LINSCOTT LAW & GREENSPAN engineers

TRANSPORTATION ASSESSMENT

FALLBROOK POINT

City of Los Angeles, California
September 14, 2021

Prepared for:

SCIND Fallbrook Point LLC
11150 Santa Monica Boulevard, Suite 700
Los Angeles, CA 90025

LLG Ref. 5-21-0544-1

Prepared by:
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Transportation Planner III

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Principal

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TRANSPORTATION ASSESSMENT

FALLBROOK POINT

City of Los Angeles, California
September 14, 2021

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 Fallbrook Point project (the "Project") located at 22815-22825 Roscoe Boulevard (the "Project Site") on the surrounding street system. The Project Site is located in the Chatsworth-Porter Ranch Community Plan Area of the City of Los Angeles, California (the "City"). The Project Site is generally bounded by the neighboring Corporate Pointe at West Hills office park and associated surface parking to the north and west, Roscoe Boulevard to the south, and Fallbrook Avenue to the east. 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 identify 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.

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Figure 1-1
Vicinity Map

Fallbrook Point

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 June 21, 2021. The approved MOU is contained in ***Appendix A***.

2.0 PROJECT DESCRIPTION

2.1 Project Site Location

The Project Site is located at 22815-22825 Roscoe Boulevard in the Chatsworth-Porter Ranch Community Plan Area of the City. The Project Site is generally bounded by the neighboring Corporate Pointe at West Hills office park and associated surface parking to the north and west, Roscoe Boulevard to the south, and Fallbrook Avenue to the east. The Project Site location and general vicinity are shown in *Figure 1–1*.

2.2 Existing Project Site

The Project Site comprises approximately 7.014 acres and is currently utilized as a surface parking lot. Primary vehicular access to the existing Project Site is provided via one driveway along the west side of Fallbrook Avenue and one driveway along the north side of Roscoe Boulevard. Additional vehicular access to the existing Project Site is provided via one driveway along the north side of Roscoe Boulevard, opposite Lena Avenue. The Project Site is highlighted in an aerial photograph presented in ***Figure 2–1***.

The Project Site is part of the larger Corporate Pointe at West Hills office park which has been developed over the years with a 2009 entitlement (CPC-2007-237-ZC-GPA-CU-SPR) approved for development in two phases. The most recent activity, in terms of entitlement, was a Q Clarification and T Amendment (DIR-2019-7507-ACI-CLQ) which redistributed Floor Area from one parcel identified in the 2009 entitlement to the Project Site. The Project is the second phase of the overall development.

2.3 Project Description

As currently proposed, the Project will construct three new two-story warehouse/manufacturing buildings providing a total of 23,500 square feet of office floor area, 19,000 square feet of manufacturing floor area, and 56,114 square feet of warehouse floor area. The southernmost building (Building 1) will provide 12,000 square feet of office floor area, 10,000 square feet of manufacturing floor area, and 27,892 square feet of warehouse floor area. The central building (Building 2) will provide 9,500 square feet of office floor area, 7,000 square feet of manufacturing floor area, and 14,669 square feet of warehouse floor area. The northernmost building (Building 3) will provide 2,000 square feet of office floor area, 2,000 square feet of manufacturing floor area, and 13,553 square feet of warehouse floor area. The Project proposes to provide 262 vehicular parking spaces within onsite surface parking areas. Construction and occupancy of the Project is proposed to be completed by the year 2023. The site plan for the Project is illustrated in ***Figure 2–2***.

2.4 Vehicular Project Site Access

No new driveways are proposed as part of the Project. Primary vehicular access to the Project Site will continue to be provided via the existing driveway along the west side of Fallbrook Avenue and the existing driveway along the north side of Roscoe Boulevard. Additional

