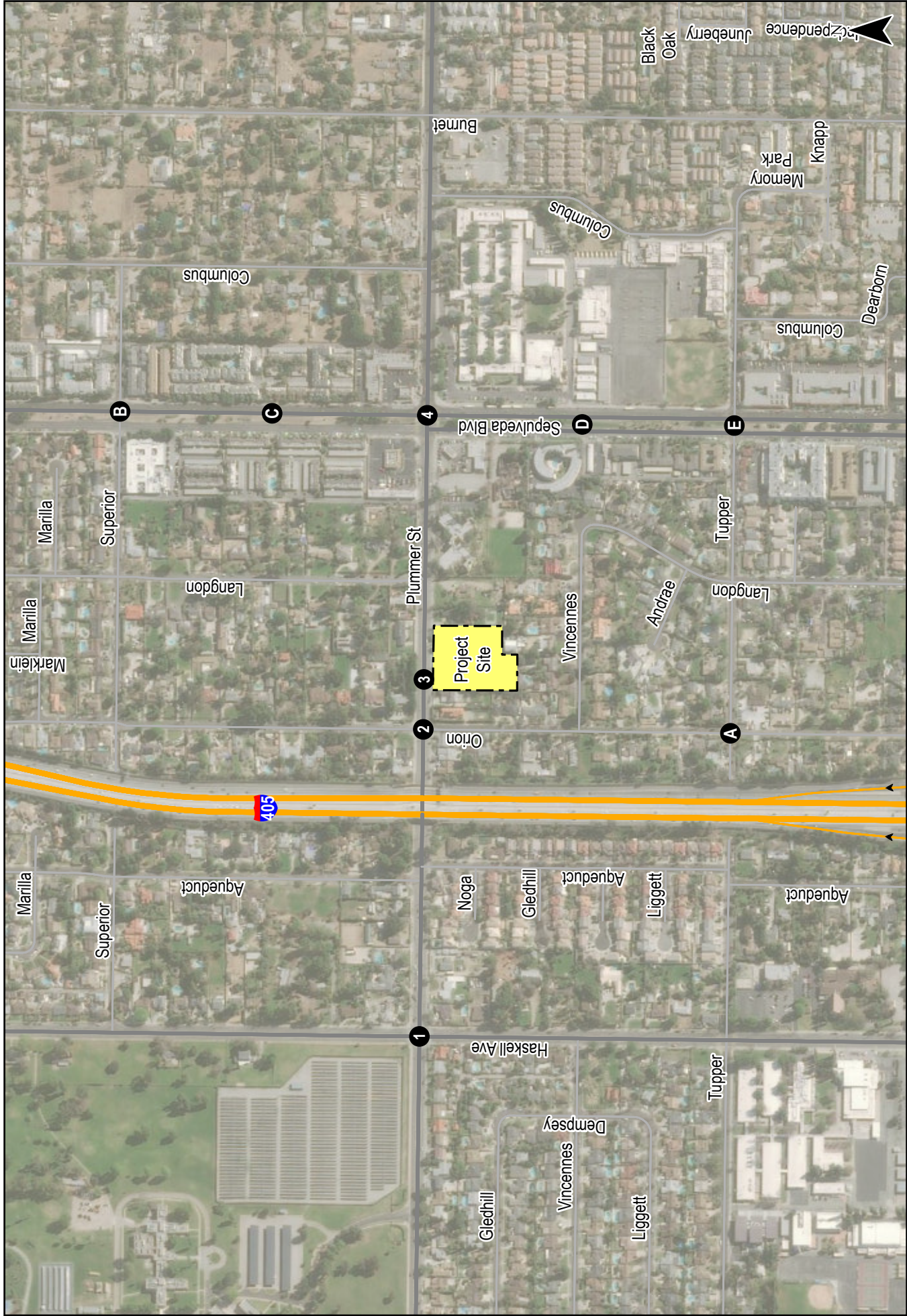
A Adjacent Intersection

Inbound Trip Distribution

Outbound Trip Distribution

Figure 2-3
Project Trip Distribution
(Page 2 of 2)
Valor Elementary School





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	Project Site
	Study Intersection
	Adjacent Intersection

Figure 2-4
 Net New Project Traffic Volumes
 (Page 1 of 2)
 Valor Elementary School

Study Intersection
A Adjacent Intersection
↑/↓ AM/PM Peak Hour Volumes

Figure 2-4
Net New Project Traffic Volumes
(Page 2 of 2)
Valor Elementary School

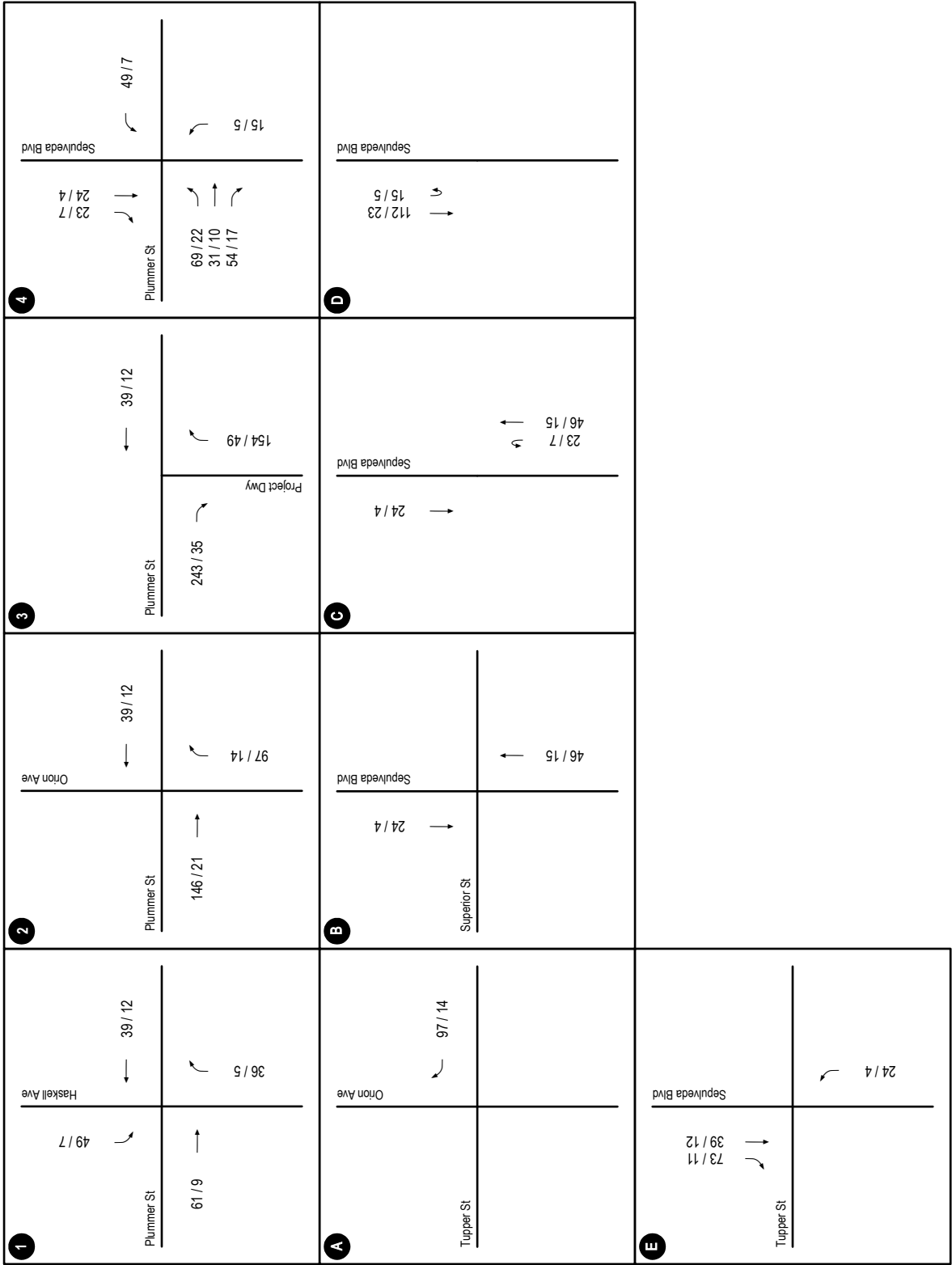


**Table 3-2
RELATED PROJECTS LIST AND TRIP GENERATION [1]**

16-Mar-22

MAP NO.	PROJECT NAME/ PROJECT NUMBER	PROJECT STATUS	ADDRESS/ LOCATION	LAND USE DATA		PROJECT DATA SOURCE	DAILY TRIP ENDS [2]	AM PEAK HOUR VOLUMES [2]		PM PEAK HOUR VOLUMES [2]	
				LAND-USE	SIZE			IN	OUT	IN	OUT
1	Plummer Townhomes Phase 1	Approved	9433 Sepulveda Boulevard	Condominiums	58 DU	[3]	425	6	21	20	12
2	Plummer Townhomes Phase 2	Approved	15508 Plummer Street	Condominiums	17 DU	[3]	124	2	6	6	4
3	14701-14719 Plummer Street Residential Project	Approved	14701-14719 Plummer Street	Single-Family Homes	28 DU		248	5	14	16	10
4	14801 Plummer Street Residential Project	Under Construction	14801 Plummer Street	Single-Family Homes	36 DU	[4]	340	7	20	23	13
5	8845 Sepulveda Boulevard Residential Project	Under Construction	8845 Sepulveda Boulevard	Apartments	395 DU		1,408	19	138	96	26
6	9437 Sepulveda Boulevard Mixed-Use Project	Proposed	9437 Sepulveda Boulevard	Coffee Shop Fast-Food Restaurant	1,750 GSF 2,516 GSF		1,302	72	71	40	37
7	14724 Gledhill Street Congregate Living Health Facility	Proposed	14724 Gledhill Street	Congregate Living Facility	24 Beds	[5]	73	3	1	2	3
8	8767 Parthenia Place Residential Project	Proposed	8767 Parthenia Place	Affordable Family Housing	73 DU	[6]	304	14	24	15	13
9	9236 Burnet Avenue Residential Project	Proposed	9236 Burnet Avenue	Apartments	8 DU	[3]	59	1	3	3	1
10	8750 Sepulveda Boulevard Residential Project	Proposed	8750 Sepulveda Boulevard	Apartments Affordable Family Housing	38 DU 5 DU	[3] [6]	278 21	4 1	13 2	13 1	8 1
11	9218 Langdon Avenue Residential Project	Proposed	9218 Langdon Avenue	Single-Family Homes	6 DU	[4]	57	1	3	4	2
TOTAL							4,639	135	316	239	130
									451		369

[1] Source: City of Los Angeles Department of Transportation Related Projects List and City of Los Angeles Department of City Planning Related Projects List.

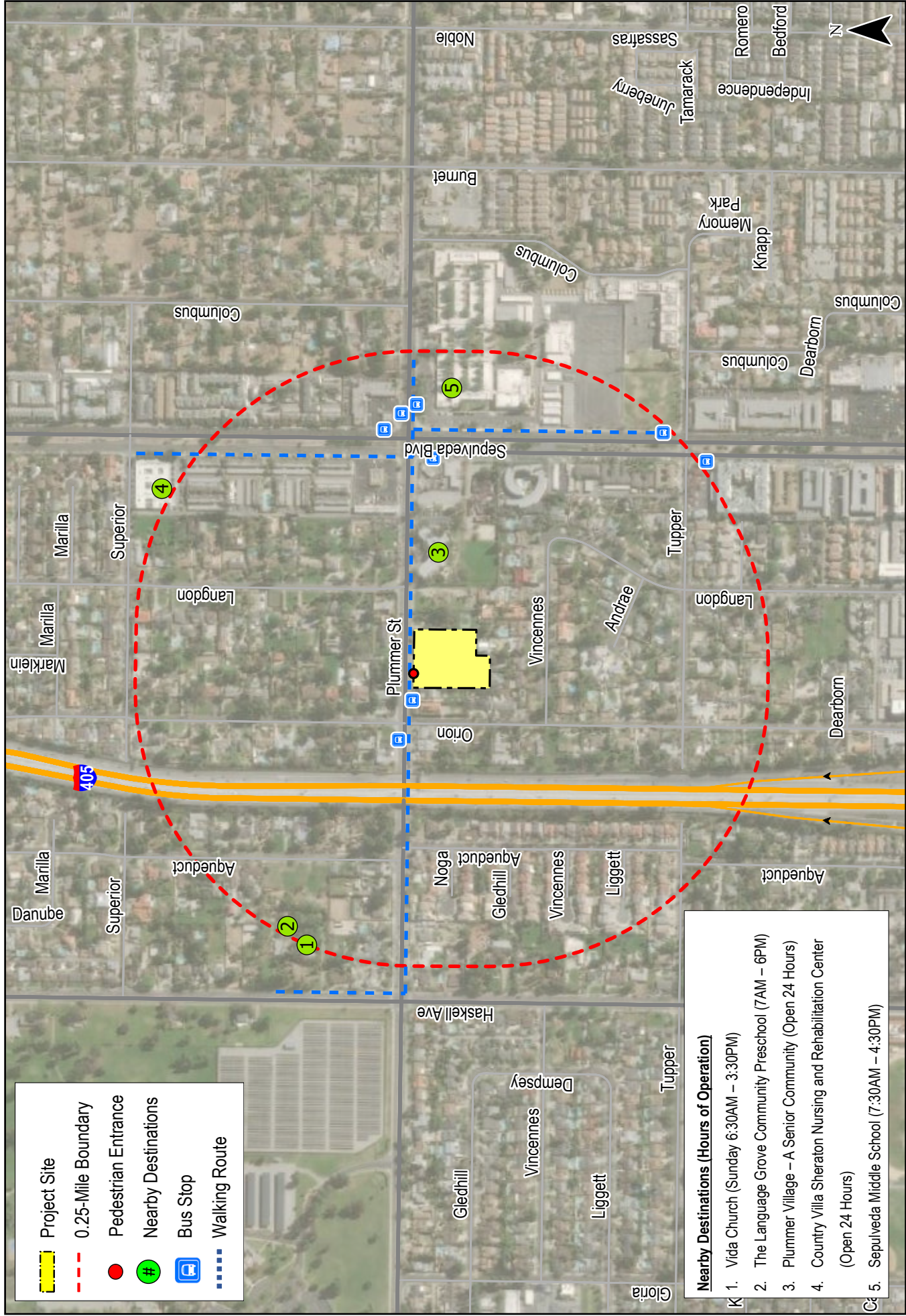
[2] Trips are one-way traffic movements, entering or leaving.

[3] ITE Land Use Code 220 (Multifamily Housing [Low-Rise]) trip generation average rates.

[4] ITE Land Use Code 210 (Single-Family Detached Housing) trip generation average rates.

[5] ITE Land Use Code 620 (Nursing Home) trip generation average rates.

[6] City of Los Angeles Affordable Housing (Family) trip generation average rates.



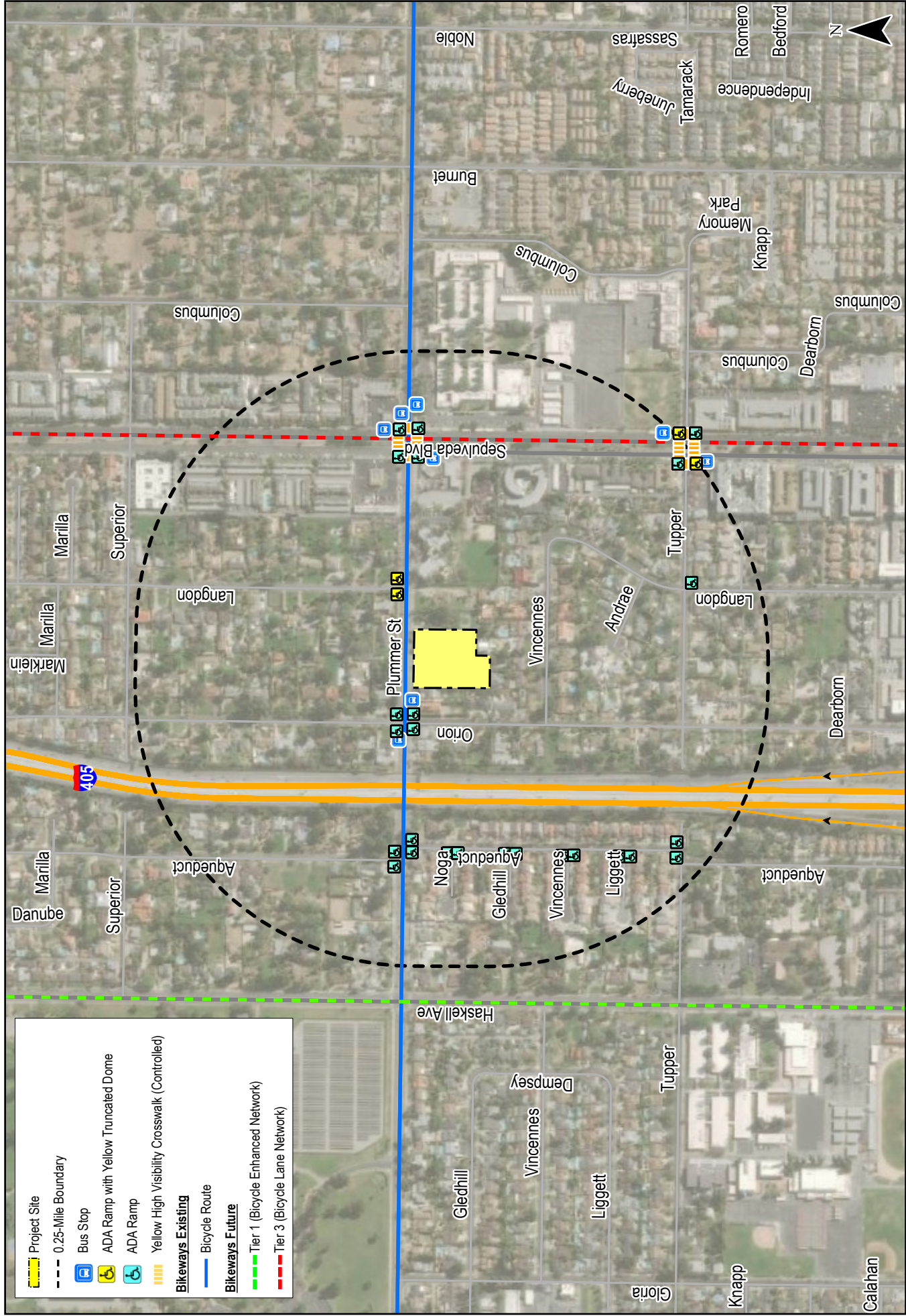
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Figure 3-1
Pedestrian Attractor Inventory



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Figure 3-2
Facilities Inventory

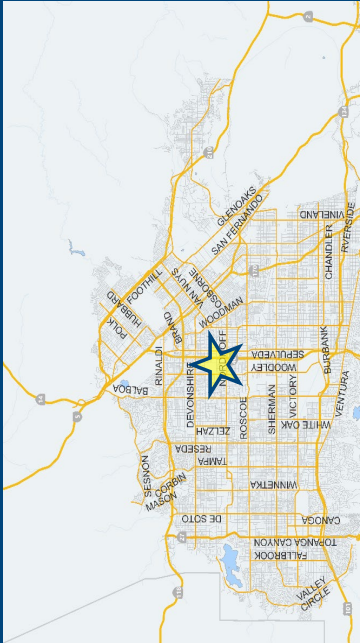
CITY OF LOS ANGELES VMT CALCULATOR Version 1.3



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

Project Information

Project: Valor Elementary School
Scenario: Proposed Project
Address: 15544 W PLUMMER ST, 91343



Existing Land Use

Land Use Type **Value** **Unit**
Housing | Single Family
Housing | Single Family

☐ 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**
School | Private School (K-12)
School | Private School (K-12)

☐ Click here to add a single custom land use type (will be included in the above list)

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

Project Screening Summary

Existing Land Use	Proposed Project
8 Daily Vehicle Trips	1,152 Daily Vehicle Trips
55 Daily VMT	9,024 Daily VMT

Tier 1 Screening Criteria

Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. ☐

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	1,144 Net Daily Trips
The net increase in daily VMT ≤ 0	8,969 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.

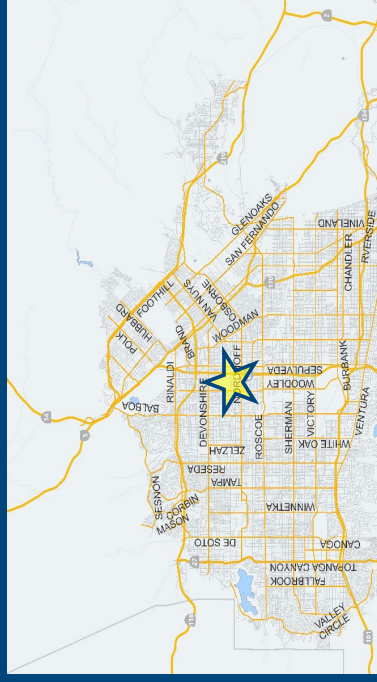


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Project Information

Project: Valor Elementary School
Scenario: Proposed Project
Address: 15544 W PLUMMER ST, 91343



Proposed Project Land Use Type School | Private School (K-12)
Value 552
Unit Students

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

Reduce Parking Supply

☐ Proposed Prj ☐ Mitigation

100

city code parking provision for the project site

Unbundle Parking

☐ Proposed Prj ☐ Mitigation

74

actual parking provision for the project site

Parking Cash-Out

☐ Proposed Prj ☐ Mitigation

175

monthly parking cost (dollar) for the project site

Price Workplace Parking

☐ Proposed Prj ☐ Mitigation

50

percent of employees eligible

Residential Area Parking

☐ Proposed Prj ☐ Mitigation

6.00

daily parking charge (dollar)

Permits

☐ Proposed Prj ☐ Mitigation

50

percent of employees subject to priced parking

Transit

☐ Proposed Prj ☐ Mitigation

200

cost (dollar) of annual permit

B

Education & Encouragement

C

Commute Trip Reductions

D

Shared Mobility

E

Bicycle Infrastructure

F

Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
1,144 Daily Vehicle Trips	1,088 Daily Vehicle Trips
8,967 Daily VMT	8,475 Daily VMT
0.0 Household VMT per Capita	0.0 Household VMT per Capita
16.8 Work VMT per Employee	14.6 Work VMT per Employee
Significant VMT Impact?	
Household: No Threshold = 92 15% Below APC	Household: No Threshold = 92 15% Below APC
Work: Yes Threshold = 15.0 15% Below APC	Work: No Threshold = 15.0 15% Below APC

Measuring the Miles

3/22/2022

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: March 22, 2022
Project Name: Valor Elementary School
Project Scenario: Proposed Project
Project Address: 15544 W PLUMMER ST, 91343



Version 1.3

Project Information		
Land Use Type	Value	Units
Housing	Single Family	0 DU
	Multi Family	0 DU
	Townhouse	0 DU
	Hotel	0 Rooms
	Motel	0 Rooms
Affordable Housing	Family	0 DU
	Senior	0 DU
	Special Needs	0 DU
	Permanent Supportive	0 DU
	General Retail	0.000 ksf
Retail	Furniture Store	0.000 ksf
	Pharmacy/Drugstore	0.000 ksf
	Supermarket	0.000 ksf
	Bank	0.000 ksf
	Health Club	0.000 ksf
	High-Turnover Sit-Down Restaurant	0.000 ksf
	Fast-Food Restaurant	0.000 ksf
	Quality Restaurant	0.000 ksf
	Auto Repair	0.000 ksf
	Home Improvement	0.000 ksf
	Free-Standing Discount	0.000 ksf
	Movie Theater	0 Seats
	General Office	0.000 ksf
Office	Medical Office	0.000 ksf
Industrial	Light Industrial	0.000 ksf
	Manufacturing	0.000 ksf
	Warehousing/Self-Storage	0.000 ksf
School	University	0 Students
	High School	0 Students
	Middle School	0 Students
	Elementary	0 Students
	Private School (K-12)	552 Students
Other		0 Trips

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: March 22, 2022
 Project Name: Valor Elementary School
 Project Scenario: Proposed Project
 Project Address: 15544 W PLUMMER ST, 91343



Version 1.3

Analysis Results			
Total Employees: 83 Total Population: 0			
Proposed Project		With Mitigation	
1,144 8,967	Daily Vehicle Trips Daily VMT	1,088 8,475	Daily Vehicle Trips Daily VMT
0	Household VMT per Capita Work VMT per Employee	0	Household VMT per Capita Work VMT per Employee
16.8		14.6	
Significant VMT Impact?			
APC: North Valley			
Impact Threshold: 15% Below APC Average Household = 9.2 Work = 15.0			
Proposed Project		With Mitigation	
VMT Threshold	Impact	VMT Threshold	Impact
Household > 9.2	No	Household > 9.2	No
Work > 15.0	Yes	Work > 15.0	No

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: March 22, 2022
Project Name: Valor Elementary School
Project Scenario: Proposed Project
Project Address: 15544 W PLUMMER ST, 91343



Version 1.3

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: March 22, 2022
Project Name: Valor Elementary School
Project Scenario: Proposed Project
Project Address: 15544 W PLUMMER ST, 91343



Version 1.3

TDM Strategy Inputs, Cont.			
Strategy Type	Description	Proposed Project	Mitigations
Transit	Reduce transit headways	0%	0%
	Existing transit mode share (as a percent of total daily trips) (%)	0%	0%
	Lines within project site improved (<50%, >=50%)	0	0
	Degree of implementation (low, medium, high)	0	0
	Employees and residents eligible (%)	0%	0%
Education & Encouragement	Transit subsidies	0%	0%
	Amount of transit subsidy per passenger (daily equivalent) (\$)	\$0.00	\$0.00
	Voluntary travel behavior change program	Employees and residents participating (%)	0%
	Promotions and marketing	Employees and residents participating (%)	100%
	(cont. on following page)		

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: March 22, 2022
Project Name: Valor Elementary School
Project Scenario: Proposed Project
Project Address: 15544 W PLUMMER ST, 91343



Version 1.3

TDM Strategy Inputs, Cont.			
Strategy Type	Description	Proposed Project	Mitigations
Commuter Trip Reductions	Required commute trip reduction program	0%	0%
	Alternative Work Schedules and Telecommute	0%	0%
	Type of program	0	0
	Degree of implementation (low, medium, high)	0	0
	Employer sponsored vanpool or shuttle	0%	0%
Ride-share program	Employees eligible (%)	0	0
	Employer size (small, medium, large)	0	0
	Employees eligible (%)	0%	0%
	Employees eligible (%)	0%	100%
	Car share project setting (Urban, Suburban, All Other)	0	0
Shared Mobility	Bike share	0	0
	Within 600 feet of existing bike share station - OR- implementing new bike share station (Yes/No)	0	0
	School carpool program	0	0
(cont. on following page)			

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: March 22, 2022
Project Name: Valor Elementary School
Project Scenario: Proposed Project
Project Address: 15544 W PLUMMER ST, 91343



Version 1.3

TDM Strategy Inputs, Cont.			
Strategy Type	Description	Proposed Project	Mitigations
Bicycle Infrastructure	Implement/Improve on-street bicycle facility	0	0
	Include Bike parking per LAMC	Yes	Yes
	Include secure bike parking and showers	0	0
Neighborhood Enhancement	Traffic calming improvements	0%	0%
		0%	0%
	Pedestrian network improvements	0	0

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: March 22, 2022

Project Name: Valor Elementary School

Project Scenario: Proposed Project

Project Address: 15544 W PLUMMER ST, 91343



Version 1.3

TDM Adjustments by Trip Purpose & Strategy													
Place type: Suburban Center													
	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	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	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%	
	Price workplace parking	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%	
Transit	Reduce transit headways	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%	
	Transit subsidies	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Voluntary travel behavior change program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Education & Encouragement	Promotions and marketing	0%	4%	0%	4%	0%	0%	4%	0%	0%	4%	0%	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Required commute trip reduction program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Commute Trip Reductions	Alternative Work Schedules and Telecommute Program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Employer sponsored vanpool or shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Ride-share program	0%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%	
	Car-share	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Shared Mobility	Bike share	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	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%	

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: March 22, 2022

Project Name: Valor Elementary School

Project Scenario: Proposed Project

Project Address: 15544 W PLUMMER ST, 91343



Version 1.3

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Suburban Center

	Home Based Work Production				Home Based Other Attraction				Home Based Other Production				Non-Home Based Other Attraction				Non-Home Based Other Production				Source
	Proposed		Mitigated		Proposed		Mitigated		Proposed		Mitigated		Proposed		Mitigated		Proposed		Mitigated		
	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
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%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	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%	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%	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%	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%	0.0%	0.0%	0.0%	0.0%	

Final Combined & Maximum TDM Effect

	Home Based Work Production				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	
	1%	5%	1%	5%	1%	1%	5%	1%	1%	1%	5%	1%	1%	1%	5%	1%	1%	1%	1%	5%
COMBINED TOTAL	1%	5%	1%	14%	1%	1%	5%	1%	1%	1%	5%	1%	1%	1%	5%	1%	1%	1%	1%	5%
MAX. TDM EFFECT	1%	5%	1%	14%	1%	1%	5%	1%	1%	1%	5%	1%	1%	1%	5%	1%	1%	1%	1%	5%

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

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: March 22, 2022
Project Name: Valor Elementary School
Project Scenario: Proposed Project
Project Address: 15544 W PLUMMER ST, 91343



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	0	0.0%	0	9.0	0	0
Home Based Other Production	0	0.0%	0	5.8	0	0
Non-Home Based Other Production	105	-1.9%	103	7.5	788	773
Home-Based Work Attraction	126	-8.7%	115	12.2	1,537	1,403
Home-Based Other Attraction	1,033	-19.6%	831	7.1	7,334	5,900
Non-Home Based Other Attraction	105	-1.9%	103	9.2	966	948

MXD Methodology with TDM Measures

	Proposed Project			Project with Mitigation Measures		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	-0.6%	0	0	-4.6%	0	0
Home Based Other Production	-0.6%	0	0	-4.6%	0	0
Non-Home Based Other Production	-0.6%	102	768	-4.6%	98	737
Home-Based Work Attraction	-0.6%	114	1,394	-14.1%	99	1,205
Home-Based Other Attraction	-0.6%	826	5,863	-4.6%	793	5,629
Non-Home Based Other Attraction	-0.6%	102	942	-4.6%	98	904

MXD VMT Methodology Per Capita & Per Employee

Total Population: 0
Total Employees: 83

APC: North Valley

	Proposed Project	Project with Mitigation Measures
Total Home Based Production VMT	0	0
Total Home Based Work Attraction VMT	1,394	1,205
Total Home Based VMT Per Capita	0.0	0.0
Total Work Based VMT Per Employee	16.8	14.6

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:	
Print Name:	Amrita Shankar
Title:	Transportation Engineer I
Company:	Linscott, Law, & Greenspan, Engineers
Address:	20931 Burbank Boulevard, Suite C Woodland Hills, CA 91367
Phone:	818.835.8648
Email Address:	shankar@llgengineers.com
Date:	3/22/2022

APPENDIX B

M/M/s QUEUING MODEL OUTPUT

APPENDIX C

LADOT VMT CALCULATOR OUTPUT

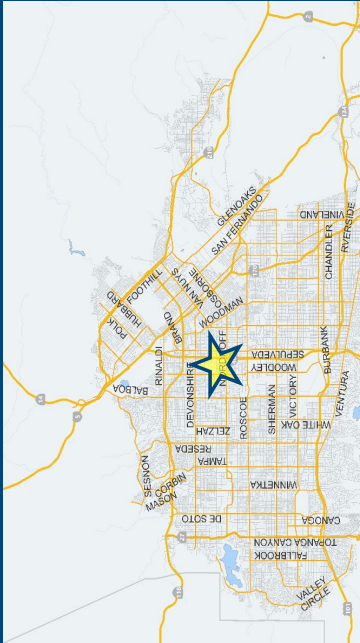
CITY OF LOS ANGELES VMT CALCULATOR Version 1.3



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

Project Information

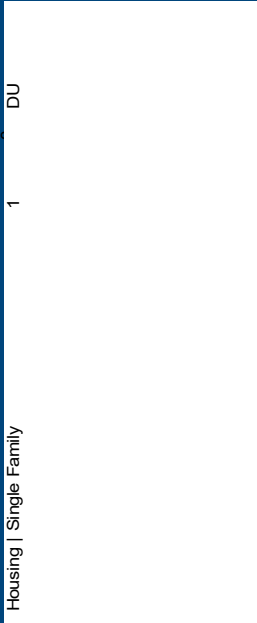
Project: Valor Elementary School
Scenario: Proposed Project
Address: 15544 W PLUMMER ST, 91343



WWW
Q

Existing Land Use

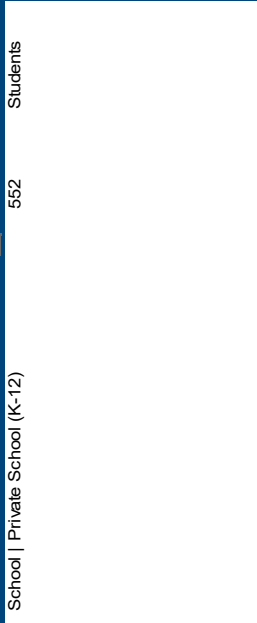
Land Use Type **Value** **Unit**
Housing | Single Family 1 DU



☐ 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**
School | Private School (K-12) 552 Students



☐ Click here to add a single custom land use type (will be included in the above list)

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

Project Screening Summary

Existing Land Use	Proposed Project
8 Daily Vehicle Trips	1,152 Daily Vehicle Trips
55 Daily VMT	9,024 Daily VMT

Tier 1 Screening Criteria

Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. ☐

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	1,144 Net Daily Trips
The net increase in daily VMT ≤ 0	8,969 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.

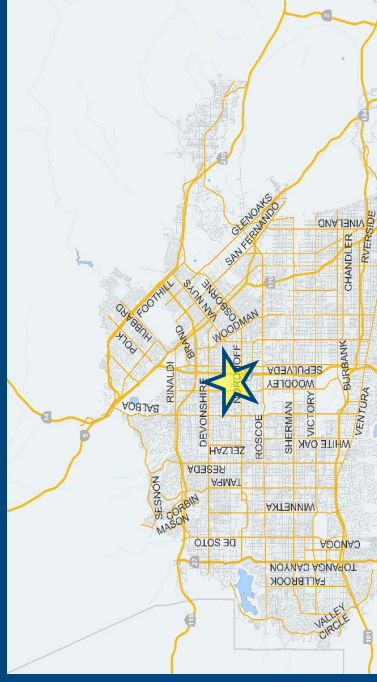


CITY OF LOS ANGELES VMT CALCULATOR Version 1.3



Project Information

Project: Valor Elementary School
Scenario: Proposed Project
Address: 15544 W PLUMMER ST, 91343



Proposed Project Land Use Type School | Private School (K-12)
Value 552
Unit Students

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

Reduce Parking Supply

☐ Proposed Prj ☐ Mitigation

100

city code parking provision for the project site

Unbundle Parking

☐ Proposed Prj ☐ Mitigation

74

actual parking provision for the project site

Parking Cash-Out

☐ Proposed Prj ☐ Mitigation

175

monthly parking cost (dollar) for the project site

Price Workplace Parking

☐ Proposed Prj ☐ Mitigation

50

percent of employees eligible

Residential Area Parking

☐ Proposed Prj ☐ Mitigation

6.00

daily parking charge (dollar)

Permits

☐ Proposed Prj ☐ Mitigation

50

percent of employees subject to priced parking

Transit

☐ Proposed Prj ☐ Mitigation

200

cost (dollar) of annual permit

B

Education & Encouragement

C

Commute Trip Reductions

D

Shared Mobility

E

Bicycle Infrastructure

F

Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
1,144 Daily Vehicle Trips	1,088 Daily Vehicle Trips
8,967 Daily VMT	8,475 Daily VMT
0.0 Household VMT per Capita	0.0 Household VMT per Capita
16.8 Work VMT per Employee	14.6 Work VMT per Employee
Significant VMT Impact?	
Household: No Threshold = 92 15% Below APC	Household: No Threshold = 92 15% Below APC
Work: Yes Threshold = 15.0 15% Below APC	Work: No Threshold = 15.0 15% Below APC

3/22/2022

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: March 22, 2022
Project Name: Valor Elementary School
Project Scenario: Proposed Project
Project Address: 15544 W PLUMMER ST, 91343



Version 1.3

Project Information		
Land Use Type	Value	Units
Housing	Single Family	0 DU
	Multi Family	0 DU
	Townhouse	0 DU
	Hotel	0 Rooms
	Motel	0 Rooms
Affordable Housing	Family	0 DU
	Senior	0 DU
	Special Needs	0 DU
	Permanent Supportive	0 DU
	General Retail	0.000 ksf
Retail	Furniture Store	0.000 ksf
	Pharmacy/Drugstore	0.000 ksf
	Supermarket	0.000 ksf
	Bank	0.000 ksf
	Health Club	0.000 ksf
	High-Turnover Sit-Down Restaurant	0.000 ksf
	Fast-Food Restaurant	0.000 ksf
	Quality Restaurant	0.000 ksf
	Auto Repair	0.000 ksf
	Home Improvement	0.000 ksf
	Free-Standing Discount	0.000 ksf
	Movie Theater	0 Seats
	General Office	0.000 ksf
	Medical Office	0.000 ksf
	Light Industrial	0.000 ksf
Industrial	Manufacturing	0.000 ksf
	Warehousing/Self-Storage	0.000 ksf
	University	0 Students
School	High School	0 Students
	Middle School	0 Students
	Elementary	0 Students
	Private School (K-12)	552 Students
Other		0 Trips

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: March 22, 2022
 Project Name: Valor Elementary School
 Project Scenario: Proposed Project
 Project Address: 15544 W PLUMMER ST, 91343



Version 1.3

Analysis Results			
Total Employees: 83 Total Population: 0			
Proposed Project		With Mitigation	
1,144 8,967	Daily Vehicle Trips Daily VMT	1,088 8,475	Daily Vehicle Trips Daily VMT
0	Household VMT per Capita Work VMT per Employee	0	Household VMT per Capita Work VMT per Employee
16.8		14.6	
Significant VMT Impact?			
APC: North Valley			
Impact Threshold: 15% Below APC Average Household = 9.2 Work = 15.0			
Proposed Project		With Mitigation	
VMT Threshold	Impact	VMT Threshold	Impact
Household > 9.2	No	Household > 9.2	No
Work > 15.0	Yes	Work > 15.0	No

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: March 22, 2022
Project Name: Valor Elementary School
Project Scenario: Proposed Project
Project Address: 15544 W PLUMMER ST, 91343



Version 1.3

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: March 22, 2022
Project Name: Valor Elementary School
Project Scenario: Proposed Project
Project Address: 15544 W PLUMMER ST, 91343



Version 1.3

TDM Strategy Inputs, Cont.			
Strategy Type	Description	Proposed Project	Mitigations
Transit	Reduce transit headways	0%	0%
	Existing transit mode share (as a percent of total daily trips) (%)	0%	0%
	Lines within project site improved (<50%, >=50%)	0	0
	Degree of implementation (low, medium, high)	0	0
	Employees and residents eligible (%)	0%	0%
Education & Encouragement	Transit subsidies	0%	0%
	Amount of transit subsidy per passenger (daily equivalent) (\$)	\$0.00	\$0.00
	Voluntary travel behavior change program	Employees and residents participating (%)	0%
	Promotions and marketing	Employees and residents participating (%)	100%
	(cont. on following page)		

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: March 22, 2022
Project Name: Valor Elementary School
Project Scenario: Proposed Project
Project Address: 15544 W PLUMMER ST, 91343



Version 1.3

TDM Strategy Inputs, Cont.			
Strategy Type	Description	Proposed Project	Mitigations
Commuter Trip Reductions	Required commute trip reduction program	0%	0%
	Alternative Work Schedules and Telecommute	0%	0%
	Type of program	0	0
	Degree of implementation (low, medium, high)	0	0
	Employer sponsored vanpool or shuttle	0%	0%
Shared Mobility	Ride-share program	0	0
	Employees eligible (%)	0%	100%
	Employer size (small, medium, large)	0	0
	Car share project setting (Urban, Suburban, All Other)	0	0
	Within 600 feet of existing bike share station - OR- implementing new bike share station (Yes/No)	0	0
School carpool program	Level of implementation (Low, Medium, High)	0	0
	(cont. on following page)		

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: March 22, 2022
Project Name: Valor Elementary School
Project Scenario: Proposed Project
Project Address: 15544 W PLUMMER ST, 91343



Version 1.3

TDM Strategy Inputs, Cont.			
Strategy Type	Description	Proposed Project	Mitigations
Bicycle Infrastructure	Implement/Improve on-street bicycle facility	0	0
	Include Bike parking per LAMC	Yes	Yes
	Include secure bike parking and showers	0	0
Neighborhood Enhancement	Traffic calming improvements	0%	0%
	Pedestrian network improvements	0%	0%
	Included (within project and connecting off-site/within project only)	0	0

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: March 22, 2022

Project Name: Valor Elementary School

Project Scenario: Proposed Project

Project Address: 15544 W PLUMMER ST, 91343



Version 1.3

TDM Adjustments by Trip Purpose & Strategy													
Place type: Suburban Center													
	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	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	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%	
	Price workplace parking	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%	
Transit	Reduce transit headways	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%	
	Transit subsidies	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Voluntary travel behavior change program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Education & Encouragement	Promotions and marketing	0%	4%	0%	4%	0%	0%	4%	0%	0%	4%	0%	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Required commute trip reduction program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Commute Trip Reductions	Alternative Work Schedules and Telecommute Program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Employer sponsored vanpool or shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Ride-share program	0%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%	
	Car-share	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Shared Mobility	Bike share	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	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%	

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: March 22, 2022

Project Name: Valor Elementary School

Project Scenario: Proposed Project

Project Address: 15544 W PLUMMER ST, 91343



Version 1.3

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Suburban Center

	Home Based Work Production				Home Based Other Attraction				Home Based Other Production				Non-Home Based Other Attraction				Non-Home Based Other Production				Source	
	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%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3	
	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%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%		TDM Strategy Appendix, Neighborhood Enhancement
	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%	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%	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%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		TDM Strategy Appendix, Neighborhood Enhancement

Final Combined & Maximum TDM Effect

	Home Based Work Production				Home Based Other Attraction				Non-Home Based Other Production				Non-Home Based Other Attraction			
	Proposed		Mitigated		Proposed		Mitigated		Proposed		Mitigated		Proposed		Mitigated	
	1%	5%	1%	14%	1%	5%	1%	5%	1%	1%	5%	1%	1%	5%	1%	5%
COMBINED TOTAL	1%	5%	1%	14%	1%	5%	1%	5%	1%	1%	5%	1%	1%	5%	1%	5%
MAX. TDM EFFECT	1%	5%	1%	14%	1%	5%	1%	5%	1%	1%	5%	1%	1%	5%	1%	5%

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

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: March 22, 2022
Project Name: Valor Elementary School
Project Scenario: Proposed Project
Project Address: 15544 W PLUMMER ST, 91343



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	0	0.0%	0	9.0	0	0
Home Based Other Production	0	0.0%	0	5.8	0	0
Non-Home Based Other Production	105	-1.9%	103	7.5	788	773
Home-Based Work Attraction	126	-8.7%	115	12.2	1,537	1,403
Home-Based Other Attraction	1,033	-19.6%	831	7.1	7,334	5,900
Non-Home Based Other Attraction	105	-1.9%	103	9.2	966	948

MXD Methodology with TDM Measures

	Proposed Project			Project with Mitigation Measures		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	-0.6%	0	0	-4.6%	0	0
Home Based Other Production	-0.6%	0	0	-4.6%	0	0
Non-Home Based Other Production	-0.6%	102	768	-4.6%	98	737
Home-Based Work Attraction	-0.6%	114	1,394	-14.1%	99	1,205
Home-Based Other Attraction	-0.6%	826	5,863	-4.6%	793	5,629
Non-Home Based Other Attraction	-0.6%	102	942	-4.6%	98	904

MXD VMT Methodology Per Capita & Per Employee

Total Population: 0
Total Employees: 83

APC: North Valley

	Proposed Project	Project with Mitigation Measures
Total Home Based Production VMT	0	0
Total Home Based Work Attraction VMT	1,394	1,205
Total Home Based VMT Per Capita	0.0	0.0
Total Work Based VMT Per Employee	16.8	14.6

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:	
Print Name:	Amrita Shankar
Title:	Transportation Engineer I
Company:	Linscott, Law, & Greenspan, Engineers
Address:	20931 Burbank Boulevard, Suite C Woodland Hills, CA 91367
Phone:	818.835.8648
Email Address:	shankar@llgengineers.com
Date:	3/22/2022

APPENDIX D

MANUAL TRAFFIC COUNT DATA



City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:
North/South

Woodley Ave

East/West

Plummer St

Day: Wednesday Date: 11/29/2017 Weather: SUNNY

Hours: 7-10AM 3-6PM Checkrs: NDS

School Day: Yes District: 0 I/S CODE 0

	N/B	S/B	E/B	W/B
DUAL-WHEELED	88	115	56	59
BIKES	0	0	0	0
BUSES	8	8	9	8

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	192	7.45	391	7.45	305	7.45	452	7.30
PM PK 15 MIN	383	5.15	179	3.00	391	5.15	223	3.00
AM PK HOUR	648	7.00	1391	7.15	1068	7.15	1609	7.00
PM PK HOUR	1470	4.45	620	3.00	1442	5.00	784	3.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	90	476	82	648
8-9	75	311	70	456
9-10	43	279	53	375
3-4	122	855	165	1142
4-5	145	993	199	1337
5-6	149	1064	246	1459
TOTAL	624	3978	815	5417

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	124	1074	155	1353
8-9	63	915	103	1081
9-10	44	460	49	553
3-4	88	439	93	620
4-5	71	445	53	569
5-6	75	442	57	574
TOTAL	465	3775	510	4750

TOTAL

N-S
2001
1537
928
1762
1906
2033
10167

XING S/L

Ped	Sch
11	0
3	0
4	0
2	0
3	0
4	0
27	0

XING N/L

Ped	Sch
4	0
3	0
4	0
1	0
4	0
6	0
22	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	41	777	147	965
8-9	48	685	101	834
9-10	22	355	69	446
3-4	43	924	97	1064
4-5	59	919	71	1049
5-6	61	1295	86	1442
TOTAL	274	4955	571	5800

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	167	1394	48	1609
8-9	136	941	32	1109
9-10	83	499	27	609
3-4	88	631	65	784
4-5	66	511	60	637
5-6	69	569	47	685
TOTAL	609	4545	279	5433

TOTAL

E-W
2574
1943
1055
1848
1686
2127
11233

XING W/L

Ped	Sch
8	0
9	0
3	0
2	0
10	0
6	0
38	0

XING E/L

Ped	Sch
7	0
11	0
11	0
7	0
9	0
7	0
52	0

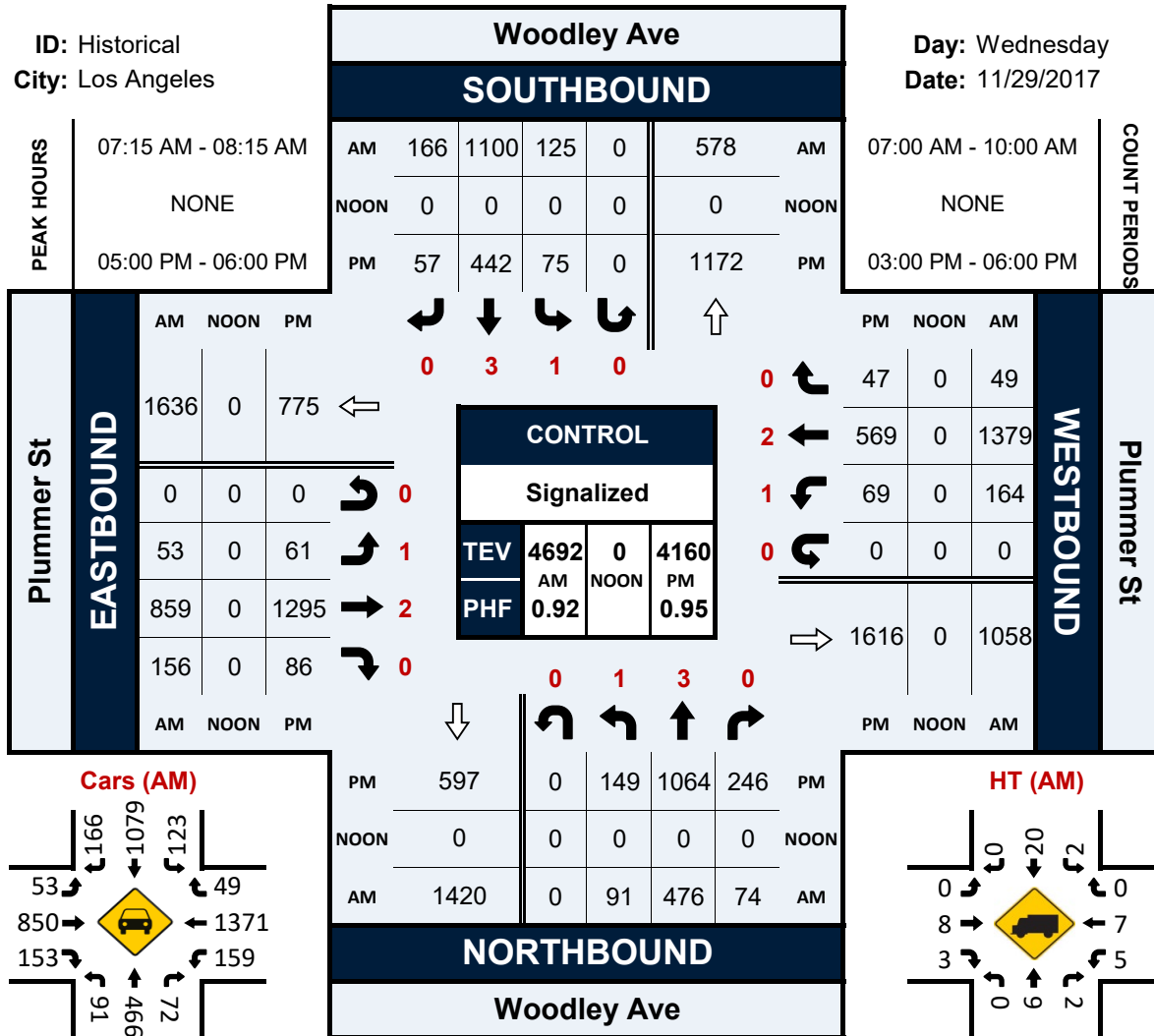
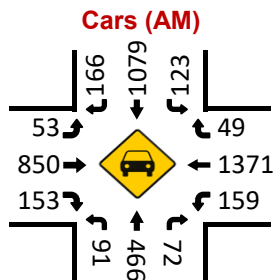
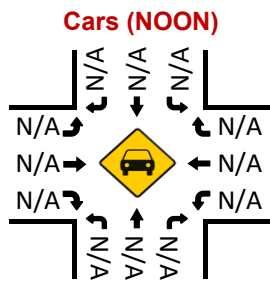
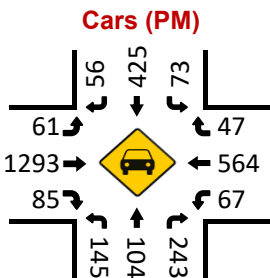
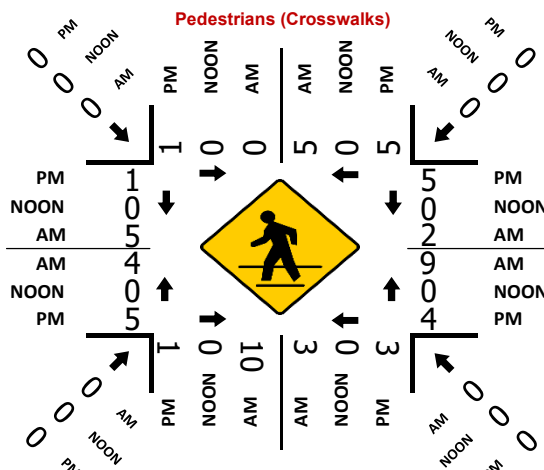
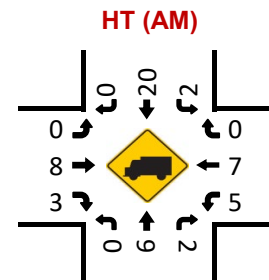
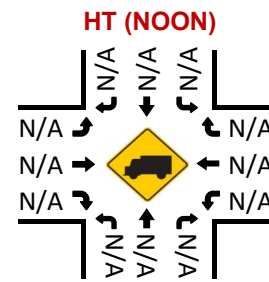
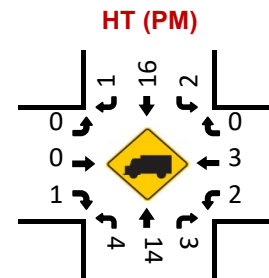
(Rev Oct 06)

Woodley Ave & Plummer St

Peak Hour Turning Movement Count

ID: Historical
City: Los Angeles

Day: Wednesday
Date: 11/29/2017



National Data & Surveying Services Intersection Turning Movement Count

Location: Woodley Ave & Plummer St
City: Los Angeles
Control: Signalized

Project ID: Historical
Date: 11/29/2017

Total

NS/EW Streets:	Woodley Ave				Woodley Ave				Plummer St				Plummer St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	3 NT	0 NR	0 NU	1 SL	3 ST	0 SR	0 SU	1 EL	2 ET	0 ER	0 EU	1 WL	2 WT	0 WR	0 WU	
7:00 AM	20	98	18	0	22	239	16	0	5	147	28	0	47	289	9	0	938
7:15 AM	21	99	22	0	22	299	32	0	10	170	27	0	36	373	14	0	1125
7:30 AM	28	129	21	0	41	245	46	0	14	218	41	0	38	398	16	0	1235
7:45 AM	21	150	21	0	39	291	61	0	12	242	51	0	46	334	9	0	1277
8:00 AM	21	98	10	0	23	265	27	0	17	229	37	0	44	274	10	0	1055
8:15 AM	18	78	20	0	22	233	22	0	15	163	26	0	37	209	9	0	852
8:30 AM	18	66	20	0	9	214	34	0	5	166	25	0	20	253	5	0	835
8:45 AM	18	69	20	0	9	203	20	0	11	127	13	0	35	205	8	0	738
9:00 AM	10	79	13	0	9	140	12	0	6	116	26	0	39	184	7	0	641
9:15 AM	12	59	16	0	13	112	15	0	2	105	22	0	15	143	5	0	519
9:30 AM	9	76	11	0	10	108	10	0	8	74	9	0	11	83	6	0	415
9:45 AM	12	65	13	0	12	100	12	0	6	60	12	0	18	89	9	0	408
TOTAL VOLUMES:	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s:	208	1066	205	0	231	2449	307	0	111	1817	317	0	386	2834	107	0	10038
	14.06%	72.08%	13.86%	0.00%	7.73%	81.99%	10.28%	0.00%	4.94%	80.94%	14.12%	0.00%	11.60%	85.18%	3.22%	0.00%	
PEAK HR:	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL:	91	476	74	0	125	1100	166	0	53	859	156	0	164	1379	49	0	4692
PEAK HR FACTOR:	0.813	0.793	0.841	0.000	0.762	0.920	0.680	0.000	0.779	0.887	0.765	0.000	0.891	0.866	0.766	0.000	0.919
	0.835				0.889				0.875				0.881				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	3 NT	0 NR	0 NU	1 SL	3 ST	0 SR	0 SU	1 EL	2 ET	0 ER	0 EU	1 WL	2 WT	0 WR	0 WU	
3:00 PM	33	203	34	0	25	121	33	0	12	208	26	0	25	177	21	0	918
3:15 PM	35	202	33	0	30	104	23	0	9	241	29	0	21	172	20	0	919
3:30 PM	26	208	40	0	21	111	19	0	10	257	14	0	24	149	6	0	885
3:45 PM	28	242	58	0	12	103	18	0	12	218	28	0	18	133	18	0	888
4:00 PM	36	236	51	0	20	98	11	0	13	211	20	0	10	111	16	0	833
4:15 PM	39	260	43	0	13	125	18	0	11	213	10	0	14	113	15	0	874
4:30 PM	24	254	42	0	16	114	13	0	17	255	21	0	21	144	13	0	934
4:45 PM	46	243	63	0	22	108	11	0	18	240	20	0	21	143	16	0	951
5:00 PM	39	261	58	0	18	104	18	0	13	308	26	0	19	116	13	0	993
5:15 PM	43	277	63	0	20	101	13	0	22	346	23	0	14	160	12	0	1094
5:30 PM	37	275	65	0	15	123	17	0	14	332	22	0	20	154	16	0	1090
5:45 PM	30	251	60	0	22	114	9	0	12	309	15	0	16	139	6	0	983
TOTAL VOLUMES:	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s:	416	2912	610	0	234	1326	203	0	163	3138	254	0	223	1711	172	0	11362
	10.56%	73.95%	15.49%	0.00%	13.27%	75.21%	11.51%	0.00%	4.59%	88.27%	7.14%	0.00%	10.59%	81.24%	8.17%	0.00%	
PEAK HR:	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL:	149	1064	246	0	75	442	57	0	61	1295	86	0	69	569	47	0	4160
PEAK HR FACTOR:	0.866	0.960	0.946	0.000	0.852	0.898	0.792	0.000	0.693	0.936	0.827	0.000	0.863	0.889	0.734	0.000	0.951
	0.952				0.926				0.922				0.901				

National Data & Surveying Services Intersection Turning Movement Count

Location: Woodley Ave & Plummer St
City: Los Angeles
Control: Signalized

Project ID: Historical
Date: 11/29/2017

Bikes

NS/EW Streets:	Woodley Ave				Woodley Ave				Plummer St				Plummer St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	3 NT	0 NR	0 NU	1 SL	3 ST	0 SR	0 SU	1 EL	2 ET	0 ER	0 EU	1 WL	2 WT	0 WR	0 WU	
7:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
7:30 AM	0	1	0	0	0	0	0	0	0	1	0	0	0	4	0	0	6
7:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
8:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
8:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
9:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
TOTAL VOLUMES:	NL 0	NT 4	NR 0	NU 0	SL 0	ST 3	SR 0	SU 0	EL 0	ET 4	ER 0	EU 0	WL 0	WT 5	WR 0	WU 0	TOTAL 16
APPROACH %'s:	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR:	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL:	0	2	0	0	0	0	0	0	0	3	0	0	0	5	0	0	10
PEAK HR FACTOR:	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.000	0.000	0.000	0.313	0.000	0.000	0.417
	0.500								0.750				0.313				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	3 NT	0 NR	0 NU	1 SL	3 ST	0 SR	0 SU	1 EL	2 ET	0 ER	0 EU	1 WL	2 WT	0 WR	0 WU	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
3:45 PM	0	0	0	0	0	3	0	0	0	0	0	0	1	1	1	0	6
4:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
4:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
4:45 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
5:00 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	NL 0	NT 1	NR 0	NU 0	SL 0	ST 9	SR 0	SU 0	EL 0	ET 1	ER 0	EU 0	WL 1	WT 3	WR 2	WU 0	TOTAL 17
APPROACH %'s:	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	16.67%	50.00%	33.33%	0.00%	
PEAK HR:	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL:	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
PEAK HR FACTOR:	0.00	0.250	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.375
	0.250				0.500												

National Data & Surveying Services Intersection Turning Movement Count

Location: Woodley Ave & Plummer St
City: Los Angeles

Project ID: Historical
Date: 11/29/2017

Pedestrians (Crosswalks)

NS/EW Streets:	Woodley Ave		Woodley Ave		Plummer St		Plummer St		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
7:00 AM	0	0	1	0	0	0	1	0	2
7:15 AM	0	2	1	0	2	0	1	4	10
7:30 AM	0	1	4	3	1	0	2	0	11
7:45 AM	0	1	3	0	2	2	0	1	9
8:00 AM	0	1	2	0	4	0	1	0	8
8:15 AM	0	0	0	0	3	0	1	0	4
8:30 AM	0	1	0	0	0	1	4	1	7
8:45 AM	1	0	0	1	2	1	0	2	7
9:00 AM	2	1	2	0	5	0	0	0	10
9:15 AM	0	0	1	0	0	1	1	1	4
9:30 AM	1	0	0	1	3	1	0	1	7
9:45 AM	0	0	0	0	2	0	0	0	2
TOTAL VOLUMES :	EB 4	WB 7	EB 14	WB 5	NB 24	SB 6	NB 11	SB 10	TOTAL 81
APPROACH %'s :	36.36%	63.64%	73.68%	26.32%	80.00%	20.00%	52.38%	47.62%	
PEAK HR :	07:15 AM - 08:15 AM								TOTAL
PEAK HR VOL :	0	5	10	3	9	2	4	5	38
PEAK HR FACTOR :		0.625	0.625	0.250	0.563	0.250	0.500	0.313	0.864
		0.625		0.464		0.688		0.450	

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
3:00 PM	0	0	0	0	2	1	0	0	3
3:15 PM	0	1	1	1	0	0	1	1	5
3:30 PM	0	0	0	0	4	0	0	0	4
3:45 PM	0	0	0	0	1	0	0	0	1
4:00 PM	0	0	0	0	3	0	1	2	6
4:15 PM	2	0	0	1	0	2	2	0	7
4:30 PM	1	0	2	0	1	1	1	3	9
4:45 PM	0	1	0	0	1	1	0	1	4
5:00 PM	0	2	0	0	0	0	2	1	5
5:15 PM	0	2	0	2	3	2	3	0	12
5:30 PM	1	1	1	1	1	2	0	0	7
5:45 PM	0	0	0	0	0	1	0	0	1
TOTAL VOLUMES :	EB 4	WB 7	EB 4	WB 5	NB 16	SB 10	NB 10	SB 8	TOTAL 64
APPROACH %'s :	36.36%	63.64%	44.44%	55.56%	61.54%	38.46%	55.56%	44.44%	
PEAK HR :	05:00 PM - 06:00 PM								TOTAL
PEAK HR VOL :	1	5	1	3	4	5	5	1	25
PEAK HR FACTOR :	0.250	0.625	0.250	0.375	0.333	0.625	0.417	0.250	0.521
		0.750		0.500		0.450		0.500	



24 Hours Traffic Volume

City of Los Angeles

Department of Transportation

Counter ARMANDO
Date 05/08/17
Start Time 12 AM

Location **HASKELL AV AT PLUMMER ST**
Direction **N/S STREET**
Serial Number **RD23080 D**

Day of Week **MONDAY** Prepared 05/09/17
DOT District **WEST VALLEY** By **AMS**
Weather **CLEAR**

Time	NORTHBOUND or WESTBOUND					SOUTHBOUND or EASTBOUND					TOTAL
	1ST QTR	2ND QTR	3RD QTR	4TH QTR	HOUR TOTAL	1ST QTR	2ND QTR	3RD QTR	4TH QTR	HOUR TOTAL	
12 AM	6	6	11	11	34	5	2	6	4	17	51
1 AM	2	2	5	0	9	4	0	1	4	9	18
2 AM	5	2	2	3	12	1	2	1	0	4	16
3 AM	3	0	1	4	8	1	4	5	5	15	23
4 AM	2	2	3	6	13	3	1	14	15	33	46
5 AM	7	11	22	23	63	12	14	30	53	109	172
6 AM	38	32	34	43	147	52	56	76	108	292	439
7 AM	73	96	144	160	473	117	187	264	280	848	1321
8 AM	126	71	86	64	347	227	203	119	84	633	980
9 AM	49	52	46	45	192	85	70	60	39	254	446
10 AM	45	44	39	45	173	39	60	65	40	204	377
11 AM	67	59	40	45	211	36	48	29	43	156	367
12 NN	59	41	74	59	233	55	31	54	48	188	421
1 PM	62	71	61	48	242	50	49	46	46	191	433
2 PM	61	96	115	136	408	57	56	44	77	234	642
3 PM	140	160	128	143	571	100	90	87	83	360	931
4 PM	154	161	157	164	636	81	84	71	82	318	954
5 PM	184	222	185	167	758	96	83	100	103	382	1140
6 PM	148	115	108	99	470	76	66	85	58	285	755
7 PM	100	70	65	62	297	59	37	36	42	174	471
8 PM	48	52	48	35	183	40	41	23	24	128	311
9 PM	40	40	42	31	153	21	33	21	32	107	260
10 PM	40	19	27	18	104	21	16	17	13	67	171
11 PM	16	8	17	6	47	22	16	10	11	59	106

FIRST 12-HOURS PEAK QUARTER COUNT

LAST 12-HOURS PEAK QUARTER COUNT

24 HOUR VEHICLES TOTAL

TOTAL VEHICLES STANDARD DEVIATION (STD)

160 7 AM 4TH
222 5 PM 2ND
5,784
[+,-] 209.38

280 7 AM 4TH
103 5 PM 4TH
5,067 **10,851**
[+,-] 196.84 373.79

PEAK HOURS VOLUME

	NORTH or WEST BOUND		SOUTH or EAST BOUND		BOTH DIRECTIONS	
	PEAK HOUR	VEHICLE VOLUME	PEAK HOUR	VEHICLE VOLUME	PEAK HOUR	VEHICLE VOLUME
First 12H Peak	7 AM	473	7 AM	848	7 AM	1,321
Last 12H Peak	5 PM	758	5 PM	382	5 PM	1,140
First 12H Peak STD		[+,-] 143.44		[+,-] 257.71		[+,-] 397.89
Last 12H Peak STD		[+,-] 216.27		[+,-] 105.12		[+,-] 319.57



City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South

Orion Ave

East/West

Plummer St

Day: Wednesday Date: December 9, 2015 Weather: SUNNY

Hours: 7-10 & 2-5 Chekrs: NDS

School Day: YES District: I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	4	2	72	57
BIKES	3	1	12	14
BUSES	0	0	9	8

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	49	7.30	15	7.45	341	7.45	462	7.30
PM PK 15 MIN	25	16.45	7	16.30	312	16.45	215	14.45
AM PK HOUR	120	7.00	43	7.15	1096	7.15	1608	7.00
PM PK HOUR	79	16.00	18	16.00	1101	16.00	789	14.30

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	74	2	44	120
8-9	16	2	7	25
9-10	11	2	14	27
14-15	22	6	32	60
15-16	21	6	44	71
16-17	19	5	55	79
TOTAL	163	23	196	382

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	1	1	40	42
8-9	4	5	11	20
9-10	3	2	10	15
14-15	4	2	7	13
15-16	0	4	9	13
16-17	4	1	13	18
TOTAL	16	15	90	121

TOTAL

XING S/L

XING N/L

N-S	Ped	Sch	Ped	Sch
162	21	1	10	0
45	9	1	6	1
42	2	0	3	0
73	5	2	3	0
84	17	8	23	0
97	15	0	6	0
503	69	12	51	1

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	10	942	62	1014
8-9	8	660	39	707
9-10	5	374	12	391
14-15	5	559	38	602
15-16	14	953	72	1039
16-17	22	1021	58	1101
TOTAL	64	4509	281	4854

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	28	1577	3	1608
8-9	18	737	10	765
9-10	12	433	1	446
14-15	23	637	5	665
15-16	25	657	6	688
16-17	33	579	4	616
TOTAL	139	4620	29	4788

TOTAL

XING W/L

XING E/L

E-W	Ped	Sch	Ped	Sch
2622	1	0	0	0
1472	0	0	1	0
837	2	0	2	0
1267	1	0	0	0
1727	0	0	0	0
1717	0	0	2	1
9642	4	0	5	1

ITM Peak Hour Summary

Prepared by:

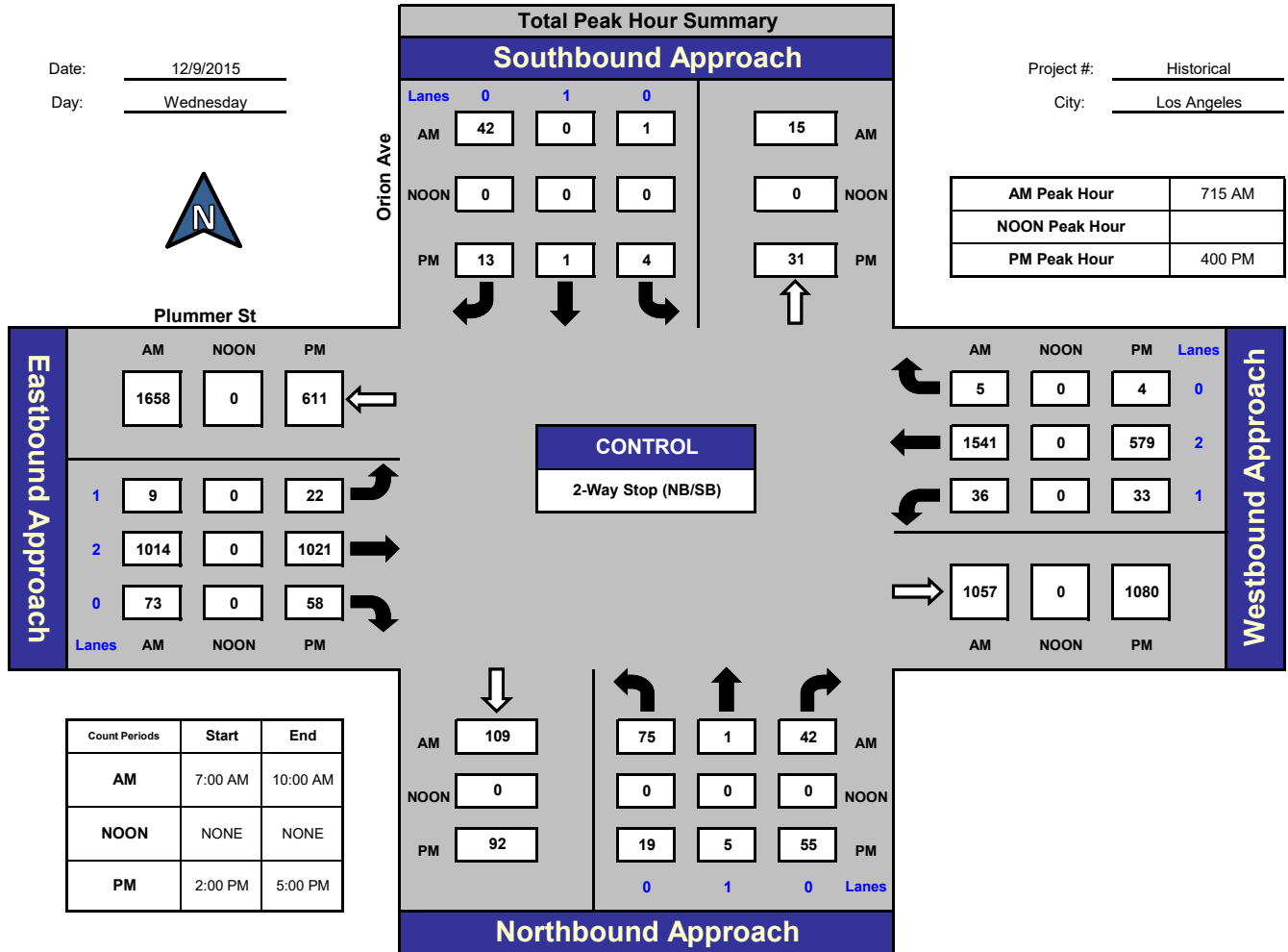


National Data & Surveying Services

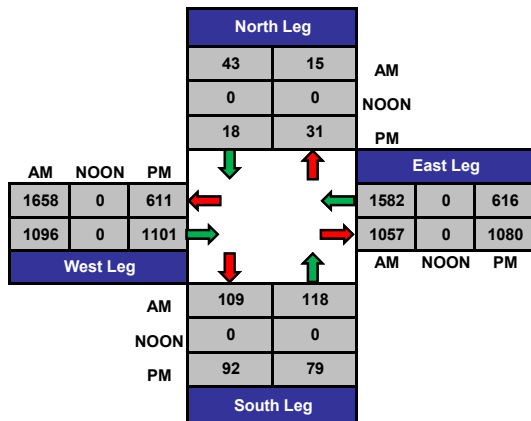
Orion Ave and Plummer St, Los Angeles

Date: 12/9/2015
Day: Wednesday

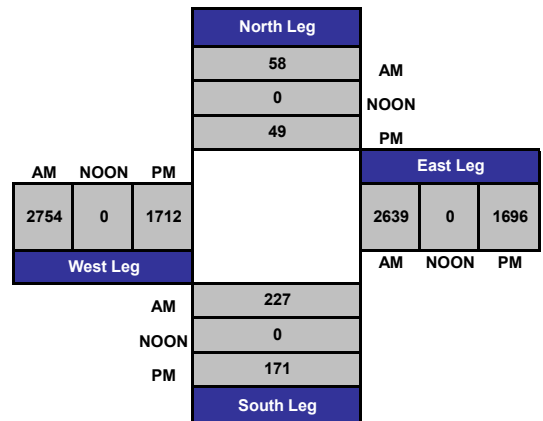
Project #: Historical
City: Los Angeles



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: Historical

Day: Wednesday

City: Los Angeles

TOTALS

Date: 12/9/2015

AM													
NS/EW Streets:	Orion Ave			Orion Ave			Plummer St			Plummer St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL
7:00 AM	6	1	4	0	1	3	2	164	5	3	320	2	511
7:15 AM	13	0	8	1	0	8	0	213	8	7	403	0	661
7:30 AM	33	0	16	0	0	14	4	253	24	7	455	0	806
7:45 AM	22	1	16	0	0	15	4	312	25	11	399	1	806
8:00 AM	7	0	2	0	0	5	1	236	16	11	284	4	566
8:15 AM	4	1	2	2	2	0	5	174	16	2	190	4	402
8:30 AM	1	1	2	1	2	3	2	146	5	3	151	1	318
8:45 AM	4	0	1	1	1	3	0	104	2	2	112	1	231
9:00 AM	1	0	3	2	0	0	1	119	2	3	129	0	260
9:15 AM	5	0	7	0	1	3	2	88	5	1	108	0	220
9:30 AM	3	2	1	1	0	3	2	87	4	4	93	0	200
9:45 AM	2	0	3	0	1	4	0	80	1	4	103	1	199
TOTAL VOLUMES :	NL 101	NT 6	NR 65	SL 8	ST 8	SR 61	EL 23	ET 1976	ER 113	WL 58	WT 2747	WR 14	TOTAL 5180
APPROACH %'s :	58.72%	3.49%	37.79%	10.39%	10.39%	79.22%	1.09%	93.56%	5.35%	2.06%	97.45%	0.50%	
PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	75	1	42	1	0	42	9	1014	73	36	1541	5	2839
PEAK HR FACTOR :	0.602			0.717			0.804			0.856			0.881

CONTROL : 2-Way Stop (NB/SB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: Historical

Day: Wednesday

City: Los Angeles

TOTALS

Date: 12/9/2015

PM

NS/EW Streets:		Orion Ave			Orion Ave			Plummer St			Plummer St			
		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:		NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL
2:00 PM		1	1	5	1	0	1	2	122	7	7	137	1	285
2:15 PM		7	0	5	1	1	1	0	136	9	4	126	0	290
2:30 PM		5	2	13	1	0	3	0	126	6	5	168	2	331
2:45 PM		9	3	9	1	1	2	3	175	16	7	206	2	434
3:00 PM		4	2	15	0	1	4	5	224	25	5	204	3	492
3:15 PM		8	0	6	0	0	1	3	285	20	6	180	1	510
3:30 PM		8	1	11	0	3	2	4	201	11	7	123	0	371
3:45 PM		1	3	12	0	0	2	2	243	16	7	150	2	438
4:00 PM		6	1	9	0	0	4	8	232	17	9	137	1	424
4:15 PM		2	0	14	0	0	2	7	256	12	6	148	1	448
4:30 PM		6	1	15	3	0	4	4	239	14	10	142	0	438
4:45 PM		5	3	17	1	1	3	3	294	15	8	152	2	504
TOTAL VOLUMES :		NL 62	NT 17	NR 131	SL 8	ST 7	SR 29	EL 41	ET 2533	ER 168	WL 81	WT 1873	WR 15	TOTAL 4965
APPROACH %'s :		29.52%	8.10%	62.38%	18.18%	15.91%	65.91%	1.50%	92.38%	6.13%	4.11%	95.12%	0.76%	
PEAK HR START TIME :		400 PM												TOTAL
PEAK HR VOL :		19	5	55	4	1	13	22	1021	58	33	579	4	1814
PEAK HR FACTOR :		0.790			0.643			0.882			0.951			0.900

CONTROL : 2-Way Stop (NB/SB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: Historical

Day: Wednesday

City: Los Angeles

BIKES

Date: 12/9/2015

AM

NS/EW Streets:		Orion Ave			Orion Ave			Plummer St			Plummer St			
		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:		NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL
7:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM		0	0	0	0	0	0	0	0	0	0	1	0	1
7:30 AM		0	0	0	0	0	0	0	1	0	0	7	0	8
7:45 AM		0	0	0	0	0	0	0	0	0	0	1	0	1
8:00 AM		0	0	0	0	0	0	0	1	0	0	0	0	1
8:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM		0	1	0	0	0	1	0	0	0	0	0	0	2
8:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	
9:00 AM		0	0	0	0	0	0	0	0	0	0	1	0	1
9:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	
9:30 AM		0	0	0	0	0	0	0	0	0	0	1	0	1
9:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	
TOTAL VOLUMES : APPROACH %'s :		NL 0 0.00%	NT 1 100.00%	NR 0 0.00%	SL 0 0.00%	ST 0 0.00%	SR 1 100.00%	EL 0 0.00%	ET 2 100.00%	ER 0 0.00%	WL 0 0.00%	WT 11 100.00%	WR 0 0.00%	TOTAL 15
PEAK HR START TIME :		715 AM												TOTAL
PEAK HR VOL :		0	0	0	0	0	0	0	2	0	0	9	0	11
PEAK HR FACTOR :		0.000			0.000			0.500			0.321			0.344

CONTROL : 2-Way Stop (NB/SB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: Historical

Day: Wednesday

City: Los Angeles

BIKES

Date: 12/9/2015

PM

NS/EW Streets:		Orion Ave			Orion Ave			Plummer St			Plummer St			
		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:		NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL
2:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	
2:15 PM		0	0	0	0	0	0	0	1	0	0	1	0	2
2:30 PM		0	0	0	0	0	0	0	1	0	0	0	0	1
2:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	
3:00 PM		0	0	0	0	0	0	0	5	0	0	0	0	5
3:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	
3:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	
3:45 PM		0	1	0	0	0	0	0	0	0	0	0	0	1
4:00 PM		0	0	0	0	0	0	0	1	0	0	1	0	2
4:15 PM		0	0	1	0	0	0	0	2	0	0	0	0	3
4:30 PM		0	0	0	0	0	0	0	0	0	0	1	0	1
4:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	
TOTAL VOLUMES :		NL 0	NT 1	NR 1	SL 0	ST 0	SR 0	EL 0	ET 10	ER 0	WL 0	WT 3	WR 0	TOTAL 15
APPROACH %'s :		0.00%	50.00%	50.00%				0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	
PEAK HR START TIME :		400 PM												TOTAL
PEAK HR VOL :		0	0	1	0	0	0	0	3	0	0	2	0	6
PEAK HR FACTOR :		0.250			0.000			0.375			0.500			0.500

CONTROL : 2-Way Stop (NB/SB)

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: Historical
N/S Street: Orion Ave
E/W Street: Plummer St
DATE: 12/9/2015
CITY: Los Angeles

DAY: Wednesday

A M

Adult Pedestrians

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	4	2	0	0	0	0	0	1
7:15 AM	0	0	0	6	0	0	0	0
7:30 AM	1	2	2	9	0	0	0	0
7:45 AM	0	1	1	3	0	0	0	0
8:00 AM	1	0	1	2	0	1	0	0
8:15 AM	0	1	0	2	0	0	0	0
8:30 AM	0	2	1	0	0	0	0	0
8:45 AM	1	1	2	1	0	0	0	0
9:00 AM	2	0	2	0	2	0	0	0
9:15 AM	0	0	0	0	0	0	0	1
9:30 AM	0	1	0	0	0	0	0	1
9:45 AM	0	0	0	0	0	0	0	0
TOTALS	9	10	9	23	2	1	0	3

School-Aged Pedestrians

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	1	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0
8:45 AM	0	1	0	1	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0
TOTALS	0	1	0	2	0	0	0	0

P M

Adult Pedestrians

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
2:00 PM	0	1	3	0	0	0	0	0
2:15 PM	0	0	1	0	0	0	1	0
2:30 PM	0	1	0	0	0	0	0	0
2:45 PM	0	1	0	1	0	0	0	0
3:00 PM	2	0	0	0	0	0	0	0
3:15 PM	1	0	8	1	0	0	0	0
3:30 PM	7	0	4	3	0	0	0	0
3:45 PM	10	3	0	1	0	0	0	0
4:00 PM	0	0	5	2	0	0	0	0
4:15 PM	1	1	2	1	0	0	0	0
4:30 PM	0	3	2	0	0	0	0	0
4:45 PM	1	0	2	1	0	2	0	0
TOTALS	22	10	27	10	0	2	1	0

School-Aged Pedestrians

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
2:00 PM	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0
2:30 PM	0	0	2	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0
3:00 PM	0	0	3	0	0	0	0	0
3:15 PM	0	0	4	0	0	0	0	0
3:30 PM	0	0	0	1	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	1	0	0
TOTALS	0	0	9	1	0	1	0	0



Sepulveda Blvd

Plummer St

Day: Tuesday Date: February 14, 2017 Weather: SUNNY

Hours: 7-10 & 3-6 Chekrs: NDS

School Day: YES District: I/S CODE

	<u>N/B</u>	<u>S/B</u>	<u>E/B</u>	<u>W/B</u>
DUAL- WHEELED	233	204	81	89
BIKES	0	0	0	0
BUSES	34	33	8	8

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	449	7.45	412	8.00	257	8.15	318	7.15
PM PK 15 MIN	389	17.30	283	17.45	339	17.45	209	17.45
AM PK HOUR	1545	7.00	1397	7.30	974	7.30	1166	7.15
PM PK HOUR	1478	16.45	1090	17.00	1304	17.00	776	17.00

XING N/L

Hours	Lt	Th	Rt	Total
7-8	338	866	341	1545
8-9	180	649	157	986
9-10	72	538	76	686
10-16	129	1009	167	1305
16-17	93	1084	204	1381
17-18	98	1165	207	1470
TOTAL	910	5311	1152	7373

Hours	Lt	Th	Rt	Total
7-8	162	843	279	1284
8-9	118	966	159	1243
9-10	66	612	62	740
15-16	158	732	71	961
16-17	159	741	71	971
17-18	207	817	66	1090
TOTAL	870	4711	708	6289

N-S
2829
2229
1426
2266
2352
2560

Ped	Sch
0	0
0	0
0	0
0	0
0	0
0	0

[illegible]

TOTAL	910	5311	1152	7373
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TOTAL	870	4711	708	6289
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13662

0	0
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0	0
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XING E/L

Hours	Lt	Th	Rt	Total
7-8	54	681	99	834
8-9	54	616	109	779
9-10	51	342	56	449
15-16	113	766	117	996
16-17	90	877	119	1086
17-18	106	1083	115	1304

Hours	Lt	Th	Rt	Total
7-8	67	1017	70	1154
8-9	84	908	104	1096
9-10	82	470	82	634
15-16	84	543	127	754
16-17	87	519	104	710
17-18	85	548	143	776

E-W
1988
1875
1083
1750
1796
2080

Ped	Sch
0	0
0	0
0	0
0	0
0	0
0	0

Ped	Sch
0	0
0	0
0	0
0	0
0	0
0	0

TOTAL	468	4365	615	5448
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TOTAL	489	4005	630	5124
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10572

0	0
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0	0
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ITM Peak Hour Summary

Prepared by:

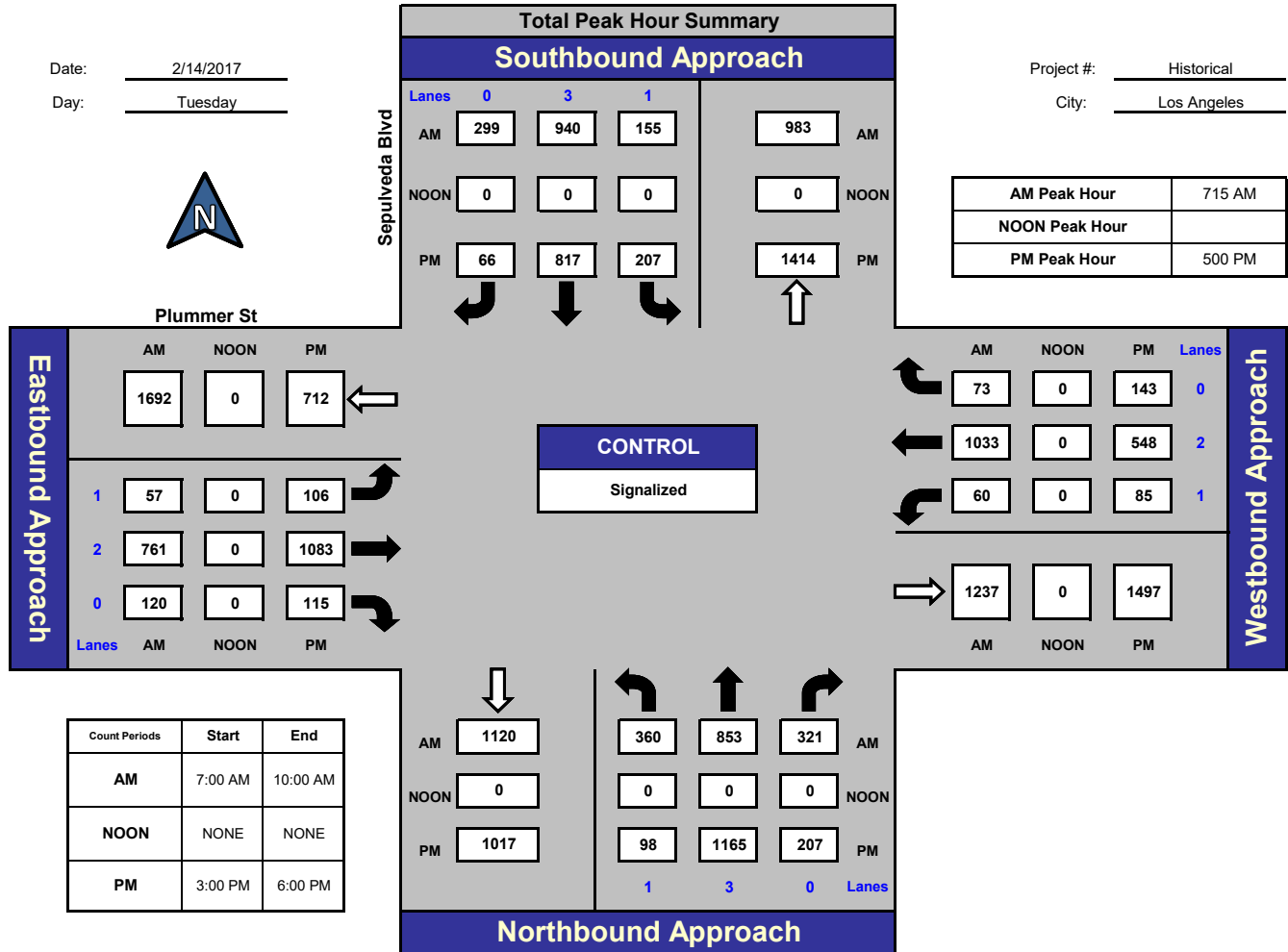


National Data & Surveying Services

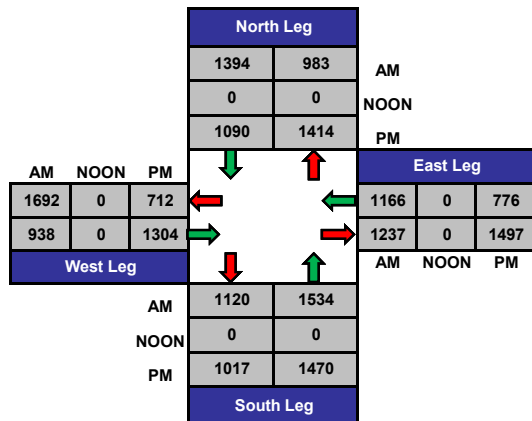
Sepulveda Blvd and Plummer St, Los Angeles

Date: 2/14/2017
Day: Tuesday

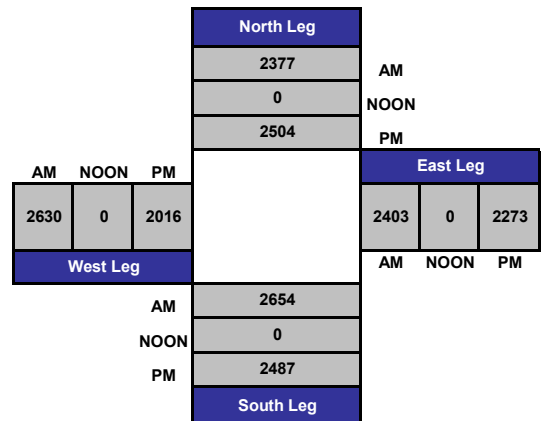
Project #: Historical
City: Los Angeles



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: Historical

Day: Tuesday

City: Los Angeles

TOTALS

Date: 2/14/2017

AM

NS/EW Streets:		Sepulveda Blvd			Sepulveda Blvd			Plummer St			Plummer St			
		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:		NL 1	NT 3	NR 0	SL 1	ST 3	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL
7:00 AM		33	173	54	45	218	39	10	121	13	23	230	25	984
7:15 AM		98	215	85	38	213	48	14	177	30	13	287	18	1236
7:30 AM		94	229	115	54	233	88	16	186	23	14	244	11	1307
7:45 AM		113	249	87	25	179	104	14	197	33	17	256	16	1290
8:00 AM		55	160	34	38	315	59	13	201	34	16	246	28	1199
8:15 AM		50	161	53	32	220	50	19	205	33	20	229	28	1100
8:30 AM		34	157	50	35	229	26	12	101	17	27	204	23	915
8:45 AM		41	171	20	13	202	24	10	109	25	21	229	25	890
9:00 AM		25	149	18	15	139	11	9	92	14	21	171	23	687
9:15 AM		19	125	15	21	170	18	18	82	11	21	106	14	620
9:30 AM		14	133	18	14	151	15	14	97	18	16	105	16	611
9:45 AM		14	131	25	16	152	18	10	71	13	24	88	29	591
TOTAL VOLUMES : APPROACH %'s :		NL 590 18.34%	NT 2053 63.82%	NR 574 17.84%	SL 346 10.59%	ST 2421 74.10%	SR 500 15.30%	EL 159 7.71%	ET 1639 79.49%	ER 264 12.80%	WL 233 8.08%	WT 2395 83.04%	WR 256 8.88%	TOTAL 11430
PEAK HR START TIME :		715 AM												TOTAL
PEAK HR VOL :		360	853	321	155	940	299	57	761	120	60	1033	73	5032
PEAK HR FACTOR :		0.854			0.846			0.946			0.917			0.963

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: Historical

Day: Tuesday

City: Los Angeles

TOTALS

Date: 2/14/2017

PM

NS/EW Streets:		Sepulveda Blvd			Sepulveda Blvd			Plummer St			Plummer St			
		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:		NL 1	NT 3	NR 0	SL 1	ST 3	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL
3:00 PM		47	259	33	35	192	18	34	161	42	23	133	32	1009
3:15 PM		29	238	43	36	158	16	27	206	24	19	147	19	962
3:30 PM		31	249	47	39	197	20	28	195	26	19	130	44	1025
3:45 PM		22	263	44	48	185	17	24	204	25	23	133	32	1020
4:00 PM		20	285	53	39	190	17	22	213	33	22	148	26	1068
4:15 PM		19	248	52	46	174	24	24	230	32	19	130	37	1035
4:30 PM		28	280	45	30	196	12	20	215	23	27	117	18	1011
4:45 PM		26	271	54	44	181	18	24	219	31	19	124	23	1034
5:00 PM		16	295	56	39	204	15	28	259	26	24	135	27	1124
5:15 PM		24	299	48	59	198	19	24	268	34	20	133	34	1160
5:30 PM		30	309	50	48	205	20	29	267	30	21	132	41	1182
5:45 PM		28	262	53	61	210	12	25	289	25	20	148	41	1174
TOTAL VOLUMES : APPROACH %'s :		NL 320 7.70%	NT 3258 78.39%	NR 578 13.91%	SL 524 17.34%	ST 2290 75.78%	SR 208 6.88%	EL 309 9.13%	ET 2726 80.51%	ER 351 10.37%	WL 256 11.43%	WT 1610 71.88%	WR 374 16.70%	TOTAL 12804
PEAK HR START TIME :		500 PM												TOTAL
PEAK HR VOL :		98	1165	207	207	817	66	106	1083	115	85	548	143	4640
PEAK HR FACTOR :		0.945			0.963			0.962			0.928			0.981

CONTROL : Signalized

BICYCLE COUNT SUMMARY**STREET:**North/South : **Sepulveda Blvd**East/West : **Plummer St**

Day: Tuesday

Date: 2/14/2017

Weather: Sunny

School Day: YES

District:

I/S CODE:

Hours: 7-10AM 3-6PM

Staff:

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	0	0	0
8-9	0	3	0	3
9-10	0	2	0	2
3-4	0	3	0	3
4-5	1	5	0	6
5-6	0	1	0	1
TOTAL	1	14	0	15

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total	N-S
7-8	0	1	0	1	1
8-9	0	1	0	1	4
9-10	1	2	0	3	5
3-4	0	6	3	9	12
4-5	1	4	1	6	12
5-6	0	4	0	4	5
TOTAL	2	18	4	24	39

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	0	0	0
8-9	1	0	0	1
9-10	0	0	0	0
3-4	1	3	1	5
4-5	0	1	0	1
5-6	1	3	1	5
TOTAL	3	7	2	12

WESTBOUND Approach

Hours	Lt	Th	Rt	Total	E-W
7-8	0	3	0	3	3
8-9	0	1	0	1	2
9-10	0	0	0	0	0
3-4	1	1	0	2	7
4-5	1	2	1	4	5
5-6	0	0	1	1	6
TOTAL	2	7	2	11	23

REMARKS (6 hour total):

	NB	SB	EB	WB	TOTAL
- Female riders	0	1	1	1	3
- No helmet riders	4	6	5	2	17
- Sidewalk riding	1	1	0	0	2
- Wrong way riding	7	6	3	1	17

NB: Northbound, SB: Southbound, EB: Eastbound, WB: Westbound, I/S: Intersection

PEDESTRIAN COUNT SUMMARY

STREET:

North/South : Sepulveda Blvd

East/West : Plummer St

Day: Tuesday

Date: 2/14/2017

Weather: Sunny

School Day: YES

District:

I/S CODE:

Hours: 7-10AM 3-6PM

Staff:

AM PEAK PERIOD

15 Min. interval	N-LEG	S-LEG	E-LEG	W-LEG	<u>TOTAL</u>
7:00 - 7:15	0	11	48	5	64
7:15 - 7:30	4	15	58	6	83
7:30 - 7:45	7	18	47	10	82
7:45 - 8:00	2	15	13	3	33
8:00 - 8:15	7	4	2	8	21
8:15 - 8:30	4	4	8	5	21
8:30 - 8:45	3	4	2	3	12
8:45 - 9:00	2	5	6	6	19
9:00 - 9:15	1	2	1	4	8
9:15 - 9:30	3	3	5	2	13
9:30 - 9:45	5	2	6	2	15
9:45 - 10:00	2	1	2	4	9

Hours	N-LEG	S-LEG	E-LEG	W-LEG	<u>TOTAL</u>
7 - 8	13	59	166	24	262
8 - 9	16	17	18	22	73
9 - 10	11	8	14	12	45
TOTAL	40	84	198	58	380

PM PEAK PERIOD

15 Min. interval	N-LEG	S-LEG	E-LEG	W-LEG	<u>TOTAL</u>
3:00 - 3:15	8	6	8	12	34
3:15 - 3:30	3	10	14	4	31
3:30 - 3:45	6	20	7	9	42
3:45 - 4:00	5	9	13	11	38
4:00 - 4:15	3	7	17	9	36
4:15 - 4:30	2	5	16	2	25
4:30 - 4:45	1	5	8	9	23
4:45 - 5:00	2	4	8	4	18
5:00 - 5:15	3	1	8	2	14
5:15 - 5:30	6	3	16	3	28
5:30 - 5:45	5	4	19	8	36
5:45 - 6:00	7	1	3	4	15

Hours	N-LEG	S-LEG	E-LEG	W-LEG	<u>TOTAL</u>
3 - 4	22	45	42	36	145
4 - 5	8	21	49	24	102
5 - 6	21	9	46	17	93
TOTAL	51	75	137	77	340

REMARKS (6 hour total):

- Wheelchair/special needs assistance
- Skateboard/scooter

N-LEG	S-LEG	E-LEG	W-LEG	<u>TOTAL</u>
3	1	1	3	8
1	7	9	3	20

N: North, S: South, E: East, W: West, I/S: Intersection

Source: National Data & Surveying Services

LADOT 2017 CMP

APPENDIX E

**DETAILED PLANS, PROGRAMS, ORDINANCES, AND
POLICIES REVIEW**

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:

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.

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?

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

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

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

B.1 Does the project 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 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
- 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:

- 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
- 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

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.

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

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 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.*

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?

☒ Yes ☐ 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?

☐ Yes ☒ No ☐ N/A

Justification
provided in
Detailed
Responses

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

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.

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 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.

References

BOE [Street Standard Dimensions S-470-1](http://eng2.lacity.org/techdocs/stdplans/s-400/S-470-1_20151021_150849.pdf) http://eng2.lacity.org/techdocs/stdplans/s-400/S-470-1_20151021_150849.pdf

LADCP [Citywide Design Guidelines](https://planning.lacity.org/odocument/f6608be7-d5fe-4187-bea6-20618eec5049/Citywide_Design_Guidelines.pdf). https://planning.lacity.org/odocument/f6608be7-d5fe-4187-bea6-20618eec5049/Citywide_Design_Guidelines.pdf

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

Mobility Plan 2035 https://planning.lacity.org/odocument/523f2a95-9d72-41d7-aba5-1972f84c1d36/Mobility_Plan_2035.pdf

SCAG. Connect SoCal, 2020-2045 RTP/SCS, <https://www.connectsocal.org/Pages/default.aspx>

ATTACHMENT D.1: CITY PLAN, POLICIES AND GUIDELINES

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. It lays out a vision for designing safer, more vibrant streets that are accessible to people, no matter what their mode choice. As a living document, it is intended to be frequently updated as City departments identify and implement street standards and experiment with different configurations to promote complete streets. The guide is meant to be a toolkit that provides numerous examples of what is possible in the public right-of-way and that provides guidance on context-sensitive design.

The Plan for A Healthy Los Angeles (March 2015) includes policies directing several City departments to develop plans that promote active transportation and safety.

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 objectives.

The stated goal of Vision Zero is to eliminate traffic-related deaths in Los Angeles by 2025 through a number of strategies, including modifying the design of streets to increase the safety of vulnerable road users. Extensive crash data analysis is conducted on an ongoing basis to prioritize intersections and corridors for implementation of projects that will have the greatest effect on overall fatality reduction. The City designs and deploys Vision Zero Corridor Plans as part of the implementation of Vision Zero. If a project is proposed whose site lies on the High Injury Network (HIN), the applicant should consult with LADOT to inform the project's site plan and to determine appropriate improvements, whether by funding their implementation in full or by making a contribution toward their implementation.

The Citywide Design Guidelines (October 24, 2019) includes sections relevant to development projects where improvements are proposed within the public realm. Specifically, Guidelines one through three provide building design strategies that support the pedestrian experience. The Guidelines provide best practices in designing that apply in three spatial categories of site planning, building design and public right of way. The Guidelines should be followed to ensure that the project design supports pedestrian safety, access and comfort as they access to and from the building and the immediate public right of way.

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.

The Bureau of Engineering (BOE) Street Standard Dimensions S-470-1 provides the specific street widths and public right of way dimensions associated with the City's street standards.

Detailed Responses in Support of General Consistency with Transportation-Related Plans, Programs, Ordinances, or Policies (Adapted from Attachment D in *LADOT Transportation Assessment Guidelines*, July 2020)

The items below correspond with the TAG Attachment D: Plan, Policy, and Program Consistency Worksheet. Defined terms below have the same meanings as in the Transportation Assessment.

A. MOBILITY PLAN 2035 (MP 2035) PROW CLASSIFICATION STANDARDS FOR DEDICATIONS AND IMPROVEMENTS

The Project does include new construction along a street designated as a Boulevard I and II, and/or Avenue I, II, or III. Specifically, the Project proposes new construction along Plummer Street, which is designated as an Avenue II under the Mobility Plan 2035 Street Standards Plan. The Project does not include new construction on property zoned for R3 or less restrictive zone, as the Project Site is zoned (T)(Q)RE9-1 per the LAMC. Therefore, the Project is most likely not required to make additional dedications or improvements to the public right-of-way. Specifically, the Project is most likely not required to make additional dedications or improvements to the Project Site's Plummer Street frontage to meet the designated sidewalk dimensions of an Avenue II. The standard street dimensions of an Avenue II consist of a 28-foot half-width roadway within a 43-foot half-width public right-of-way. It is noted that the City's Bureau of Engineering (BOE) will make a final determination if any dedications and/or improvements are required. The Project will make any dedications and/or improvements as required by BOE. The Project Site's Plummer Street frontage is designated as a Pedestrian Enhanced District (PED) and is along the Neighborhood Enhanced Network (NEN) within Mobility Plan 2035. The Project will not alter adjacent streets or the right-of-way in a manner that would preclude or conflict future changes by various City Departments. Therefore, the Project does not conflict with any dedication and improvement requirements that are needed to comply with the Mobility Plan 2035 Street Designation and Standard Roadway Dimensions requirements along the Project Site.

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.

- The Project is most likely not required to make additional dedications or improvements to the Project Site's Plummer Street frontage. It is noted that BOE will make a final determination if any dedications and/or improvements are required. The Project will make any dedications and/or improvements as required by BOE. The Project will not alter adjacent streets or the right-of-way in a manner that would preclude or conflict future changes by various City Departments.

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.

- The Project will not alter pedestrian infrastructure or the right-of-way in a manner that would preclude or conflict future changes by various City Departments. The Project prioritizes pedestrian access and connectivity, consistent with Plummer Street's designation as a PED along the Project Site. The Project includes a pathway connecting the Project Site to the existing sidewalk along the Project Site's Plummer Street frontage.

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

- The Project will not alter existing ADA infrastructure or the right-of-way in a manner that would preclude or conflict future changes by various City Departments. Pedestrian access from the public-right-of-way to the Project will be ADA compliant.

Mobility Plan 2035 Street Designations and Standard Roadway Dimensions

- The Project does propose new construction along a street designated as a Boulevard I and II, and/or Avenue I, II, or III. Specifically, the Project proposes new construction along Plummer Street, which is designated as an Avenue II under the Mobility Plan 2035 Street Standards Plan. The Project does not include new construction on property zoned for R3 or less restrictive zone, as the Project Site is zoned (T)(Q)RE9-1 per the LAMC.

Mobility Plan 2035 Networks.

- The Project Site has frontage along the following networks in Mobility Plan 2035:
 - Pedestrian Enhanced District: Plummer Street (west of Haskell Avenue and between Orion Avenue and Burnet Avenue) (See analysis of Mobility Plan Policy 2.3 above)
 - Neighborhood Enhanced Network: Plummer Street

Mobility Plan 2035 Policy 2.4 – Neighborhood Enhanced Network: Provide a slow speed network of locally serving streets.

- Plummer Street has been designated within the City's NEN. Sidewalks are provided in each direction on Plummer Street along the Project Site's frontage. Plummer Street has been designated as a Class III Bicycle Route. The Project will not preclude or conflict with any potential modifications to Plummer Street as part of the NEN. The Project will not modify Plummer Street in a manner that would substantially increase travel speed.

B. MOBILITY PLAN 2035 (MP 2035) PROW POLICY ALIGNMENT WITH PROJECT-INITIATED CHANGES

B.1. Project-Initiated Changes to the PROW Dimensions

The Project will not physically modify the curb placement or turning radius, nor will it physically alter the sidewalk and parkways space, in a manner that would change how people

access the Project Site. The Project complies with the Mobility Plan 2035 policies outlined below.

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.

- The Project is most likely not required to make additional dedications or improvements to the Project Site's Plummer Street frontage. It is noted that BOE will make a final determination if any dedications and/or improvements are required. The Project will make any dedications and/or improvements as required by BOE. The Project will not alter adjacent streets or the right-of-way in a manner that would preclude or conflict future changes by various City Departments.

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.

- The Project will not alter pedestrian infrastructure or the right-of-way in a manner that would preclude or conflict future changes by various City Departments. The Project prioritizes pedestrian access and connectivity, consistent with Plummer Street's designation as a PED along the Project Site. The Project includes a pathway connecting Project Site to the sidewalk along the Project Site's Plummer Street frontage.

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

- The Project will not alter existing ADA infrastructure or the right-of-way in a manner that would preclude or conflict future changes by various City Departments. Pedestrian access from the public-right-of-way to the Project will be ADA compliant.

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

- Student drop-off/pick-up operations and loading activities associated with service and delivery operations, trash collection and waste management for the Project will occur off-street and internal to the Project Site. Trash and recycling facilities will be placed in the southwesterly portion of the Project Site. Service and delivery vehicles will utilize the proposed driveway along Plummer Street to access the Project's service and loading areas. Trash pick-up and service deliveries will not take place during the student drop-off or pick-up periods.

Mobility Plan 2035 Street Designations and Standard Roadway Dimensions

- The Project does propose new construction along a street designated as a Boulevard I and II, and/or Avenue I, II, or III. Specifically, the Project proposes new construction along Plummer Street, which is designated as an Avenue II under the Mobility Plan 2035 Street Standards Plan. The Project does not include new construction on property zoned for R3 or less restrictive zone, as the Project Site is zoned (T)(Q)RE9-1 per the LAMC.

B.2. Driveway Access

The Project will remove the three existing driveways located along the south side of Plummer Street (i.e., along the Project Site's northerly frontage), designated as an Avenue II. In addition, the Project will remove a portion of an existing shared driveway serving the Project Site and an existing single-family home bordering the Project Site to the west. It is noted that the portion of the driveway serving the adjacent single-family home is currently gated and assumed to be inactive. The portion of the existing driveway serving the Project Site will be removed. The Project proposes a new driveway approximately ten feet east of the Project Site's westerly frontage and along the south side of Plummer Street. The LADOT Manual of Policy and Procedures (MPP), Section 321, Driveway Design, allows for one driveway along an arterial frontage of up to 200 feet and two driveways along an arterial frontage between 200 feet and 400 feet. As only one driveway will be located along Plummer Street and the Project's frontage along Plummer Street is approximately 273 feet (i.e., between 200 feet and 400 feet), the Project will not conflict with LADOT MPP, Section 321.

LADOT MPP, Section 321 also states that driveways on arterials serving lots greater than 250 feet should not be within 150 feet from the intersecting street. The proposed driveway along Plummer Street would be located approximately 150 feet east of the Orion Avenue / Plummer Street intersection. Thus, the Project will not conflict with LADOT MPP, Section 321. The Project will not require the relocation of any existing pedestrian infrastructure. Therefore, the Project will not conflict with a plan or policies that govern the public right-of-way as a result of any Project-initiated changes to the public right-of-way.

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

- Student drop-off/pick-up operations and loading activities associated with service and delivery operations, trash collection and waste management for the Project will occur off-street and internal to the Project Site. Trash and recycling facilities will be placed in the southwesterly portion of the Project Site. Service and delivery vehicles will utilize the proposed driveway along Plummer Street to access the Project's service and loading areas. Trash pick-up and service deliveries will not take place during the student drop-off or pick-up periods.

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.

- Driveway access to and from the Project Site will be provided via Plummer Street, which is designated as an Avenue II. The existing driveways along Plummer Street adjacent to the Project Site will be removed to accommodate one proposed driveway at the northwesterly portion of the Project Site. Thus, the number of driveways along the Project Site's Plummer Street frontage will be reduced to one driveway. The Project has been designed to minimize interference with pedestrian access and vehicular movement, as the Plummer Street driveway will be restricted to right-turn ingress and egress turning movements only.

Citywide Design Guidelines – Guideline 2. Carefully incorporate vehicular access such that it does not degrade the pedestrian experience, in accordance with the Site Planning Best Practices listed below.

- *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.*
 - The Project prioritizes pedestrian access by providing a pedestrian entrance connecting the Project to the existing sidewalk along the Project Site's Plummer Street frontage. Vehicular access to and from the Project's on-site surface parking lot will be provided via the proposed Plummer Street driveway which will be located approximately 150 feet east of the Orion Avenue / Plummer Street intersection.
- *Minimize both the number of driveway entrances and overall driveway widths.*
 - The Project will remove the three existing driveways located along the south side of Plummer Street, designated as an Avenue II. In addition, the Project will remove a portion of an existing shared driveway along Plummer Street. The Project proposes a new driveway approximately ten feet east of the Project Site's westerly frontage and along the south side of Plummer Street. As only one driveway will be located along the Project's Plummer Street frontage and the Project's frontage along Plummer Street is between 200 feet and 400 feet, the Project will not conflict with LADOT MPP, Section 321. The proposed driveway along Plummer Street will be located approximately 150 feet east of the intersection of Orion Avenue and Plummer Street. LADOT MPP, Section 321 recommends that two-way driveways serving commercial uses be no more than 30 feet in width. The Plummer Street driveway will be approximately 25 feet in width. Therefore, the Project driveway width will not conflict with LADOT MPP, Section 321.

- *Do not locate drop-off/pick-up areas between principal building entrances and the adjoining sidewalks.*
 - The proposed drop-off/pick-up area will be located internal to the Project Site and away from the public right-of-way. Vehicles will enter the Project Site via the proposed Plummer Street driveway, travel within the site in the proposed drop-off/pick-up lane, complete the student drop-off or pick-up, and then exit onto Plummer Street via a right-turn movement from the Plummer Street driveway.
- *Orient vehicular access as far from street intersections as possible.*
 - The proposed driveway along Plummer Street will be located away from nearby intersections. Specifically, the Plummer Street driveway will be located approximately 150 feet east of the Orion Avenue / Plummer Street unsignalized intersection and 420 feet west of the Langdon Avenue / Plummer Street unsignalized intersection, thus the Project will not conflict with LADOT MPP, Section 321.
- *Place drive-through elements away from intersections and avoid placing them so that they create a barrier between the sidewalk and building entrance(s).*
 - The Project does not propose any drive-through elements.
- *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.*
 - Student drop-off/pick-up operations and loading activities associated with service and delivery operations, trash collection and waste management for the Project will occur off-street and internal to the Project Site. Trash and recycling facilities will be placed in the southwesterly portion of the Project Site. Service and delivery vehicles will utilize the proposed driveway along Plummer Street to access the Project's service and loading areas. Trash pick-up and service deliveries will not take place during the student drop-off or pick-up periods.

C. NETWORK ACCESS

C.1. Alley, Street and Stairway Access

The Project will not conflict with Mobility Plan 2035 policy below because it will not vacate or otherwise restrict public access to a street, alley or public stairway.

Mobility Plan 2035 Policy 3.9 – Increased Network Access. Discourage the vacation of public rights-of-way.

- The Project will not vacate or otherwise restrict public access to any public rights-of-way.

C.2. New Cul-de-sacs

The Project will not conflict with the Mobility Plan 2035 policy below because it will not create a cul-de-sac, nor is the Project located adjacent to an existing cul-de-sac.

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.

- The Project Site is not located on a cul-de-sac.

D. PARKING SUPPLY AND TRANSPORTATION DEMAND MANAGEMENT

The Project proposes a supply of on-site parking that would exceed the baseline amount as required in the LAMC. Per the LAMC, the Project is required to provide 28 vehicle parking spaces. The Project will provide 50 vehicle parking spaces, which is greater than the baseline amount required in the LAMC. It is noted that parking is not an impact under CEQA. The Project proposes to implement promotional and marketing strategies, a ride-share program, and bicycle parking spaces per LAMC Section 12.21A.16, as Transportation Demand Management (TDM) strategies to offset induced demands of driving and reduce Vehicle Miles Traveled (VMT).

In addition, the Project includes the construction of more than 25,000 square feet of new non-residential gross floor area. As required by the City's existing TDM Ordinance in LAMC Section 12.26J, the Project will provide a bulletin board, display case, or kiosk (displaying transportation information) where the greatest number of employees are likely to see it. The information displayed will include, but is not limited to, current routes and schedules for public transit serving the Project Site, contact information for regional ridesharing and transit agencies, ridesharing promotional material, regional and local bicycle route and facility information, and a listing of on-site services or facilities which are available for carpoolers, vanpoolers, bicyclists, and transit riders. It is noted that the Promotions and Marketing TDM strategy that the Project will implement as a Mitigation Measure will include the requirements outlined in the City's TDM Ordinance in LAMC Section 12.26J.

It is noted that the City's TDM Ordinance is currently being updated. Although not yet adopted, the Project Applicant will comply with the terms of the proposed TDM Ordinance update, which is expected to be completed prior to the anticipated construction of the Project.

In addition to utilizing promotional and marketing materials to educate and inform employees about alternative transportation options and the effects of their travel choices, the Project will utilize additional TDM strategies as described in Section 2.10 of the Transportation Assessment. The Project will provide a ride-share program as a Mitigation Measure and will provide bicycle parking per LAMC requirements.

Therefore, the Project will not conflict with the LAMC vehicle and bicycle parking requirements or the City's TDM measures.

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

- The Project is required to provide 112 short-term and three long-term bicycle parking spaces in accordance with the LAMC. The Project will provide the LAMC-required number of short-term and long-term bicycle parking spaces. Bicycle parking will be provided on-site at the ground level.

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.

As described in Section 2.10 of the Transportation Assessment, the Project will utilize the following TDM strategies as Mitigation Measures: Promotions and Marketing and Ride-Share Program. The Project will also utilize the following TDM strategy as a Project Design Feature: Include Bicycle Parking per LAMC. The estimated Daily Work VMT per Employee prior to consideration of the Mitigation Measures is 16.8, which is greater than the North Valley APC significance threshold of 15.0 Daily Work VMT per Employee. With consideration of the Mitigation Measures, the Daily Work VMT per Employee for the Project is reduced to 14.6, which is below the APC significance threshold. The Applicant will comply with existing applicable City ordinances (e.g., the City's existing TDM Ordinance, referred to in LAMC Section 12.26J) and other requirements per the City's Municipal Code. It is noted that the City's TDM Ordinance is currently being updated. Although not yet adopted, the Project Applicant will comply with the terms of the proposed TDM Ordinance update, which is expected to be completed prior to the anticipated construction of the Project.

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.

- The Project will provide a total of 50 vehicle parking spaces that will be provided on-site upon completion of the Project. The Project proposes to implement promotional and marketing strategies, a ride-share program, and bicycle parking per LAMC requirements as TDM strategies to offset induced demands of driving and reduce VMT. The Project is also within convenient walking distance to public transit lines along Plummer Street.

E. CONSISTENCY WITH REGIONAL PLANS

The Project applies one of the City's efficiency-based impact thresholds (i.e., VMT per Employee) as discussed in Section 4.2 of the Transportation Assessment. The Project's VMT analysis concludes that the Project will not result in a significant VMT impact. As the Project will not result in a significant VMT impact, the Project is shown to be consistent with the VMT and greenhouse gas (GHG) goals of the Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

Additional Review

The following provides a review of the transportation-related goals listed in the Plan for a Healthy Los Angeles (Healthy LA).

- The Project supports the transportation-related goals listed in Healthy LA. The Project is designed in a manner that facilitates travel on foot between the Project Site and nearby destinations and transit facilities along Plummer Street. Additionally, the Project will include a pathway connecting the Project Site to the existing sidewalk along the Project Site's Plummer Street frontage. The Project will provide the LAMC-required number of bicycle parking spaces. The Project would not conflict with, limit or preclude the City's ability to implement programs and policies in furtherance of Healthy LA.

The following provides a review of relevant policies within the LADOT MPP.

- The LADOT MPP, Section 321, Driveway Design, includes driveway design standards to minimize adverse effects on street traffic. The Project Site has frontage along Plummer Street, which is designated as an Avenue II under the Mobility Plan 2035 Street Standards Plan. The Project will remove the three existing driveways located along the south side of Plummer Street. In addition, the Project will remove a portion of an existing shared driveway along Plummer Street. The Project proposes a new driveway approximately ten feet east of the Project Site's westerly frontage and along the south side of Plummer Street. As only one driveway will be located along the Project's Plummer Street frontage and the Project's frontage along Plummer Street is between 200 feet and 400 feet, the Project will not conflict with LADOT MPP, Section 321. The proposed driveway along Plummer Street will be located approximately 150 feet east of the intersection of Orion Avenue and Plummer Street. LADOT MPP, Section 321 recommends that two-way driveways serving commercial uses be no more than 30 feet in width. The Plummer Street driveway will be approximately 25 feet in width. Therefore, the Project driveway width would not conflict with the LADOT MPP.

The following provides a review of Vision Zero.

- Vision Zero is a plan that strives to eliminate traffic-related deaths in Los Angeles by 2025 through strategies, such as modifying streets to better serve vulnerable road users. Projects located in the HIN should make improvements or fund them. Sepulveda Boulevard within the immediate vicinity of the Project Site is located within the HIN. The Project would not preclude or conflict with the implementation of future Vision Zero projects in the public right-of-way along Sepulveda Boulevard or other roadways within the immediate vicinity of the Project Site.

The following provides a review of the Mobility Hubs Reader's Guide.

- The Mobility Hubs Reader's Guide specifically focuses on enhancing bicycle connections, providing vehicle sharing services, improving bus infrastructure, providing real-time transit and wayfinding information, and enhancing walkability and pedestrian connections. The Project would incorporate several components, including LAMC-required short-term and long-term bicycle parking that both facilitates and encourages employees to bicycle to and from the Project Site. The Project also proposes to implement promotional and marketing strategies and a ride-share program as TDM strategies to offset induced demands of driving. The Project also includes a pathway connecting the Project Site to the existing sidewalk along the Project Site's Plummer Street frontage. The Project would not conflict with the Mobility Hubs Reader's Guide.

The following provides a review of the City's Walkability Checklist.

- The Project would result in the retention of the sidewalk along the Project Site's Plummer Street frontage. It is noted that the Project will make any improvements to the sidewalk along the Project Site's Plummer Street frontage as required by BOE. The Project will remove the three existing driveways located along the south side of Plummer Street, and will remove a portion of an existing shared driveway along the south side of Plummer Street. The Project proposes a new driveway approximately ten feet east of the Project Site's westerly frontage and along the south side of Plummer Street. Thus, only one driveway will be located along the Project's Plummer Street frontage. The Project's commitment to improve the existing sidewalk along the Project Site as required by BOE and removal of curb cuts along the Project Site's Plummer Street frontage will facilitate a safe pedestrian connection between the Project Site and nearby destinations along Plummer Street. These features support the Walkability Checklist recommendations and serve to enhance the pedestrian experience. The Project would not conflict with the Walkability Checklist.

The following provides a review of the transportation-related goals listed in the Mission Hills-Panorama City-North Hills Community Plan ("Community Plan"). The Community Plan was adopted in 1999, is currently in effect and forms the basis for this review of potential conflicts relating to the transportation system.

From a transportation perspective, the Community Plan offers the following goals, objectives, and policies related to the Project.

Goal 10: Develop a public transit system that improves mobility with convenient alternatives to automobile travel.

Objective 10-1: To encourage improved local and express bus service through the Mission Hills-Panorama City-North Hills community, and encourage park-and-ride facilities to interface with freeways, high occupancy vehicle (HOV) facilities, and rail facilities.

Policy 10-1.2: Encourage the provision of safe, attractive and clearly identifiable transit stops with user friendly design amenities.

- The Project is currently served by local public transit lines via stops located within convenient walking distance along Plummer Street. The transit lines include Metro Local Lines 167 and 234. The public transit waiting areas along Plummer Street within the Project vicinity are provided with bus benches and street signage indicating the specific public transit lines destined to the waiting areas.

Objective 10-2: To increase the work trips and non-work trips made on public transit.

- As required by the City's existing TDM Ordinance in LAMC Section 12.26J and the Promotions and Marketing TDM strategy that the Project will implement as a Mitigation Measure, the Project will utilize promotional and marketing materials to educate and inform employees about alternative transportation options, including public transit.

Goal 11: Encourage alternative modes of transportation to the use of single occupant vehicles (SOV) in order to reduce vehicle trips.

Objective 11-1: To pursue transportation management strategies that can maximize vehicle occupancy, minimize average trip length, and reduce the number of vehicle trips.

Policy 11-1.1: Encourage non-residential development to provide employee incentives for utilizing alternatives to the automobile (i.e., carpools, vanpools, buses, flex time, bicycles, and walking, etc.).

- As described in Section 2.10 of the Transportation Assessment, the Project will utilize the following TDM strategies as Mitigation Measures: Promotions and Marketing and Ride-Share Program. The Project will also utilize the following TDM strategy as a Project Design Feature: Include Bicycle Parking per LAMC. The estimated Daily Work VMT per Employee prior to consideration of the Mitigation Measures is 16.8, which is greater than the North Valley APC significance threshold of 15.0 Daily Work VMT per Employee. With consideration of the Mitigation Measures, the Daily Work VMT per Employee for the Project is reduced to 14.6, which is below the APC significance threshold. The Project also includes a pathway connecting the Project Site to the sidewalk along the Project Site's Plummer Street frontage and is located within convenient walking distance to public transit lines along Plummer Street. The Applicant will comply with existing applicable City ordinances (e.g., the City's existing TDM Ordinance, referred to in LAMC Section 12.26J) and other requirements per the City's municipal code. It is noted that the City's TDM Ordinance is currently being updated. Although not yet adopted, the Project Applicant will comply with the terms of the proposed TDM Ordinance update, which is expected to be completed prior to the anticipated construction of the Project.

Goal 13: To the extent feasible and consistent with the Mobility Plan 2035's and Community Plans' policies promoting multi-modal transportation and safety, a system of freeways and streets that provides a circulation system which supports existing, approved, and planned land uses while maintaining a desired level of service at intersections.

Objective 13-1: To the extent feasible and consistent with the Mobility Plan's and Community Plans' policies promoting multi-modal transportation and safety, comply with Citywide performance standards for acceptable levels of service (LOS) and insure that necessary road access and street improvements are provided to accommodate traffic generated by new development.

Policy 13-1.2: Street dedications shall be developed in accordance with standards and criteria contained in the Mobility Plan, an element of the General Plan and the City's Standard Street Dimensions, except where environmental issues and planning practices warrant alternate standards consistent with capacity requirements.

Policy 13-1.4: New development projects should be designed to minimize disturbance to existing flow with proper ingress and egress to parking.

- The Project is most likely not required to make additional dedications or improvements to the Project Site's Plummer Street frontage. It is noted that BOE will make a final determination if any dedications and/or improvements are required. The Project will make any dedications and/or improvements as required by BOE. The Project will not alter adjacent streets or the right-of-way in a manner that would preclude or conflict future changes by various City Departments.
- Vehicular access to and from the Project Site's on-site surface parking lot will be provided via the proposed driveway located along the south side of Plummer Street, designated as an Avenue II. The three existing driveways located along the south side of Plummer Street adjacent to the Project Site will be removed. In addition, a portion of the existing shared driveway along Plummer Street will be removed. The proposed driveway along Plummer Street will be restricted to right-turn ingress and egress turning movements only, thus existing flow of traffic along Plummer Street, particularly westbound traffic on Plummer Street, will have minimal disturbances upon construction and occupancy of the Project.

Objective 13-2: To ensure the location, intensity and timing of development is consistent with the provision of adequate transportation infrastructure utilizing the City's streets standards.

Policy 13-2.2: Driveway access points onto arterial, and collector streets should be limited in number and be located to insure the smooth and safe flow of vehicles and bicycles.

- The Project includes a pathway connecting the Project Site to the existing sidewalk along the Project Site's Plummer Street frontage and is located within convenient walking

distance to public transit lines along Plummer Street. The public transit waiting areas along Plummer Street within the Project vicinity are provided with bus benches and street signage indicating the specific public transit lines destined to the waiting areas. Plummer Street is also designated as a Class III Bicycle Route. The Project is most likely not required to make additional dedications or improvements to the Project Site's Plummer Street frontage. It is noted that BOE will make a final determination if any dedications and/or improvements are required. The Project will make any dedications and/or improvements as required by BOE.

- Driveway access to and from the Project Site will be provided via Plummer Street, which is designated as an Avenue II. The existing driveways along Plummer Street adjacent to the Project Site will be removed to accommodate one proposed driveway at the northwesterly portion of the Project Site. The Project has been designed to minimize interference with pedestrian access and vehicular movement, as the Plummer Street driveway will be restricted to right-turn ingress and egress turning movements only.

Goal 14: A system of safe, efficient, and attractive bicycle, and pedestrian facilities.

Objective 14-1: To promote an adequate system of safe bikeways for commuter, school and recreational use.

Policy 14-1.2: Identify bicycle facilities along arterials in the community.

- The Project will promote bicycling as a viable mode of transportation by providing short-term and long-term bicycle parking per LAMC requirements. The Project also has frontage along Plummer Street, which is designated as an Avenue II and as an LADOT Existing Class III Bicycle Route. The Project is designed in a manner that facilitates travel on foot between the Project Site and nearby destinations. Sidewalks are provided along major roadways in the Project vicinity, and the existing sidewalk provided along the Project Site's Plummer Street frontage is provided with adequate street lighting to enable safe travel for pedestrians. The Project includes a pathway connecting the Project Site to the sidewalk along the Project Site's Plummer Street frontage.

Objective 14-2: To promote pedestrian-oriented mobility and the utilization of the bicycle for commuter, school, recreational use, economic activity, and access to transit facilities.

- The Project includes a pathway connecting the Project Site to the sidewalk along the Project Site's Plummer Street frontage. Sidewalks are provided along major roadways in the Project vicinity. The Project will also provide bicycle parking per LAMC requirements. The Project is located within convenient walking distance to public transit lines along Plummer Street. In addition, the Project will utilize the Promotions and Marketing and Ride-Share Program TDM strategies as Mitigation Measures, which will encourage alternate modes of travel and reduce auto demand.

Goal 15: A sufficient system of well-designed and convenient on-street parking and off-street parking facilities throughout the plan area.

Objective 15-1: To provide parking in appropriate locations in accord with Citywide standards and community needs.

Policy 15-1.1: Consolidate parking, where appropriate, to eliminate the number of ingress and egress points onto arterials.

Policy 15-1.3: New parking lots and garages shall be developed in accordance with design standards.

- The Project proposes a supply of on-site parking that would exceed the baseline amount as required in the LAMC. Per the LAMC, the Project is required to provide 28 vehicle parking spaces. The Project will provide 50 vehicle parking spaces within an on-site surface parking lot, which is greater than the baseline amount required in the LAMC. The Project proposes to implement promotional and marketing strategies, a ride-share program, and bicycle parking spaces per LAMC requirements as TDM strategies to offset induced demands of driving and reduce VMT. Vehicular access to and from the Project Site's on-site surface parking lot will be provided via the proposed driveway located along the south side of Plummer Street, designated as an Avenue II. The three existing driveways located along the south side of Plummer Street adjacent to the Project Site will be removed. In addition, a portion of the existing shared driveway along Plummer Street will be removed. The Project's on-site surface parking lot will be developed in accordance with City design standards.

APPENDIX F

HCM AND LEVELS OF SERVICE EXPLANATION HCM DATA WORKSHEETS – WEEKDAY AM AND PM PEAK HOURS

LEVEL OF SERVICE FOR SIGNALIZED INTERSECTIONS

In the *Highway Capacity Manual (HCM)*, published by the Transportation Research Board, 2010, level of service for signalized intersections is defined in terms of delay, which is a measure of driver discomfort, frustration, fuel consumption, and increased travel time. The delay experienced by a motorist is made up of a number of factors that relate to control, geometrics, traffic, and incidents. Total delay is the difference between the travel time actually experienced and the reference travel time that would result during base conditions: in the absence of traffic control, in the absence of geometric delay, in the absence of incidents, and when there are no other vehicles on the road. Only the portion of total delay attributed to the control facility is quantified. This delay is called *control delay*. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay.

Level of Service criteria for traffic signals are stated in terms of the average control delay per vehicle. Delay is a complex measure and is dependent on a number of variables, including the quality of progression, the cycle length, the green ratio, and the v/c ratio for the lane group in question.

Level of Service Criteria for Signalized Intersections	
Level of Service	Control Delay (Sec/Veh)
A	≤ 10
B	$> 10 \text{ and } \leq 20$
C	$> 20 \text{ and } \leq 35$
D	$> 35 \text{ and } \leq 55$
E	$> 55 \text{ and } \leq 80$
F	> 80

Level of Service (LOS) values are used to describe intersection operations with service levels varying from LOS A (free flow) to LOS F (jammed condition). The following descriptions summarize *HCM* criteria for each level of service:

LOS A describes operations with very low control delay, up to 10 seconds per vehicle. This level of service occurs when progression is extremely favorable and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay values.

LOS B describes operations with control delay greater than 10 and up to 20 seconds per vehicle. This level generally occurs with good progression, short cycle lengths, or both. More vehicles stop than with LOS A, causing higher levels of delay.

LOS C describes operations with control delay greater than 20 and up to 35 seconds per vehicle. These higher delays may result from fair progression, longer cycle lengths, or both. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant at this level, though many still pass through the intersection without stopping.

LOS D describes operations with control delay greater than 35 and up to 55 seconds per vehicle. At LOS D, the influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high v/c ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.

LOS E describes operations with control delay greater than 55 and up to 80 seconds per vehicle. This level is considered by many agencies to be the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths, and high v/c ratios. Individual cycle failures are frequent occurrences.

LOS F describes operations with control delay in excess of 80 seconds per vehicle. This level, considered to be unacceptable to most drivers, often occurs with oversaturation, that is, when arrival flow rates exceed the capacity of the lane groups. It may also occur at high v/c ratios with many individual cycle failures. Poor progression and long cycle lengths may also be major contributing factors to such delay levels.

LEVEL OF SERVICE FOR UNSIGNALIZED INTERSECTIONS

In the *Highway Capacity Manual (HCM)*, published by the Transportation Research Board, 2010, level of service for unsignalized intersections is defined in terms of delay, which is a measure of driver discomfort, frustration, fuel consumption, and lost travel time. The delay experienced by a motorist is made up of a number of factors that relate to control, geometrics, traffic, and incidents. Total delay is the difference between the travel time actually experienced and the reference travel time that would result during base conditions, in the absence of incidents, control, traffic, or geometric delay. Only the portion of total delay attributed to the traffic control measures, either traffic signals or stop signs, is quantified. This delay is called *control delay*. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay.

Level of Service criteria for unsignalized intersections are stated in terms of the average control delay per vehicle. The level of service is determined by the computed or measured control delay and is defined for each minor movement. Average control delay for any particular minor movement is a function of the service time for the approach and the degree of utilization. (Level of service is not defined for the intersection as a whole for two-way stop controlled intersections.)

Level of Service Criteria for TWSC/AWSC Intersections	
Level of Service	Average Control Delay (Sec/Veh)
A	≤ 10
B	$> 10 \text{ and } \leq 15$
C	$> 15 \text{ and } \leq 25$
D	$> 25 \text{ and } \leq 35$
E	$> 35 \text{ and } \leq 50$
F	> 50

Level of Service (LOS) values are used to describe intersection operations with service levels varying from LOS A (free flow) to LOS F (jammed condition). The following descriptions summarize *HCM* criteria for each level of service:

LOS A describes operations with very low control delay, up to 10 seconds per vehicle.

LOS B describes operations with control delay greater than 10 and up to 15 seconds per vehicle.

LOS C describes operations with control delay greater than 15 and up to 25 seconds per vehicle.

LOS D describes operations with control delay greater than 25 and up to 35 seconds per vehicle.

LOS E describes operations with control delay greater than 35 and up to 50 seconds per vehicle.

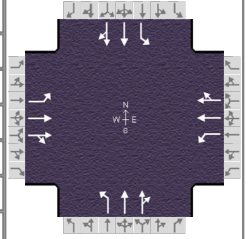
LOS F describes operations with control delay in excess of 50 seconds per vehicle. For two-way stop controlled intersections, LOS F exists when there are insufficient gaps of suitable size to allow side-street demand to safely cross through a major-street traffic stream. This level of service is generally evident from extremely long control delays experienced by side-street traffic and by queuing on the minor-street approaches.

HCS7 Signalized Intersection Results Summary

General Information

Agency	Linscott, Law & Greenspan, Engineers		
Analyst	AS	Analysis Date	May 12, 2022
Jurisdiction	City of Los Angeles	Time Period	Existing - AM
Urban Street	Plummer Street	Analysis Year	2022
Intersection	Haskell Avenue / Plumm...	File Name	01AM.xus
Project Description	Valor Elementary School		

Intersection Information



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	107	915	90	165	1510	102	85	288	180	80	704	240

Signal Information

Cycle, s	90.0	Reference Phase	2								
Offset, s	0	Reference Point	End								
Uncoordinated	No	Simult. Gap E/W	On	Green	49.3	29.6	0.0	0.0	0.0	0.0	
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.7	4.4	0.0	0.0	0.0	0.0	
				Red	1.0	1.0	0.0	0.0	0.0	0.0	

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2		8		4
Case Number		6.0		6.0		6.0		6.0
Phase Duration, s		55.0		55.0		35.0		35.0
Change Period, ($Y+R_c$), s		5.7		5.7		5.4		5.4
Max Allow Headway (MAH), s		0.0		0.0		4.3		4.3
Queue Clearance Time (g_s), s						31.6		26.3
Green Extension Time (g_e), s		0.0		0.0		0.0		2.3
Phase Call Probability						1.00		1.00
Max Out Probability						1.00		1.00

Movement Group Results

Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	116	555	538	179	880	873	92	268	241	87	536	490
Adjusted Saturation Flow Rate (s), veh/h/ln	274	1870	1811	516	1870	1829	550	1870	1632	891	1870	1707
Queue Service Time (g_s), s	12.2	17.2	17.2	30.8	36.1	37.1	5.3	10.1	10.5	7.7	24.3	24.3
Cycle Queue Clearance Time (g_c), s	49.3	17.2	17.2	48.0	36.1	37.1	29.6	10.1	10.5	18.1	24.3	24.3
Green Ratio (g/C)	0.55	0.55	0.55	0.55	0.55	0.55	0.33	0.33	0.33	0.33	0.33	0.33
Capacity (c), veh/h	117	1025	992	264	1025	1002	112	615	537	270	615	561
Volume-to-Capacity Ratio (X)	0.994	0.542	0.542	0.679	0.859	0.871	0.822	0.436	0.449	0.323	0.872	0.872
Back of Queue (Q), ft/ln (95 th percentile)	225.8	283.8	272.9	201.6	568.2	568.5	143.6	194.9	174.6	74.4	458.9	423.5
Back of Queue (Q), veh/ln (95 th percentile)	8.9	11.2	10.9	7.9	22.4	22.7	5.7	7.7	7.0	2.9	18.1	16.9
Queue Storage Ratio (RQ) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	43.1	13.1	13.1	28.5	17.4	17.6	44.1	23.7	23.8	30.9	28.4	28.4
Incremental Delay (d_2), s/veh	81.5	2.1	2.1	13.2	9.3	10.3	36.6	0.5	0.6	0.7	13.0	14.1
Initial Queue Delay (d_3), 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
Control Delay (d), s/veh	124.6	15.1	15.2	41.7	26.7	27.9	80.7	24.1	24.4	31.6	41.4	42.5
Level of Service (LOS)	F	B	B	D	C	C	F	C	C	C	D	D
Approach Delay, s/veh / LOS	25.7	C		28.6	C		32.9	C		41.1	D	
Intersection Delay, s/veh / LOS	31.3						C					

Multimodal Results

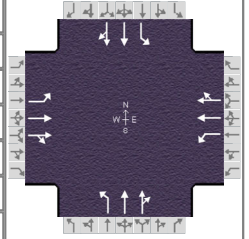
	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.30	B		2.30	B		2.30	B		2.30	B	
Bicycle LOS Score / LOS	1.48	A		2.08	B		0.98	A		1.41	A	

HCS7 Signalized Intersection Results Summary

General Information

Agency	Linscott, Law & Greenspan, Engineers		
Analyst	AS	Analysis Date	May 12, 2022
Jurisdiction	City of Los Angeles	Time Period	Existing - PM
Urban Street	Plummer Street	Analysis Year	2022
Intersection	Haskell Avenue / Plumm...	File Name	01PM.xus
Project Description	Valor Elementary School		

Intersection Information



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	180	1414	105	65	540	50	64	568	165	104	245	52

Signal Information

Cycle, s	90.0	Reference Phase	2								
Offset, s	0	Reference Point	End								
Uncoordinated	No	Simult. Gap E/W	On	Green	49.3	29.6	0.0	0.0	0.0	0.0	
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.7	4.4	0.0	0.0	0.0	0.0	
				Red	1.0	1.0	0.0	0.0	0.0	0.0	

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2		8		4
Case Number		6.0		6.0		6.0		6.0
Phase Duration, s		55.0		55.0		35.0		35.0
Change Period, ($Y+R_c$), s		5.7		5.7		5.4		5.4
Max Allow Headway (MAH), s		0.0		0.0		4.3		4.3
Queue Clearance Time (g_s), s						19.2		31.6
Green Extension Time (g_e), s		0.0		0.0		4.2		0.0
Phase Call Probability						1.00		1.00
Max Out Probability						0.47		1.00

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	196	831	820	71	325	316	70	414	383	113	164	159
Adjusted Saturation Flow Rate (s), veh/h/ln	788	1870	1825	302	1870	1814	1057	1870	1725	682	1870	1758
Queue Service Time (g_s), s	16.3	32.5	33.2	16.1	8.6	8.6	4.7	17.2	17.2	12.4	5.8	6.0
Cycle Queue Clearance Time (g_c), s	24.9	32.5	33.2	49.3	8.6	8.6	10.7	17.2	17.2	29.6	5.8	6.0
Green Ratio (g/C)	0.55	0.55	0.55	0.55	0.55	0.55	0.33	0.33	0.33	0.33	0.33	0.33
Capacity (c), veh/h	436	1025	1000	134	1025	994	357	615	567	174	615	578
Volume-to-Capacity Ratio (X)	0.448	0.811	0.821	0.527	0.317	0.318	0.195	0.673	0.675	0.651	0.267	0.274
Back of Queue (Q), ft/ln (95 th percentile)	141.3	508.1	502.3	93.8	153.4	147.7	52.5	309	286.7	130	112.3	107.1
Back of Queue (Q), veh/ln (95 th percentile)	5.6	20.0	20.1	3.7	6.0	5.9	2.1	12.2	11.5	5.1	4.4	4.3
Queue Storage Ratio (RQ) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	18.0	16.6	16.7	38.9	11.1	11.1	26.2	26.0	26.0	39.9	22.2	22.3
Incremental Delay (d_2), s/veh	3.3	7.0	7.5	14.1	0.8	0.8	0.3	2.9	3.2	8.3	0.2	0.3
Initial Queue Delay (d_3), 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
Control Delay (d), s/veh	21.3	23.5	24.3	52.9	12.0	12.0	26.5	28.9	29.2	48.2	22.4	22.5
Level of Service (LOS)	C	C	C	D	B	B	C	C	C	D	C	C
Approach Delay, s/veh / LOS	23.6	C		16.0	B		28.8	C		29.1	C	
Intersection Delay, s/veh / LOS	24.0						C					

Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.30	B		2.30	B		2.30	B		2.30	B	
Bicycle LOS Score / LOS	2.01	B		1.07	A		1.20	A		0.85	A	

HCS7 Two-Way Stop-Control Report

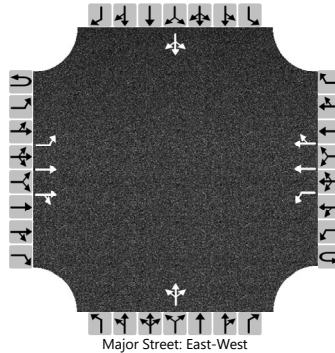
General Information

Analyst	AS
Agency/Co.	Linscott, Law & Greenspan
Date Performed	5/12/2022
Analysis Year	2022
Time Analyzed	Existing - AM
Intersection Orientation	East-West
Project Description	Valor Elementary School

Site Information

Intersection	Orion Ave / Plummer St
Jurisdiction	City of Los Angeles
East/West Street	Plummer Street
North/South Street	Orion Avenue
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	1	2	0		0	1	0		0	1	0
Configuration		L	T	TR		L	T	TR			LTR				LTR	
Volume (veh/h)	0	10	1087	78	0	39	1652	5		80	1	45		1	0	45
Percent Heavy Vehicles (%)	2	2			2	0				0	0	0		2	0	2
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.14				4.10				7.50	6.50	6.90		7.54	6.50	6.94
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.20				3.50	4.00	3.30		3.52	4.00	3.32

Delay, Queue Length, and Level of Service

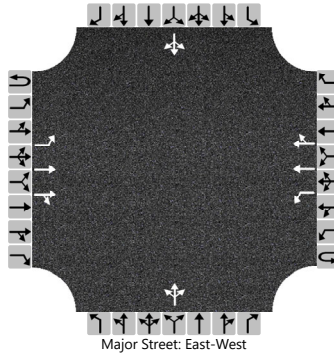
Flow Rate, v (veh/h)		11				42					137				50	
Capacity, c (veh/h)		338				556					28				288	
v/c Ratio		0.03				0.08					4.94				0.17	
95% Queue Length, Q ₉₅ (veh)		0.1				0.2					16.7				0.6	
Control Delay (s/veh)		16.0				12.0					2058.5				20.1	
Level of Service (LOS)		C				B					F				C	
Approach Delay (s/veh)	0.1				0.3				2058.5				20.1			
Approach LOS									F				C			

HCS7 Two-Way Stop-Control Report

General Information

Analyst	AS	Intersection	Orion Ave / Plummer St
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	5/12/2022	East/West Street	Plummer Street
Analysis Year	2022	North/South Street	Orion Avenue
Time Analyzed	Existing - PM	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Valor Elementary School		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	1	2	0		0	1	0		0	1	0
Configuration		L	T	TR		L	T	TR			LTR				LTR	
Volume (veh/h)	0	24	1095	62	0	35	621	4		20	5	59		4	1	14
Percent Heavy Vehicles (%)	2	2			2	0				0	0	0		2	0	2
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.14				4.10				7.50	6.50	6.90		7.54	6.50	6.94
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.20				3.50	4.00	3.30		3.52	4.00	3.32

Delay, Queue Length, and Level of Service

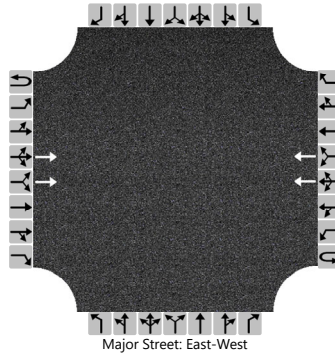
Flow Rate, v (veh/h)		26				38					91				21	
Capacity, c (veh/h)		909				560					184				253	
v/c Ratio		0.03				0.07					0.50				0.08	
95% Queue Length, Q ₉₅ (veh)		0.1				0.2					2.4				0.3	
Control Delay (s/veh)		9.1				11.9					42.6				20.5	
Level of Service (LOS)		A				B					E				C	
Approach Delay (s/veh)	0.2				0.6				42.6				20.5			
Approach LOS									E				C			

HCS7 Two-Way Stop-Control Report

General Information

Analyst	AS	Intersection	Project Dwy / Plummer St
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	5/6/2022	East/West Street	Plummer Street
Analysis Year	2022	North/South Street	Project Driveway
Time Analyzed	Existing - AM	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Valor Elementary School		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	0	0		0	0	0
Configuration			T				T									
Volume (veh/h)			1133				1696									
Percent Heavy Vehicles (%)																
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized																
Median Type Storage	Undivided															

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)																
Capacity, c (veh/h)																
v/c Ratio																
95% Queue Length, Q ₉₅ (veh)																
Control Delay (s/veh)																
Level of Service (LOS)																
Approach Delay (s/veh)																
Approach LOS																

HCS7 Two-Way Stop-Control Report

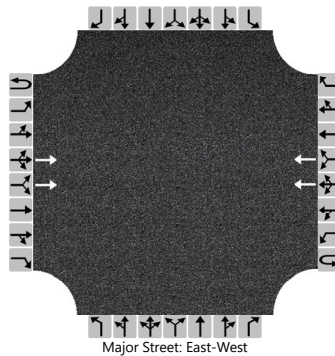
General Information

Analyst	AS
Agency/Co.	Linscott, Law & Greenspan
Date Performed	5/6/2022
Analysis Year	2022
Time Analyzed	Existing - PM
Intersection Orientation	East-West
Project Description	Valor Elementary School

Site Information

Intersection	Project Dwy / Plummer St
Jurisdiction	City of Los Angeles
East/West Street	Plummer Street
North/South Street	Project Driveway
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	0	0		0	0	0
Configuration			T				T									
Volume (veh/h)			1158				660									
Percent Heavy Vehicles (%)																
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized																
Median Type Storage	Undivided															

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

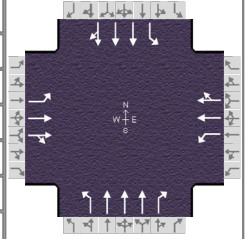
Flow Rate, v (veh/h)																
Capacity, c (veh/h)																
v/c Ratio																
95% Queue Length, Q ₉₅ (veh)																
Control Delay (s/veh)																
Level of Service (LOS)																
Approach Delay (s/veh)																
Approach LOS																

HCS7 Signalized Intersection Results Summary

General Information

Agency	Linscott, Law & Greenspan, Engineers		
Analyst	AS	Analysis Date	May 19, 2022
Jurisdiction	City of Los Angeles	Time Period	Existing - AM
Urban Street	Sepulveda Boulevard	Analysis Year	2022
Intersection	Sepulveda Blvd / Plumm...	File Name	04AM.xus
Project Description	Valor Elementary School		

Intersection Information



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	60	800	126	63	1086	77	378	897	337	163	988	314

Signal Information

Cycle, s	90.0	Reference Phase	2																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						</
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Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4	5	2	1	6
Case Number		6.0		6.0	2.0	3.0	2.0	4.0
Phase Duration, s		41.0		41.0	17.0	32.0	17.0	32.0
Change Period, ($Y+R_c$), s		6.0		6.0	4.0	5.3	5.3	5.3
Max Allow Headway (MAH), s		5.2		5.2	4.1	0.0	4.1	0.0
Queue Clearance Time (g_s), s		37.0		31.2	15.0		10.2	
Green Extension Time (g_e), s		0.0		3.4	0.0	0.0	1.0	0.0
Phase Call Probability		1.00		1.00	1.00		1.00	
Max Out Probability		1.00		1.00	1.00		1.00	

Movement Group Results

Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h	63	494	470	66	613	599	394	934	351	170	943	413
Adjusted Saturation Flow Rate (s), veh/h/ln	461	1870	1781	582	1870	1826	1781	1698	1585	1781	1870	1637
Queue Service Time (g_s), s	8.2	19.7	19.7	9.5	26.8	26.8	13.0	14.2	18.0	8.2	21.3	21.4
Cycle Queue Clearance Time (g_c), s	35.0	19.7	19.7	29.2	26.8	26.8	13.0	14.2	18.0	8.2	21.3	21.4
Green Ratio (g/C)	0.39	0.39	0.39	0.39	0.39	0.39	0.14	0.30	0.30	0.13	0.30	0.30
Capacity (c), veh/h	122	727	693	179	727	710	257	1511	470	232	1110	486
Volume-to-Capacity Ratio (X)	0.513	0.679	0.679	0.367	0.842	0.843	1.530	0.618	0.747	0.733	0.850	0.850
Back of Queue (Q), ft/ln (95 th percentile)	69.5	339.9	322.7	62.9	471.6	456.6	949.2	244.5	314	191.2	393.7	384.6
Back of Queue (Q), veh/ln (95 th percentile)	2.7	13.4	12.9	2.5	18.6	18.3	37.4	9.6	12.4	7.5	15.5	15.4
Queue Storage Ratio (RQ) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	42.3	22.8	22.8	35.0	25.0	25.0	38.5	27.3	28.6	37.6	29.8	29.8
Incremental Delay (d_2), s/veh	5.0	2.9	3.0	1.8	9.1	9.4	257.4	1.9	10.3	11.4	8.2	16.9
Initial Queue Delay (d_3), 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
Control Delay (d), s/veh	47.2	25.7	25.8	36.8	34.1	34.4	295.9	29.2	38.9	49.0	38.0	46.6
Level of Service (LOS)	D	C	C	D	C	C	F	C	D	D	D	D
Approach Delay, s/veh / LOS	27.1	C		34.4	C		93.7	F		41.5	D	
Intersection Delay, s/veh / LOS	53.1						D					

Multimodal Results

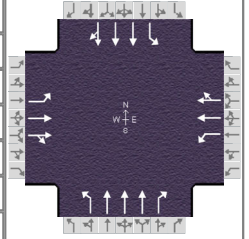
	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.72	C		2.59	C		2.30	B		2.30	B	
Bicycle LOS Score / LOS	1.33	A		1.54	B		1.41	A		1.33	A	

HCS7 Signalized Intersection Results Summary

General Information

Agency	Linscott, Law & Greenspan, Engineers		
Analyst	AS	Analysis Date	May 19, 2022
Jurisdiction	City of Los Angeles	Time Period	Existing - PM
Urban Street	Sepulveda Boulevard	Analysis Year	2022
Intersection	Sepulveda Boulevard / ...	File Name	04PM.xus
Project Description	Valor Elementary School		

Intersection Information



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	111	1138	121	89	576	150	103	1224	218	218	859	69

Signal Information

Cycle, s	90.0	Reference Phase	2								
Offset, s	0	Reference Point	End								
Uncoordinated	No	Simult. Gap E/W	On	Green	13.0	9.7	13.0	35.0	0.0	0.0	
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.0	4.3	3.0	4.3	0.0	0.0	
				Red	1.0	1.0	1.0	1.7	0.0	0.0	

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4	5	2	1	6
Case Number		6.0		6.0	2.0	3.0	2.0	4.0
Phase Duration, s		41.0		41.0	17.0	32.0	17.0	32.0
Change Period, ($Y+R_c$), s		6.0		6.0	4.0	5.3	5.3	5.3
Max Allow Headway (MAH), s		5.3		5.3	4.1	0.0	4.1	0.0
Queue Clearance Time (g_s), s		31.6		37.0	6.8		13.2	
Green Extension Time (g_e), s		3.1		0.0	0.1	0.0	0.0	0.0
Phase Call Probability		1.00		1.00	1.00		1.00	
Max Out Probability		1.00		1.00	0.13		1.00	

Movement Group Results

Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h	113	652	632	91	383	357	105	1249	222	222	639	308
Adjusted Saturation Flow Rate (s), veh/h/ln	718	1870	1807	430	1870	1737	1781	1698	1585	1781	1870	1796
Queue Service Time (g_s), s	13.0	29.5	29.6	5.4	14.2	14.3	4.8	20.6	10.3	11.2	13.0	13.1
Cycle Queue Clearance Time (g_c), s	27.2	29.5	29.6	35.0	14.2	14.3	4.8	20.6	10.3	11.2	13.0	13.1
Green Ratio (g/C)	0.39	0.39	0.39	0.39	0.39	0.39	0.14	0.30	0.30	0.13	0.30	0.30
Capacity (c), veh/h	246	727	703	106	727	675	257	1511	470	232	1110	533
Volume-to-Capacity Ratio (X)	0.461	0.897	0.900	0.859	0.527	0.529	0.408	0.826	0.473	0.961	0.576	0.578
Back of Queue (Q), ft/ln (95 th percentile)	103.8	536.1	518.7	153.7	252.1	235.9	95.4	340.8	188.6	313.1	248.2	249.7
Back of Queue (Q), veh/ln (95 th percentile)	4.1	21.1	20.7	6.1	9.9	9.4	3.8	13.4	7.4	12.3	9.8	10.0
Queue Storage Ratio (RQ) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	31.6	25.8	25.9	44.2	21.1	21.2	35.0	29.5	25.9	38.9	26.8	26.9
Incremental Delay (d_2), s/veh	1.9	14.1	14.9	47.6	0.9	1.0	1.0	5.3	3.4	48.0	2.2	4.5
Initial Queue Delay (d_3), 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
Control Delay (d), s/veh	33.6	39.9	40.8	91.9	22.1	22.2	36.0	34.8	29.3	86.9	29.0	31.4
Level of Service (LOS)	C	D	D	F	C	C	D	C	C	F	C	C
Approach Delay, s/veh / LOS	39.8	D		29.8	C		34.1	C		40.7	D	
Intersection Delay, s/veh / LOS	36.5						D					

Multimodal Results

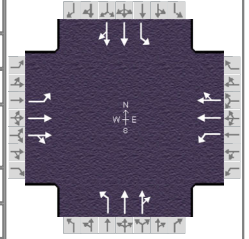
	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.72	C		2.59	C		2.30	B		2.30	B	
Bicycle LOS Score / LOS	1.64	B		1.17	A		1.35	A		1.13	A	

HCS7 Signalized Intersection Results Summary

General Information

Agency	Linscott, Law & Greenspan, Engineers		
Analyst	AS	Analysis Date	May 12, 2022
Jurisdiction	City of Los Angeles	Time Period	Existing + Project - AM
Urban Street	Plummer Street	Analysis Year	2024
Intersection	Haskell Avenue / Plumm...	File Name	01AM.xus
Project Description	Valor Elementary School		

Intersection Information



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	107	976	90	165	1549	102	85	288	216	129	704	240

Signal Information

Cycle, s	90.0	Reference Phase	2								
Offset, s	0	Reference Point	End								
Uncoordinated	No	Simult. Gap E/W	On	Green	49.3	29.6	0.0	0.0	0.0	0.0	
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.7	4.4	0.0	0.0	0.0	0.0	
				Red	1.0	1.0	0.0	0.0	0.0	0.0	

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2		8		4
Case Number		6.0		6.0		6.0		6.0
Phase Duration, s		55.0		55.0		35.0		35.0
Change Period, ($Y+R_c$), s		5.7		5.7		5.4		5.4
Max Allow Headway (MAH), s		0.0		0.0		4.4		4.4
Queue Clearance Time (g_s), s						31.6		27.5
Green Extension Time (g_e), s		0.0		0.0		0.0		1.6
Phase Call Probability						1.00		1.00
Max Out Probability						1.00		1.00

Movement Group Results

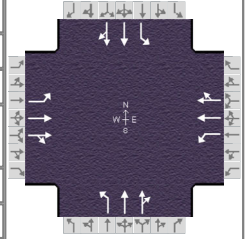
	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	116	588	571	179	900	894	92	291	257	140	536	490
Adjusted Saturation Flow Rate (s), veh/h/ln	263	1870	1814	485	1870	1830	550	1870	1606	859	1870	1707
Queue Service Time (g_s), s	10.4	18.7	18.7	30.6	37.8	38.9	5.3	11.1	11.5	14.0	24.3	24.3
Cycle Queue Clearance Time (g_c), s	49.3	18.7	18.7	49.3	37.8	38.9	29.6	11.1	11.5	25.5	24.3	24.3
Green Ratio (g/C)	0.55	0.55	0.55	0.55	0.55	0.55	0.33	0.33	0.33	0.33	0.33	0.33
Capacity (c), veh/h	110	1025	994	245	1025	1002	112	615	528	253	615	561
Volume-to-Capacity Ratio (X)	1.054	0.574	0.574	0.732	0.879	0.892	0.822	0.473	0.486	0.555	0.872	0.872
Back of Queue (Q), ft/ln (95 th percentile)	244.7	303.7	293.1	218.1	598.4	602	143.6	210.7	189.2	135.6	458.9	423.5
Back of Queue (Q), veh/ln (95 th percentile)	9.6	12.0	11.7	8.6	23.6	24.1	5.7	8.3	7.6	5.3	18.1	16.9
Queue Storage Ratio (RQ) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	43.6	13.4	13.4	30.9	17.7	18.0	44.1	24.0	24.1	34.3	28.4	28.4
Incremental Delay (d_2), s/veh	101.0	2.3	2.4	17.5	10.6	12.0	36.6	0.6	0.7	2.6	13.0	14.1
Initial Queue Delay (d_3), 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
Control Delay (d), s/veh	144.6	15.8	15.8	48.5	28.4	30.0	80.7	24.6	24.8	37.0	41.4	42.5
Level of Service (LOS)	F	B	B	D	C	C	F	C	C	D	D	D
Approach Delay, s/veh / LOS	27.5	C		30.9	C		32.8	C		41.3	D	
Intersection Delay, s/veh / LOS	32.7						C					

Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.30	B		2.30	B		2.30	B		2.30	B	
Bicycle LOS Score / LOS	1.54	B		2.12	B		1.02	A		1.45	A	

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.250
Analyst	AS	Analysis Date	May 12, 2022	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Existing + Project - PM	PHF	0.92
Urban Street	Plummer Street	Analysis Year	2024	Analysis Period	1> 17:00
Intersection	Haskell Avenue / Plumm...	File Name	01PM.xus		
Project Description	Valor Elementary School				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	180	1423	105	65	552	50	64	568	170	111	245	52

Signal Information											
Cycle, s	90.0	Reference Phase	2								
Offset, s	0	Reference Point	End								
Uncoordinated	No	Simult. Gap E/W	On	Green	49.3	29.6	0.0	0.0	0.0	0.0	
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.7	4.4	0.0	0.0	0.0	0.0	
				Red	1.0	1.0	0.0	0.0	0.0	0.0	

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2		8		4
Case Number		6.0		6.0		6.0		6.0
Phase Duration, s		55.0		55.0		35.0		35.0
Change Period, ($Y+R_c$), s		5.7		5.7		5.4		5.4
Max Allow Headway (MAH), s		0.0		0.0		4.3		4.3
Queue Clearance Time (g_s), s						19.4		31.6
Green Extension Time (g_e), s		0.0		0.0		4.2		0.0
Phase Call Probability						1.00		1.00
Max Out Probability						0.49		1.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	196	836	825	71	332	323	70	417	385	121	164	159
Adjusted Saturation Flow Rate (s), veh/h/ln	778	1870	1825	300	1870	1815	1057	1870	1722	678	1870	1758
Queue Service Time (g_s), s	16.6	32.9	33.6	15.7	8.8	8.8	4.7	17.3	17.4	12.2	5.8	6.0
Cycle Queue Clearance Time (g_c), s	25.4	32.9	33.6	49.3	8.8	8.8	10.7	17.3	17.4	29.6	5.8	6.0
Green Ratio (g/C)	0.55	0.55	0.55	0.55	0.55	0.55	0.33	0.33	0.33	0.33	0.33	0.33
Capacity (c), veh/h	430	1025	1000	132	1025	994	357	615	566	172	615	578
Volume-to-Capacity Ratio (X)	0.455	0.816	0.826	0.534	0.324	0.325	0.195	0.678	0.680	0.702	0.267	0.274
Back of Queue (Q), ft/ln (95 th percentile)	143.3	513.3	507.8	94.4	157.4	151.2	52.5	311.8	289	145.5	112.3	107.1
Back of Queue (Q), veh/ln (95 th percentile)	5.6	20.2	20.3	3.7	6.2	6.0	2.1	12.3	11.6	5.7	4.4	4.3
Queue Storage Ratio (RQ) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	18.2	16.6	16.8	39.2	11.2	11.2	26.2	26.1	26.1	40.3	22.2	22.3
Incremental Delay (d_2), s/veh	3.4	7.2	7.8	14.6	0.8	0.9	0.3	3.0	3.3	12.0	0.2	0.3
Initial Queue Delay (d_3), 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
Control Delay (d), s/veh	21.6	23.8	24.6	53.8	12.0	12.1	26.5	29.1	29.4	52.4	22.4	22.5
Level of Service (LOS)	C	C	C	D	B	B	C	C	C	D	C	C
Approach Delay, s/veh / LOS	23.9		C	16.1		B	29.0		C	30.6		C
Intersection Delay, s/veh / LOS	24.4						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.30	B	2.30	B	2.30	B	2.30	B
Bicycle LOS Score / LOS	2.02	B	1.09	A	1.21	A	0.85	A

HCS7 Two-Way Stop-Control Report

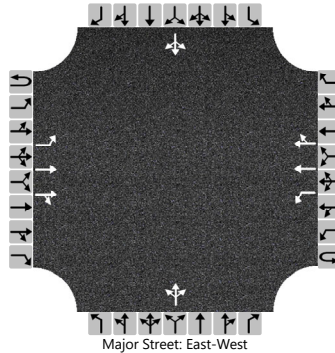
General Information

Analyst	AS
Agency/Co.	Linscott, Law & Greenspan
Date Performed	5/12/2022
Analysis Year	2022
Time Analyzed	Existing + Project - AM
Intersection Orientation	East-West
Project Description	Valor Elementary School

Site Information

Intersection	Orion Ave / Plummer St
Jurisdiction	City of Los Angeles
East/West Street	Plummer Street
North/South Street	Orion Avenue
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	1	2	0		0	1	0		0	1	0
Configuration		L	T	TR		L	T	TR			LTR				LTR	
Volume (veh/h)	0	10	1233	78	0	39	1691	5		80	1	142		1	0	45
Percent Heavy Vehicles (%)	2	2			2	0				0	0	0		2	0	2
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.14				4.10				7.50	6.50	6.90		7.54	6.50	6.94
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.20				3.50	4.00	3.30		3.52	4.00	3.32

Delay, Queue Length, and Level of Service

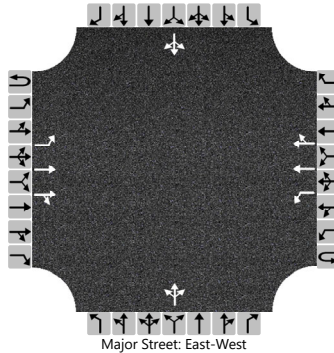
Flow Rate, v (veh/h)		11				42					242				50	
Capacity, c (veh/h)		326				484					34				260	
v/c Ratio		0.03				0.09					7.15				0.19	
95% Queue Length, Q ₉₅ (veh)		0.1				0.3					29.2				0.7	
Control Delay (s/veh)		16.4				13.2					2995.3				22.1	
Level of Service (LOS)		C				B					F				C	
Approach Delay (s/veh)	0.1				0.3				2995.3				22.1			
Approach LOS									F				C			

HCS7 Two-Way Stop-Control Report

General Information

Analyst	AS	Intersection	Orion Ave / Plummer St
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	5/12/2022	East/West Street	Plummer Street
Analysis Year	2022	North/South Street	Orion Avenue
Time Analyzed	Existing + Project - PM	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Valor Elementary School		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	1	2	0		0	1	0		0	1	0
Configuration		L	T	TR		L	T	TR			LTR				LTR	
Volume (veh/h)	0	24	1116	62	0	35	633	4		20	5	73		4	1	14
Percent Heavy Vehicles (%)	2	2			2	0				0	0	0		2	0	2
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.14				4.10				7.50	6.50	6.90		7.54	6.50	6.94
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.20				3.50	4.00	3.30		3.52	4.00	3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		26				38					107				21	
Capacity, c (veh/h)		899				549					203				232	
v/c Ratio		0.03				0.07					0.52				0.09	
95% Queue Length, Q ₉₅ (veh)		0.1				0.2					2.7				0.3	
Control Delay (s/veh)		9.1				12.0					40.8				22.0	
Level of Service (LOS)		A				B					E				C	
Approach Delay (s/veh)	0.2				0.6				40.8				22.0			
Approach LOS									E				C			

HCS7 Two-Way Stop-Control Report

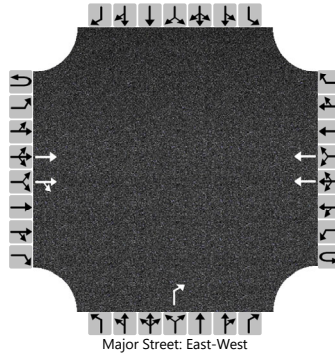
General Information

Analyst	AS
Agency/Co.	Linscott, Law & Greenspan
Date Performed	5/12/2022
Analysis Year	2022
Time Analyzed	Existing + Project - AM
Intersection Orientation	East-West
Project Description	Valor Elementary School

Site Information

Intersection	Project Dwy / Plummer St
Jurisdiction	City of Los Angeles
East/West Street	Plummer Street
North/South Street	Project Driveway
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	0	1		0	0	0
Configuration			T	TR			T					R				
Volume (veh/h)			1133	243			1735					154				
Percent Heavy Vehicles (%)												0				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized									No							
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)												6.9				
Critical Headway (sec)												6.90				
Base Follow-Up Headway (sec)												3.3				
Follow-Up Headway (sec)												3.30				

Delay, Queue Length, and Level of Service

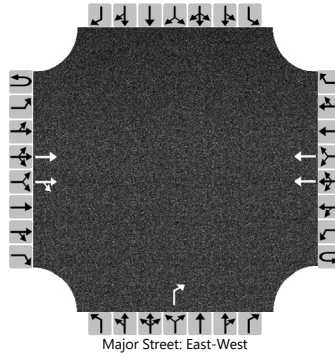
Flow Rate, v (veh/h)												167				
Capacity, c (veh/h)												359				
v/c Ratio												0.47				
95% Queue Length, Q ₉₅ (veh)												2.4				
Control Delay (s/veh)												23.4				
Level of Service (LOS)												C				
Approach Delay (s/veh)									23.4							
Approach LOS									C							

HCS7 Two-Way Stop-Control Report

General Information

Analyst	AS	Intersection	Project Dwy / Plummer St
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	5/12/2022	East/West Street	Plummer Street
Analysis Year	2022	North/South Street	Project Driveway
Time Analyzed	Existing + Project - PM	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Valor Elementary School		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	0	1		0	0	0
Configuration			T	TR			T					R				
Volume (veh/h)			1158	35			672					49				
Percent Heavy Vehicles (%)												0				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized									No							
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)												6.9				
Critical Headway (sec)												6.90				
Base Follow-Up Headway (sec)												3.3				
Follow-Up Headway (sec)												3.30				

Delay, Queue Length, and Level of Service

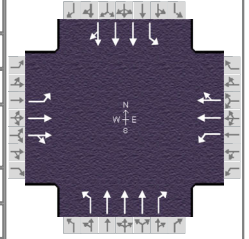
Flow Rate, v (veh/h)												53				
Capacity, c (veh/h)												418				
v/c Ratio												0.13				
95% Queue Length, Q ₉₅ (veh)												0.4				
Control Delay (s/veh)												14.9				
Level of Service (LOS)												B				
Approach Delay (s/veh)									14.9							
Approach LOS									B							

HCS7 Signalized Intersection Results Summary

General Information

Agency	Linscott, Law & Greenspan, Engineers		
Analyst	AS	Analysis Date	May 19, 2022
Jurisdiction	City of Los Angeles	Time Period	Existing + Project - AM
Urban Street	Sepulveda Boulevard	Analysis Year	2022
Intersection	Sepulveda Blvd / Plumm...	File Name	04AM.xus
Project Description	Valor Elementary School		

Intersection Information



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	129	831	180	112	1086	77	393	897	337	163	1012	337

Signal Information

Cycle, s	90.0	Reference Phase	2									
Offset, s	0	Reference Point	End	Green	13.0	9.7	13.0	35.0	0.0	0.0		
Uncoordinated	No	Simult. Gap E/W	On	Yellow	3.0	4.3	3.0	4.3	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	1.0	1.0	1.7	0.0	0.0		

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4	5	2	1	6
Case Number		6.0		6.0	2.0	3.0	2.0	4.0
Phase Duration, s		41.0		41.0	17.0	32.0	17.0	32.0
Change Period, ($Y+R_c$), s		6.0		6.0	4.0	5.3	5.3	5.3
Max Allow Headway (MAH), s		5.4		5.4	4.1	0.0	4.1	0.0
Queue Clearance Time (g_s), s		37.0		37.0	15.0		10.2	
Green Extension Time (g_e), s		0.0		0.0	0.0	0.0	1.0	0.0
Phase Call Probability		1.00		1.00	1.00		1.00	
Max Out Probability		1.00		1.00	1.00		1.00	

Movement Group Results

Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R			
Assigned Movement	3	8	18	7	4	14	5	2	12	1	6	16			
Adjusted Flow Rate (v), veh/h	134	543	510	117	613	599	409	934	351	170	979	426			
Adjusted Saturation Flow Rate (s), veh/h/ln	461	1870	1754	536	1870	1826	1781	1698	1585	1781	1870	1629			
Queue Service Time (g_s), s	8.2	22.5	22.5	12.5	26.8	26.8	13.0	14.2	18.0	8.2	22.4	22.4			
Cycle Queue Clearance Time (g_c), s	35.0	22.5	22.5	35.0	26.8	26.8	13.0	14.2	18.0	8.2	22.4	22.4			
Green Ratio (g/C)	0.39	0.39	0.39	0.39	0.39	0.39	0.14	0.30	0.30	0.13	0.30	0.30			
Capacity (c), veh/h	122	727	682	154	727	710	257	1511	470	232	1110	483			
Volume-to-Capacity Ratio (X)	1.103	0.747	0.747	0.756	0.842	0.843	1.591	0.618	0.747	0.733	0.882	0.882			
Back of Queue (Q), ft/ln (95 th percentile)	283.6	387.9	364	155	471.6	456.6	1025.1	244.5	314	191.2	418.6	409.5			
Back of Queue (Q), veh/ln (95 th percentile)	11.2	15.3	14.6	6.1	18.6	18.3	40.4	9.6	12.4	7.5	16.5	16.4			
Queue Storage Ratio (RQ) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00			
Uniform Delay (d_1), s/veh	43.6	23.7	23.7	41.0	25.0	25.0	38.5	27.3	28.6	37.6	30.2	30.2			
Incremental Delay (d_2), s/veh	111.9	4.6	4.9	20.3	9.1	9.4	283.6	1.9	10.3	11.4	10.2	20.2			
Initial Queue Delay (d_3), 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			
Control Delay (d), s/veh	155.5	28.3	28.6	61.3	34.1	34.4	322.1	29.2	38.9	49.0	40.3	50.4			
Level of Service (LOS)	F	C	C	E	C	C	F	C	D	D	D	D			
Approach Delay, s/veh / LOS	42.8	D		36.7		D		102.0		F		44.0		D	
Intersection Delay, s/veh / LOS	59.0						E								

Multimodal Results

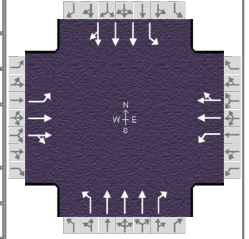
	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.72	C		2.59	C		2.30	B		2.30	B	
Bicycle LOS Score / LOS	1.47	A		1.58	B		1.42	A		1.35	A	

HCS7 Signalized Intersection Results Summary

General Information

Agency	Linscott, Law & Greenspan, Engineers		
Analyst	AS	Analysis Date	May 12, 2022
Jurisdiction	City of Los Angeles	Time Period	Existing + Project- PM
Urban Street	Sepulveda Boulevard	Analysis Year	2022
Intersection	Sepulveda Boulevard / ...	File Name	04PM.xus
Project Description	Valor Elementary School		

Intersection Information



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	133	1148	138	96	576	150	108	1224	218	218	863	76

Signal Information

Cycle, s	90.0	Reference Phase	2									
Offset, s	0	Reference Point	End	Green	13.0	9.7	13.0	35.0	0.0	0.0		
Uncoordinated	No	Simult. Gap E/W	On	Yellow	3.0	4.3	3.0	4.3	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	1.0	1.0	1.7	0.0	0.0		

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4	5	2	1	6
Case Number		6.0		6.0	2.0	3.0	2.0	4.0
Phase Duration, s		41.0		41.0	17.0	32.0	17.0	32.0
Change Period, ($Y+R_c$), s		6.0		6.0	4.0	5.3	5.3	5.3
Max Allow Headway (MAH), s		5.4		5.4	4.1	0.0	4.1	0.0
Queue Clearance Time (g_s), s		32.7		37.0	7.1		13.2	
Green Extension Time (g_e), s		2.1		0.0	0.1	0.0	0.0	0.0
Phase Call Probability		1.00		1.00	1.00		1.00	
Max Out Probability		1.00		1.00	0.18		1.00	

Movement Group Results

Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h	136	667	645	98	383	357	110	1249	222	222	647	311
Adjusted Saturation Flow Rate (s), veh/h/ln	718	1870	1800	419	1870	1737	1781	1698	1585	1781	1870	1790
Queue Service Time (g_s), s	16.1	30.5	30.7	4.3	14.2	14.3	5.1	20.6	10.3	11.2	13.2	13.3
Cycle Queue Clearance Time (g_c), s	30.4	30.5	30.7	35.0	14.2	14.3	5.1	20.6	10.3	11.2	13.2	13.3
Green Ratio (g/C)	0.39	0.39	0.39	0.39	0.39	0.39	0.14	0.30	0.30	0.13	0.30	0.30
Capacity (c), veh/h	246	727	700	100	727	675	257	1511	470	232	1110	531
Volume-to-Capacity Ratio (X)	0.553	0.917	0.922	0.981	0.527	0.529	0.428	0.826	0.473	0.961	0.583	0.586
Back of Queue (Q), ft/ln (95 th percentile)	132.3	565.4	548.3	200.6	252.1	235.9	100.4	340.8	188.6	313.1	251.9	252.7
Back of Queue (Q), veh/ln (95 th percentile)	5.2	22.3	21.9	7.9	9.9	9.4	4.0	13.4	7.4	12.3	9.9	10.1
Queue Storage Ratio (RQ) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	32.9	26.1	26.2	44.6	21.1	21.2	35.1	29.5	25.9	38.9	26.9	26.9
Incremental Delay (d_2), s/veh	3.4	16.8	17.9	83.7	0.9	1.0	1.1	5.3	3.4	48.0	2.2	4.7
Initial Queue Delay (d_3), 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
Control Delay (d), s/veh	36.2	42.9	44.1	128.2	22.1	22.2	36.2	34.8	29.3	86.9	29.2	31.6
Level of Service (LOS)	D	D	D	F	C	C	D	C	C	F	C	C
Approach Delay, s/veh / LOS	42.8	D		34.5	C		34.1	C		40.7	D	
Intersection Delay, s/veh / LOS	38.2						D					

Multimodal Results

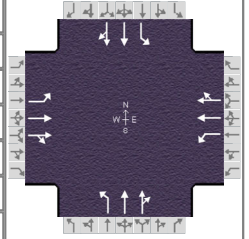
	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.72	C		2.59	C		2.30	B		2.30	B	
Bicycle LOS Score / LOS	1.68	B		1.18	A		1.36	A		1.14	A	

HCS7 Signalized Intersection Results Summary

General Information

Agency	Linscott, Law & Greenspan, Engineers		
Analyst	AS	Analysis Date	May 12, 2022
Jurisdiction	City of Los Angeles	Time Period	Future - AM
Urban Street	Plummer Street	Analysis Year	2024
Intersection	Haskell Avenue / Plumm...	File Name	01AM.xus
Project Description	Valor Elementary School		

Intersection Information



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	109	967	92	170	1569	106	87	303	189	85	720	245

Signal Information

Cycle, s	90.0	Reference Phase	2								
Offset, s	0	Reference Point	End								
Uncoordinated	No	Simult. Gap E/W	On	Green	49.3	29.6	0.0	0.0	0.0	0.0	
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.7	4.4	0.0	0.0	0.0	0.0	
				Red	1.0	1.0	0.0	0.0	0.0	0.0	

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2		8		4
Case Number		6.0		6.0		6.0		6.0
Phase Duration, s		55.0		55.0		35.0		35.0
Change Period, ($Y+R_c$), s		5.7		5.7		5.4		5.4
Max Allow Headway (MAH), s		0.0		0.0		4.4		4.4
Queue Clearance Time (g_s), s						31.6		27.1
Green Extension Time (g_e), s		0.0		0.0		0.0		1.8
Phase Call Probability						1.00		1.00
Max Out Probability						1.00		1.00

Movement Group Results

Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	118	584	567	185	913	908	95	282	253	92	548	501
Adjusted Saturation Flow Rate (s), veh/h/ln	257	1870	1813	488	1870	1829	538	1870	1632	870	1870	1707
Queue Service Time (g_s), s	9.2	18.5	18.5	30.8	38.8	40.1	4.5	10.7	11.1	8.5	25.0	25.1
Cycle Queue Clearance Time (g_c), s	49.3	18.5	18.5	49.3	38.8	40.1	29.6	10.7	11.1	19.6	25.0	25.1
Green Ratio (g/C)	0.55	0.55	0.55	0.55	0.55	0.55	0.33	0.33	0.33	0.33	0.33	0.33
Capacity (c), veh/h	106	1025	993	247	1025	1002	107	615	537	259	615	561
Volume-to-Capacity Ratio (X)	1.116	0.570	0.571	0.748	0.891	0.906	0.883	0.459	0.471	0.357	0.891	0.892
Back of Queue (Q), ft/ln (95 th percentile)	268.1	301.5	290.8	226.1	618.9	624.9	164.4	204.4	185	80.6	480.8	443.8
Back of Queue (Q), veh/ln (95 th percentile)	10.6	11.9	11.6	8.9	24.4	25.0	6.5	8.0	7.4	3.2	18.9	17.8
Queue Storage Ratio (RQ) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	43.9	13.4	13.4	31.1	18.0	18.3	44.4	23.9	24.0	31.7	28.7	28.7
Incremental Delay (d_2), s/veh	122.1	2.3	2.4	18.6	11.6	13.2	52.1	0.5	0.6	0.8	15.2	16.4
Initial Queue Delay (d_3), 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
Control Delay (d), s/veh	165.9	15.7	15.8	49.7	29.6	31.5	96.4	24.4	24.6	32.6	43.9	45.1
Level of Service (LOS)	F	B	B	D	C	C	F	C	C	C	D	D
Approach Delay, s/veh / LOS	29.7	C		32.3	C		35.3	D		43.5	D	
Intersection Delay, s/veh / LOS	34.6						C					

Multimodal Results

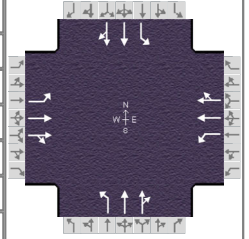
	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.30	B		2.30	B		2.30	B		2.30	B	
Bicycle LOS Score / LOS	1.53	B		2.14	B		1.01	A		1.43	A	

HCS7 Signalized Intersection Results Summary

General Information

Agency	Linscott, Law & Greenspan, Engineers		
Analyst	AS	Analysis Date	May 12, 2022
Jurisdiction	City of Los Angeles	Time Period	Future - PM
Urban Street	Plummer Street	Analysis Year	2024
Intersection	Haskell Avenue / Plumm...	File Name	01PM.xus
Project Description	Valor Elementary School		

Intersection Information



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	184	1459	107	67	564	53	65	581	174	110	256	53

Signal Information

Cycle, s	90.0	Reference Phase	2								
Offset, s	0	Reference Point	End								
Uncoordinated	No	Simult. Gap E/W	On	Green	49.3	29.6	0.0	0.0	0.0	0.0	
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.7	4.4	0.0	0.0	0.0	0.0	
				Red	1.0	1.0	0.0	0.0	0.0	0.0	

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2		8		4
Case Number		6.0		6.0		6.0		6.0
Phase Duration, s		55.0		55.0		35.0		35.0
Change Period, ($Y+R_c$), s		5.7		5.7		5.4		5.4
Max Allow Headway (MAH), s		0.0		0.0		4.3		4.3
Queue Clearance Time (g_s), s						19.9		31.6
Green Extension Time (g_e), s		0.0		0.0		4.2		0.0
Phase Call Probability						1.00		1.00
Max Out Probability						0.53		1.00

Movement Group Results

Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	200	856	846	73	340	331	71	427	394	120	171	165
Adjusted Saturation Flow Rate (s), veh/h/ln	767	1870	1825	288	1870	1813	1044	1870	1722	667	1870	1760
Queue Service Time (g_s), s	17.6	34.3	35.2	14.1	9.0	9.1	4.8	17.9	17.9	11.7	6.1	6.2
Cycle Queue Clearance Time (g_c), s	26.6	34.3	35.2	49.3	9.0	9.1	11.1	17.9	17.9	29.6	6.1	6.2
Green Ratio (g/C)	0.55	0.55	0.55	0.55	0.55	0.55	0.33	0.33	0.33	0.33	0.33	0.33
Capacity (c), veh/h	423	1025	1000	125	1025	993	351	615	566	167	615	579
Volume-to-Capacity Ratio (X)	0.473	0.835	0.847	0.582	0.332	0.333	0.201	0.694	0.695	0.718	0.278	0.285
Back of Queue (Q), ft/ln (95 th percentile)	149.7	538	534.6	101	162.5	155.8	53.8	321	297.4	147.4	117.4	112.1
Back of Queue (Q), veh/ln (95 th percentile)	5.9	21.2	21.4	4.0	6.4	6.2	2.1	12.6	11.9	5.8	4.6	4.5
Queue Storage Ratio (RQ) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	18.6	17.0	17.2	40.6	11.2	11.3	26.5	26.3	26.3	40.8	22.3	22.4
Incremental Delay (d_2), s/veh	3.8	8.0	8.8	18.3	0.9	0.9	0.3	3.4	3.7	13.8	0.2	0.3
Initial Queue Delay (d_3), 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
Control Delay (d), s/veh	22.4	25.0	26.0	58.9	12.1	12.2	26.7	29.6	30.0	54.6	22.5	22.6
Level of Service (LOS)	C	C	C	E	B	B	C	C	C	D	C	C
Approach Delay, s/veh / LOS	25.2	C		16.7	B		29.6	C		31.0	C	
Intersection Delay, s/veh / LOS	25.2						C					

Multimodal Results

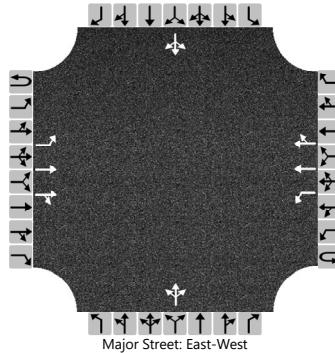
	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.30	B		2.30	B		2.30	B		2.30	B	
Bicycle LOS Score / LOS	2.06	B		1.10	A		1.22	A		0.86	A	

HCS7 Two-Way Stop-Control Report

General Information

Analyst	AS	Intersection	Orion Ave / Plummer St
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	5/12/2022	East/West Street	Plummer Street
Analysis Year	2024	North/South Street	Orion Avenue
Time Analyzed	Future - AM	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Valor Elementary School		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	1	2	0		0	1	0		0	1	0
Configuration		L	T	TR		L	T	TR			LTR				LTR	
Volume (veh/h)	0	10	1152	80	0	40	1719	9		82	1	46		5	0	46
Percent Heavy Vehicles (%)	2	2			2	0				0	0	0		2	0	2
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.14				4.10				7.50	6.50	6.90		7.54	6.50	6.94
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.20				3.50	4.00	3.30		3.52	4.00	3.32

Delay, Queue Length, and Level of Service

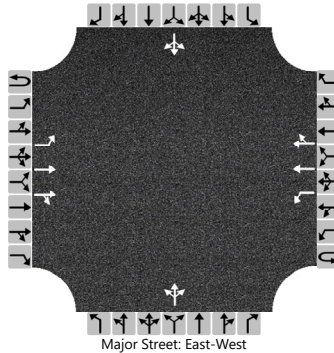
Flow Rate, v (veh/h)		11				43					140				55	
Capacity, c (veh/h)		316				521					22				78	
v/c Ratio		0.03				0.08					6.29				0.71	
95% Queue Length, Q ₉₅ (veh)		0.1				0.3					17.7				3.4	
Control Delay (s/veh)		16.8				12.5					2725.8				125.1	
Level of Service (LOS)		C				B					F				F	
Approach Delay (s/veh)	0.1				0.3				2725.8				125.1			
Approach LOS									F				F			

HCS7 Two-Way Stop-Control Report

General Information

Analyst	AS	Intersection	Orion Ave / Plummer St
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	5/12/2022	East/West Street	Plummer Street
Analysis Year	2024	North/South Street	Orion Avenue
Time Analyzed	Future - PM	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Valor Elementary School		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	1	2	0		0	1	0		0	1	0
Configuration		L	T	TR		L	T	TR			LTR				LTR	
Volume (veh/h)	0	24	1144	63	0	36	649	6		20	5	60		7	1	14
Percent Heavy Vehicles (%)	2	2			2	0				0	0	0		2	0	2
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.14				4.10				7.50	6.50	6.90		7.54	6.50	6.94
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.20				3.50	4.00	3.30		3.52	4.00	3.32

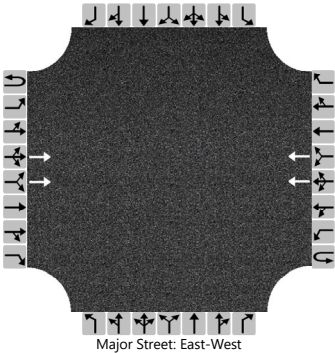
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		26				39					92				24	
Capacity, c (veh/h)		884				534					163				165	
v/c Ratio		0.03				0.07					0.57				0.14	
95% Queue Length, Q ₉₅ (veh)		0.1				0.2					2.9				0.5	
Control Delay (s/veh)		9.2				12.3					52.7				30.4	
Level of Service (LOS)		A				B					F				D	
Approach Delay (s/veh)	0.2				0.6				52.7				30.4			
Approach LOS									F				D			

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AS	Intersection	Project Dwy / Plummer St
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	5/12/2022	East/West Street	Plummer Street
Analysis Year	2024	North/South Street	Project Driveway
Time Analyzed	Future - AM	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Valor Elementary School		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	0	0		0	0	0
Configuration			T				T									
Volume (veh/h)			1204				1768									
Percent Heavy Vehicles (%)																
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

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

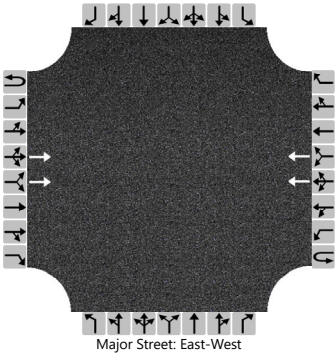
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)																
Capacity, c (veh/h)																
v/c Ratio																
95% Queue Length, Q ₉₅ (veh)																
Control Delay (s/veh)																
Level of Service (LOS)																
Approach Delay (s/veh)																
Approach LOS																

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AS	Intersection	Project Dwy / Plummer St
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	5/12/2022	East/West Street	Plummer Street
Analysis Year	2024	North/South Street	Project Driveway
Time Analyzed	Future - PM	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Valor Elementary School		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	0	0		0	0	0
Configuration			T				T									
Volume (veh/h)			1211				691									
Percent Heavy Vehicles (%)																
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized																
Median Type Storage	Undivided															

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

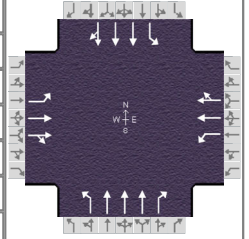
Flow Rate, v (veh/h)																
Capacity, c (veh/h)																
v/c Ratio																
95% Queue Length, Q ₉₅ (veh)																
Control Delay (s/veh)																
Level of Service (LOS)																
Approach Delay (s/veh)																
Approach LOS																

HCS7 Signalized Intersection Results Summary

General Information

Agency	Linscott, Law & Greenspan, Engineers		
Analyst	AS	Analysis Date	May 19, 2022
Jurisdiction	City of Los Angeles	Time Period	Future - AM
Urban Street	Sepulveda Boulevard	Analysis Year	2024
Intersection	Sepulveda Blvd / Plumm...	File Name	04AM.xus
Project Description	Valor Elementary School		

Intersection Information



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	85	859	133	81	1133	91	390	957	350	179	1053	320

Signal Information

Cycle, s	90.0	Reference Phase	2											
Offset, s	0	Reference Point	End											
Uncoordinated	No	Simult. Gap E/W	On	Green	13.0	9.7	13.0	35.0	0.0	0.0				
				Yellow	3.0	4.3	3.0	4.3	0.0	0.0				
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	1.0	1.0	1.7	0.0	0.0				

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4	5	2	1	6
Case Number		6.0		6.0	2.0	3.0	2.0	4.0
Phase Duration, s		41.0		41.0	17.0	32.0	17.0	32.0
Change Period, ($Y+R_c$), s		6.0		6.0	4.0	5.3	5.3	5.3
Max Allow Headway (MAH), s		5.3		5.3	4.1	0.0	4.1	0.0
Queue Clearance Time (g_s), s		37.0		37.0	15.0		11.2	
Green Extension Time (g_e), s		0.0		0.0	0.0	0.0	0.4	0.0
Phase Call Probability		1.00		1.00	1.00		1.00	
Max Out Probability		1.00		1.00	1.00		1.00	

Movement Group Results

Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h	89	529	504	84	645	630	406	997	365	186	993	437
Adjusted Saturation Flow Rate (s), veh/h/ln	434	1870	1782	546	1870	1821	1781	1698	1585	1781	1870	1644
Queue Service Time (g_s), s	5.9	21.7	21.7	13.3	29.0	29.1	13.0	15.4	18.9	9.2	22.9	22.9
Cycle Queue Clearance Time (g_c), s	35.0	21.7	21.7	35.0	29.0	29.1	13.0	15.4	18.9	9.2	22.9	22.9
Green Ratio (g/C)	0.39	0.39	0.39	0.39	0.39	0.39	0.14	0.30	0.30	0.13	0.30	0.30
Capacity (c), veh/h	109	727	693	161	727	708	257	1511	470	232	1110	488
Volume-to-Capacity Ratio (X)	0.816	0.727	0.728	0.525	0.887	0.889	1.579	0.660	0.775	0.805	0.895	0.895
Back of Queue (Q), ft/ln (95 th percentile)	139.3	372.7	353.7	90.6	523.1	508.5	1009.8	261.4	330.8	220.8	429.3	423.7
Back of Queue (Q), veh/ln (95 th percentile)	5.5	14.7	14.1	3.6	20.6	20.3	39.8	10.3	13.0	8.7	16.9	16.9
Queue Storage Ratio (RQ) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	44.0	23.4	23.4	38.6	25.7	25.7	38.5	27.7	28.9	38.0	30.3	30.3
Incremental Delay (d_2), s/veh	37.6	4.0	4.2	4.2	13.0	13.6	278.4	2.3	11.8	18.4	11.2	21.6
Initial Queue Delay (d_3), 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
Control Delay (d), s/veh	81.6	27.4	27.6	42.8	38.7	39.3	316.9	29.9	40.7	56.5	41.5	51.9
Level of Service (LOS)	F	C	C	D	D	D	F	C	D	E	D	D
Approach Delay, s/veh / LOS	31.8	C		39.2	D		98.1	F		46.0	D	
Intersection Delay, s/veh / LOS	57.4						E					

Multimodal Results

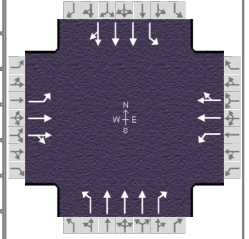
	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.72	C		2.59	C		2.30	B		2.30	B	
Bicycle LOS Score / LOS	1.41	A		1.61	B		1.46	A		1.38	A	

HCS7 Signalized Intersection Results Summary

General Information

Agency	Linscott, Law & Greenspan, Engineers		
Analyst	AS	Analysis Date	May 19, 2022
Jurisdiction	City of Los Angeles	Time Period	Future - PM
Urban Street	Sepulveda Boulevard	Analysis Year	2024
Intersection	Sepulveda Boulevard / ...	File Name	04PM.xus
Project Description	Valor Elementary School		

Intersection Information



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	125	1177	132	104	600	159	107	1270	227	226	918	71

Signal Information

Cycle, s	90.0	Reference Phase	2								
Offset, s	0	Reference Point	End								
Uncoordinated	No	Simult. Gap E/W	On	Green	13.0	9.7	13.0	35.0	0.0	0.0	
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.0	4.3	3.0	4.3	0.0	0.0	
				Red	1.0	1.0	1.0	1.7	0.0	0.0	

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4	5	2	1	6
Case Number		6.0		6.0	2.0	3.0	2.0	4.0
Phase Duration, s		41.0		41.0	17.0	32.0	17.0	32.0
Change Period, ($Y+R_c$), s		6.0		6.0	4.0	5.3	5.3	5.3
Max Allow Headway (MAH), s		5.4		5.4	4.1	0.0	4.1	0.0
Queue Clearance Time (g_s), s		33.5		37.0	7.0		13.6	
Green Extension Time (g_e), s		1.4		0.0	0.1	0.0	0.0	0.0
Phase Call Probability		1.00		1.00	1.00		1.00	
Max Out Probability		1.00		1.00	0.17		1.00	

Movement Group Results

Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h	128	678	657	106	401	373	109	1296	232	231	681	329
Adjusted Saturation Flow Rate (s), veh/h/ln	696	1870	1804	410	1870	1735	1781	1698	1585	1781	1870	1799
Queue Service Time (g_s), s	15.7	31.3	31.5	3.5	15.0	15.1	5.0	21.6	10.8	11.6	14.1	14.1
Cycle Queue Clearance Time (g_c), s	30.8	31.3	31.5	35.0	15.0	15.1	5.0	21.6	10.8	11.6	14.1	14.1
Green Ratio (g/C)	0.39	0.39	0.39	0.39	0.39	0.39	0.14	0.30	0.30	0.13	0.30	0.30
Capacity (c), veh/h	234	727	702	96	727	675	257	1511	470	232	1110	534
Volume-to-Capacity Ratio (X)	0.545	0.933	0.937	1.108	0.552	0.553	0.424	0.857	0.493	0.996	0.613	0.616
Back of Queue (Q), ft/ln (95 th percentile)	125.1	589.2	573.2	245.7	265.2	247	99.6	359.3	197.2	340.4	265.2	267.3
Back of Queue (Q), veh/ln (95 th percentile)	4.9	23.2	22.9	9.7	10.4	9.9	3.9	14.1	7.8	13.4	10.4	10.7
Queue Storage Ratio (RQ) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	33.4	26.4	26.4	44.7	21.4	21.4	35.1	29.9	26.1	39.1	27.2	27.2
Incremental Delay (d_2), s/veh	3.4	19.1	20.3	124.2	1.1	1.3	1.1	6.5	3.7	57.9	2.5	5.2
Initial Queue Delay (d_3), 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
Control Delay (d), s/veh	36.8	45.4	46.8	168.9	22.5	22.7	36.2	36.4	29.7	97.0	29.7	32.5
Level of Service (LOS)	D	D	D	F	C	C	D	D	C	F	C	C
Approach Delay, s/veh / LOS	45.3	D		40.2	D		35.4	D		43.0	D	
Intersection Delay, s/veh / LOS	40.8						D					

Multimodal Results

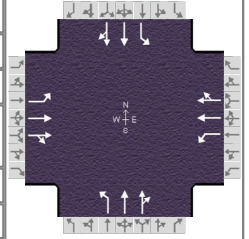
	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.72	C		2.59	C		2.30	B		2.30	B	
Bicycle LOS Score / LOS	1.69	B		1.21	A		1.39	A		1.17	A	

HCS7 Signalized Intersection Results Summary

General Information

Agency	Linscott, Law & Greenspan, Engineers		
Analyst	AS	Analysis Date	May 12, 2022
Jurisdiction	City of Los Angeles	Time Period	Future + Project - AM
Urban Street	Plummer Street	Analysis Year	2024
Intersection	Haskell Avenue / Plumm...	File Name	01AM.xus
Project Description	Valor Elementary School		

Intersection Information



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	109	1028	92	170	1608	106	87	303	225	134	720	245

Signal Information

Cycle, s	90.0	Reference Phase	2								
Offset, s	0	Reference Point	End								
Uncoordinated	No	Simult. Gap E/W	On	Green	49.3	29.6	0.0	0.0	0.0	0.0	0.0
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.7	4.4	0.0	0.0	0.0	0.0	0.0
				Red	1.0	1.0	0.0	0.0	0.0	0.0	0.0

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2		8		4
Case Number		6.0		6.0		6.0		6.0
Phase Duration, s		55.0		55.0		35.0		35.0
Change Period, ($Y+R_c$), s		5.7		5.7		5.4		5.4
Max Allow Headway (MAH), s		0.0		0.0		4.4		4.4
Queue Clearance Time (g_s), s						31.6		29.4
Green Extension Time (g_e), s		0.0		0.0		0.0		0.2
Phase Call Probability						1.00		1.00
Max Out Probability						1.00		1.00

Movement Group Results

Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R			
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14			
Adjusted Flow Rate (v), veh/h	118	617	600	185	933	930	95	305	269	146	548	501			
Adjusted Saturation Flow Rate (s), veh/h/ln	246	1870	1816	459	1870	1830	538	1870	1607	839	1870	1707			
Queue Service Time (g_s), s	7.2	20.0	20.1	29.2	40.5	42.1	4.5	11.8	12.1	15.2	25.0	25.1			
Cycle Queue Clearance Time (g_c), s	49.3	20.0	20.1	49.3	40.5	42.1	29.6	11.8	12.1	27.4	25.0	25.1			
Green Ratio (g/C)	0.55	0.55	0.55	0.55	0.55	0.55	0.33	0.33	0.33	0.33	0.33	0.33			
Capacity (c), veh/h	100	1025	995	229	1025	1002	107	615	529	243	615	561			
Volume-to-Capacity Ratio (X)	1.187	0.602	0.603	0.808	0.911	0.928	0.883	0.496	0.508	0.600	0.891	0.892			
Back of Queue (Q), ft/ln (95 th percentile)	287.4	323.2	311.7	241.3	652.9	664.8	164.4	220.1	197.9	147.9	480.8	443.8			
Back of Queue (Q), veh/ln (95 th percentile)	11.3	12.7	12.5	9.5	25.7	26.6	6.5	8.7	7.9	5.8	18.9	17.8			
Queue Storage Ratio (RQ) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00			
Uniform Delay (d_1), s/veh	44.3	13.7	13.7	33.2	18.4	18.7	44.4	24.2	24.3	35.4	28.7	28.7			
Incremental Delay (d_2), s/veh	148.9	2.6	2.7	25.5	13.4	15.6	52.1	0.6	0.8	4.0	15.2	16.4			
Initial Queue Delay (d_3), 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			
Control Delay (d), s/veh	193.2	16.4	16.5	58.8	31.8	34.3	96.4	24.8	25.1	39.4	43.9	45.1			
Level of Service (LOS)	F	B	B	E	C	C	F	C	C	D	D	D			
Approach Delay, s/veh / LOS	32.1	C		35.4		D		35.1		D		43.8		D	
Intersection Delay, s/veh / LOS	36.4						D								

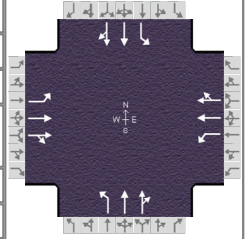
Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.30	B		2.30	B		2.30	B		2.30	B	
Bicycle LOS Score / LOS	1.59	B		2.18	B		1.04	A		1.47	A	

HCS7 Signalized Intersection Results Summary

General Information

Agency	Linscott, Law & Greenspan, Engineers		
Analyst	AS	Analysis Date	May 12, 2022
Jurisdiction	City of Los Angeles	Time Period	Future + Project - PM
Urban Street	Plummer Street	Analysis Year	2024
Intersection	Haskell Avenue / Plumm...	File Name	01PM.xus
Project Description	Valor Elementary School		



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	184	1468	107	67	576	53	65	581	179	117	256	53

Signal Information

Cycle, s	90.0	Reference Phase	2								
Offset, s	0	Reference Point	End								
Uncoordinated	No	Simult. Gap E/W	On	Green	49.3	29.6	0.0	0.0	0.0	0.0	
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.7	4.4	0.0	0.0	0.0	0.0	
				Red	1.0	1.0	0.0	0.0	0.0	0.0	

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2		8		4
Case Number		6.0		6.0		6.0		6.0
Phase Duration, s		55.0		55.0		35.0		35.0
Change Period, ($Y+R_c$), s		5.7		5.7		5.4		5.4
Max Allow Headway (MAH), s		0.0		0.0		4.3		4.3
Queue Clearance Time (g_s), s						20.1		31.6
Green Extension Time (g_e), s		0.0		0.0		4.2		0.0
Phase Call Probability						1.00		1.00
Max Out Probability						0.55		1.00

Movement Group Results

Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	200	860	852	73	347	337	71	430	396	127	171	165
Adjusted Saturation Flow Rate (s), veh/h/ln	758	1870	1825	285	1870	1815	1044	1870	1718	663	1870	1760
Queue Service Time (g_s), s	17.9	34.7	35.6	13.7	9.3	9.3	4.8	18.0	18.1	11.5	6.1	6.2
Cycle Queue Clearance Time (g_c), s	27.2	34.7	35.6	49.3	9.3	9.3	11.1	18.0	18.1	29.6	6.1	6.2
Green Ratio (g/C)	0.55	0.55	0.55	0.55	0.55	0.55	0.33	0.33	0.33	0.33	0.33	0.33
Capacity (c), veh/h	417	1025	1000	123	1025	994	351	615	565	165	615	579
Volume-to-Capacity Ratio (X)	0.480	0.840	0.852	0.590	0.338	0.339	0.201	0.699	0.701	0.771	0.278	0.285
Back of Queue (Q), ft/ln (95 th percentile)	151.6	543.6	540	101.8	166.6	159.4	53.8	324.4	299.8	167.1	117.4	112.1
Back of Queue (Q), veh/ln (95 th percentile)	6.0	21.4	21.6	4.0	6.6	6.4	2.1	12.8	12.0	6.6	4.6	4.5
Queue Storage Ratio (RQ) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	18.9	17.0	17.2	40.9	11.3	11.3	26.5	26.3	26.3	41.2	22.3	22.4
Incremental Delay (d_2), s/veh	3.9	8.3	9.1	19.0	0.9	0.9	0.3	3.5	3.8	19.8	0.2	0.3
Initial Queue Delay (d_3), 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
Control Delay (d), s/veh	22.8	25.3	26.3	59.9	12.2	12.2	26.7	29.8	30.2	61.0	22.5	22.6
Level of Service (LOS)	C	C	C	E	B	B	C	C	C	E	C	C
Approach Delay, s/veh / LOS	25.5	C		16.8	B		29.7	C		33.1	C	
Intersection Delay, s/veh / LOS	25.7						C					

Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.30	B		2.30	B		2.30	B		2.30	B	
Bicycle LOS Score / LOS	2.06	B		1.11	A		1.23	A		0.87	A	

HCS7 Two-Way Stop-Control Report

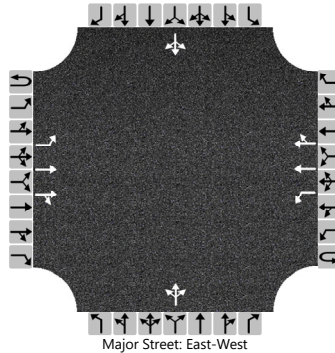
General Information

Analyst	AS
Agency/Co.	Linscott, Law & Greenspan
Date Performed	5/12/2022
Analysis Year	2024
Time Analyzed	Future + Project - AM
Intersection Orientation	East-West
Project Description	Valor Elementary School

Site Information

Intersection	Orion Ave / Plummer St
Jurisdiction	City of Los Angeles
East/West Street	Plummer Street
North/South Street	Orion Avenue
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	1	2	0		0	1	0		0	1	0
Configuration		L	T	TR		L	T	TR			LTR				LTR	
Volume (veh/h)	0	10	1298	80	0	40	1758	9		82	1	143		5	0	46
Percent Heavy Vehicles (%)	2	2			2	0				0	0	0		2	0	2
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.14				4.10				7.50	6.50	6.90		7.54	6.50	6.94
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.20				3.50	4.00	3.30		3.52	4.00	3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		11				43					246				55	
Capacity, c (veh/h)		304				454					27				39	
v/c Ratio		0.04				0.10					9.07				1.41	
95% Queue Length, Q ₉₅ (veh)		0.1				0.3					30.4				5.7	
Control Delay (s/veh)		17.3				13.8					3914.1				447.1	
Level of Service (LOS)		C				B					F				F	
Approach Delay (s/veh)	0.1				0.3				3914.1				447.1			
Approach LOS									F				F			

HCS7 Two-Way Stop-Control Report

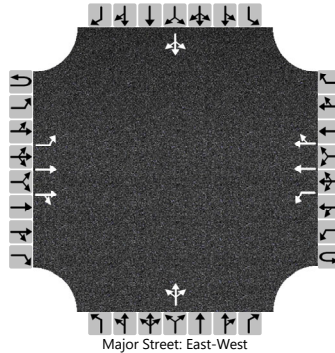
General Information

Analyst	AS
Agency/Co.	Linscott, Law & Greenspan
Date Performed	5/12/2022
Analysis Year	2024
Time Analyzed	Future + Project - PM
Intersection Orientation	East-West
Project Description	Valor Elementary School

Site Information

Intersection	Orion Ave / Plummer St
Jurisdiction	City of Los Angeles
East/West Street	Plummer Street
North/South Street	Orion Avenue
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	1	2	0		0	1	0		0	1	0
Configuration		L	T	TR		L	T	TR			LTR				LTR	
Volume (veh/h)	0	24	1165	63	0	36	661	6		20	5	74		7	1	14
Percent Heavy Vehicles (%)	2	2			2	0				0	0	0		2	0	2
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.14				4.10				7.50	6.50	6.90		7.54	6.50	6.94
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.20				3.50	4.00	3.30		3.52	4.00	3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		26				39					108				24	
Capacity, c (veh/h)		874				523					180				151	
v/c Ratio		0.03				0.07					0.60				0.16	
95% Queue Length, Q ₉₅ (veh)		0.1				0.2					3.3				0.5	
Control Delay (s/veh)		9.2				12.4					51.1				33.3	
Level of Service (LOS)		A				B					F				D	
Approach Delay (s/veh)	0.2				0.6				51.1				33.3			
Approach LOS									F				D			

HCS7 Two-Way Stop-Control Report

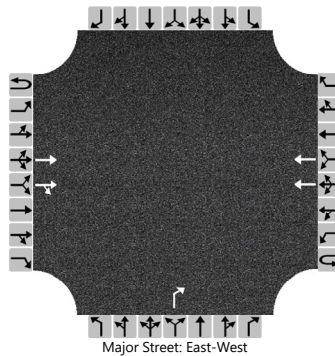
General Information

Analyst	AS
Agency/Co.	Linscott, Law & Greenspan
Date Performed	5/12/2022
Analysis Year	2024
Time Analyzed	Future + Project - AM
Intersection Orientation	East-West
Project Description	Valor Elementary School

Site Information

Intersection	Project Dwy / Plummer St
Jurisdiction	City of Los Angeles
East/West Street	Plummer Street
North/South Street	Project Driveway
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	0	1		0	0	0
Configuration			T	TR			T					R				
Volume (veh/h)			1204	243			1807					154				
Percent Heavy Vehicles (%)												0				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized									No							
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)												6.9				
Critical Headway (sec)												6.90				
Base Follow-Up Headway (sec)												3.3				
Follow-Up Headway (sec)												3.30				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)												167				
Capacity, c (veh/h)												339				
v/c Ratio												0.49				
95% Queue Length, Q ₉₅ (veh)												2.6				
Control Delay (s/veh)												25.5				
Level of Service (LOS)												D				
Approach Delay (s/veh)									25.5							
Approach LOS									D							

HCS7 Two-Way Stop-Control Report

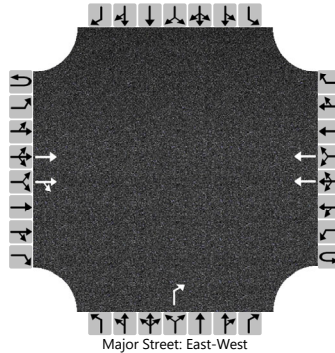
General Information

Analyst	AS
Agency/Co.	Linscott, Law & Greenspan
Date Performed	5/12/2022
Analysis Year	2024
Time Analyzed	Future + Project - PM
Intersection Orientation	East-West
Project Description	Valor Elementary School

Site Information

Intersection	Project Dwy / Plummer St
Jurisdiction	City of Los Angeles
East/West Street	Plummer Street
North/South Street	Project Driveway
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	0	1		0	0	0
Configuration			T	TR			T					R				
Volume (veh/h)			1211	35			703					49				
Percent Heavy Vehicles (%)												0				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized									No							
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)												6.9				
Critical Headway (sec)												6.90				
Base Follow-Up Headway (sec)												3.3				
Follow-Up Headway (sec)												3.30				

Delay, Queue Length, and Level of Service

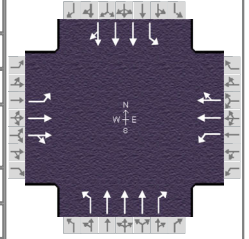
Flow Rate, v (veh/h)												53				
Capacity, c (veh/h)												400				
v/c Ratio												0.13				
95% Queue Length, Q ₉₅ (veh)												0.5				
Control Delay (s/veh)												15.4				
Level of Service (LOS)												C				
Approach Delay (s/veh)									15.4							
Approach LOS									C							

HCS7 Signalized Intersection Results Summary

General Information

Agency	Linscott, Law & Greenspan, Engineers		
Analyst	AS	Analysis Date	May 19, 2022
Jurisdiction	City of Los Angeles	Time Period	Future + Project - AM
Urban Street	Sepulveda Boulevard	Analysis Year	2024
Intersection	Sepulveda Blvd / Plumm...	File Name	04AM.xus
Project Description	Valor Elementary School		

Intersection Information



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	154	890	187	130	1133	91	405	957	350	179	1077	343

Signal Information

Cycle, s	90.0	Reference Phase	2								
Offset, s	0	Reference Point	End	Green	13.0	9.7	13.0	35.0	0.0	0.0	
Uncoordinated	No	Simult. Gap E/W	On	Yellow	3.0	4.3	3.0	4.3	0.0	0.0	
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	1.0	1.0	1.7	0.0	0.0	

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4	5	2	1	6
Case Number		6.0		6.0	2.0	3.0	2.0	4.0
Phase Duration, s		41.0		41.0	17.0	32.0	17.0	32.0
Change Period, ($Y+R_c$), s		6.0		6.0	4.0	5.3	5.3	5.3
Max Allow Headway (MAH), s		5.5		5.5	4.1	0.0	4.1	0.0
Queue Clearance Time (g_s), s		37.0		37.0	15.0		11.2	
Green Extension Time (g_e), s		0.0		0.0	0.0	0.0	0.4	0.0
Phase Call Probability		1.00		1.00	1.00		1.00	
Max Out Probability		1.00		1.00	1.00		1.00	

Movement Group Results

Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h	160	578	544	135	645	630	422	997	365	186	1029	450
Adjusted Saturation Flow Rate (s), veh/h/ln	434	1870	1757	502	1870	1821	1781	1698	1585	1781	1870	1637
Queue Service Time (g_s), s	5.9	24.6	24.7	10.3	29.0	29.1	13.0	15.4	18.9	9.2	24.0	24.0
Cycle Queue Clearance Time (g_c), s	35.0	24.6	24.7	35.0	29.0	29.1	13.0	15.4	18.9	9.2	24.0	24.0
Green Ratio (g/C)	0.39	0.39	0.39	0.39	0.39	0.39	0.14	0.30	0.30	0.13	0.30	0.30
Capacity (c), veh/h	109	727	683	138	727	708	257	1511	470	232	1110	486
Volume-to-Capacity Ratio (X)	1.478	0.795	0.796	0.983	0.887	0.889	1.640	0.660	0.775	0.805	0.927	0.927
Back of Queue (Q), ft/ln (95 th percentile)	462.6	426.5	401.5	242.9	523.1	508.5	1086	261.4	330.8	220.8	460	454.5
Back of Queue (Q), veh/ln (95 th percentile)	18.2	16.8	16.1	9.6	20.6	20.3	42.8	10.3	13.0	8.7	18.1	18.2
Queue Storage Ratio (RQ) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	44.2	24.3	24.3	42.8	25.7	25.7	38.5	27.7	28.9	38.0	30.7	30.7
Incremental Delay (d_2), s/veh	257.7	6.4	6.9	71.5	13.0	13.6	304.8	2.3	11.8	18.4	14.4	26.2
Initial Queue Delay (d_3), 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
Control Delay (d), s/veh	301.9	30.7	31.2	114.3	38.7	39.3	343.3	29.9	40.7	56.5	45.1	56.9
Level of Service (LOS)	F	C	C	F	D	D	F	C	D	E	D	E
Approach Delay, s/veh / LOS	64.9		E	46.2		D	106.3		F	49.6		D
Intersection Delay, s/veh / LOS	68.5						E					

Multimodal Results

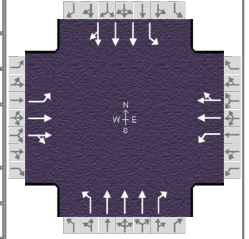
	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.72	C	2.59	C	2.30	B	2.30	B
Bicycle LOS Score / LOS	1.55	B	1.65	B	1.47	A	1.40	A

HCS7 Signalized Intersection Results Summary

General Information

Agency	Linscott, Law & Greenspan, Engineers		
Analyst	AS	Analysis Date	May 19, 2022
Jurisdiction	City of Los Angeles	Time Period	Future + Project - PM
Urban Street	Sepulveda Boulevard	Analysis Year	2024
Intersection	Sepulveda Boulevard / ...	File Name	04PM.xus
Project Description	Valor Elementary School		

Intersection Information



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	147	1187	149	111	600	159	112	1270	227	226	922	78

Signal Information

Cycle, s	90.0	Reference Phase	2													
Offset, s	0	Reference Point	End	Green	13.0	9.7	13.0	35.0	0.0	0.0						
Uncoordinated	No	Simult. Gap E/W	On	Yellow	3.0	4.3	3.0	4.3	0.0	0.0						
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	1.0	1.0	1.7	0.0	0.0						

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4	5	2	1	6
Case Number		6.0		6.0	2.0	3.0	2.0	4.0
Phase Duration, s		41.0		41.0	17.0	32.0	17.0	32.0
Change Period, ($Y+R_c$), s		6.0		6.0	4.0	5.3	5.3	5.3
Max Allow Headway (MAH), s		5.4		5.4	4.1	0.0	4.1	0.0
Queue Clearance Time (g_s), s		36.3		37.0	7.3		13.6	
Green Extension Time (g_e), s		0.0		0.0	0.1	0.0	0.0	0.0
Phase Call Probability		1.00		1.00	1.00		1.00	
Max Out Probability		1.00		1.00	0.22		1.00	

Movement Group Results

Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h	150	693	670	113	401	373	114	1296	232	231	689	331
Adjusted Saturation Flow Rate (s), veh/h/ln	696	1870	1797	399	1870	1735	1781	1698	1585	1781	1870	1793
Queue Service Time (g_s), s	19.2	32.4	32.7	2.3	15.0	15.1	5.3	21.6	10.8	11.6	14.3	14.4
Cycle Queue Clearance Time (g_c), s	34.3	32.4	32.7	35.0	15.0	15.1	5.3	21.6	10.8	11.6	14.3	14.4
Green Ratio (g/C)	0.39	0.39	0.39	0.39	0.39	0.39	0.14	0.30	0.30	0.13	0.30	0.30
Capacity (c), veh/h	234	727	699	90	727	675	257	1511	470	232	1110	532
Volume-to-Capacity Ratio (X)	0.641	0.953	0.959	1.256	0.552	0.553	0.444	0.857	0.493	0.996	0.621	0.623
Back of Queue (Q), ft/ln (95 th percentile)	160.7	625	608.9	293.7	265.2	247	104.5	359.3	197.2	340.4	268.7	270.4
Back of Queue (Q), veh/ln (95 th percentile)	6.3	24.6	24.4	11.6	10.4	9.9	4.1	14.1	7.8	13.4	10.6	10.8
Queue Storage Ratio (RQ) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	34.8	26.7	26.8	44.9	21.4	21.4	35.2	29.9	26.1	39.1	27.3	27.3
Incremental Delay (d_2), s/veh	6.6	22.6	24.4	178.6	1.1	1.3	1.2	6.5	3.7	57.9	2.6	5.4
Initial Queue Delay (d_3), 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
Control Delay (d), s/veh	41.4	49.3	51.2	223.4	22.5	22.7	36.4	36.4	29.7	97.0	29.9	32.7
Level of Service (LOS)	D	D	D	F	C	C	D	D	C	F	C	C
Approach Delay, s/veh / LOS	49.4	D		48.2	D		35.4	D		43.0	D	
Intersection Delay, s/veh / LOS	43.4						D					

Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.72	C		2.59	C		2.30	B		2.30	B	
Bicycle LOS Score / LOS	1.74	B		1.22	A		1.39	A		1.18	A	