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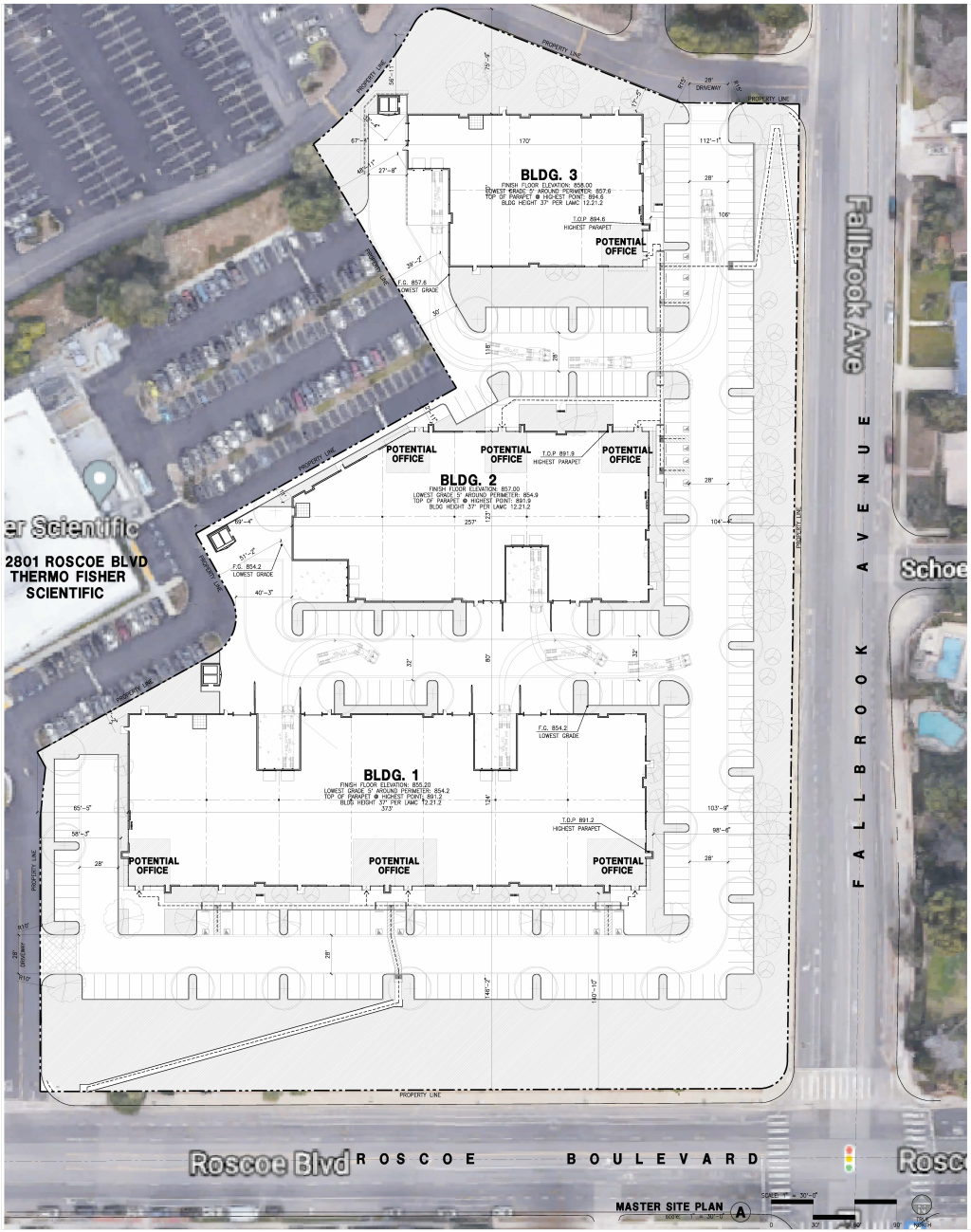
Figure 2-1
Project Site Aerial

Fallbrook Point



PROPERTY OWNER / APPLICANT

STALEY POINT CAPITAL
1801 CENTURY PARK EAST, STE. 1050
LOS ANGELES, CA 90067
ATTN: KEVIN STALEY

ADDRESS OF THE PROPERTY

22815 – 22825 ROSCOE BLVD. CANOGA PARK CA 91304

ASSESSOR'S PARCEL NUMBER

2005-002-018

APPLICANT'S REPRESENTATIVE

HPA, INC.
18831 BARDEEN AVE SUITE 100
IRVINE CA 92612
TEL: 949-862-2116
ATTN: STEVE HONG

LEGAL DESCRIPTION

TRACT 1: (2005-002-018)

PARCEL 1B:
THAT PORTION OF PARCEL B OF PARCEL MAP EXEMPTION NO. 2016-410-PMEX, RECORDED NOVEMBER 8, 2016 AS INSTRUMENT NO. 20161390120, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, LYING SOUTHERLY OF THE FOLLOWING DESCRIBED LINE:

BEGINNING AT THE NORTHWESTERLY TERMINUS OF THE WESTERLY LINE OF SAID PARCEL B OF SAID PARCEL MAP EXEMPTION 2016-410-PMEX SHOWN HAVING A BEARING AND DISTANCE OF NORTH 37° 07' 57" WEST 203.22 FEET, BEING A POINT ON A NON-TANGENT CURVE, CONCAVE NORTHERLY, HAVING A RADIUS OF 294.00 FEET, AND TO WHICH POINT A RADIAL LINE BEARS NORTH 39° 44' 21" WEST; THENCE EASTERLY 114.07 FEET ALONG SAID CURVE, THROUGH A CENTRAL ANGLE OF 22° 13' 50" TO THE BEGINNING OF A REVERSE CURVE, CONCAVE SOUTHERLY AND HAVING A RADIUS OF 20.00 FEET; THENCE EASTERLY 28.98 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 82° 58' 11", THENCE SOUTH 89° 00' 00" EAST 178.82 FEET; THENCE NORTH 90° 00' 00" EAST 88.08 FEET TO THE EASTERLY LINE OF SAID PARCEL B.

SAID LAND IS SHOWN AS ADJUSTED PARCEL 3 OF CERTIFICATE OF COMPLIANCE FOR LOT LINE ADJUSTMENT RECORDED JULY 13, 2018 AS INSTRUMENT NO 2018-703478, OF OFFICIAL RECORDS.

PARCEL 2: (EASEMENT) – AFFECTS PORTION OF PROPERTY IN QUESTION
AN EASEMENT FOR SEWER PURPOSES AS PROVIDED IN THAT CERTAIN DECLARATION OF SEWER EASEMENT AND OPERATING AGREEMENT DATED MAY 15, 1997 EXECUTED BY COAST FEDERAL BANK, FEDERAL SAVINGS BANK, A FEDERALLY CHARTERED CAPITAL STOCK SAVINGS BANK, RECORDED MAY 20, 1997 AS INSTRUMENT NO. 97-751280 OFFICIAL RECORDS, OVER THAT PORTION OF PARCEL A OF PARCEL MAP 7115 IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP FILED IN BOOK 276 PAGES 1 THROUGH 4 INCLUSIVE OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, AS THEREIN PROVIDED. EXCEPT THEREFROM ANY PORTION LYING WITHIN PARCEL 1B DESCRIBED ABOVE.

PARCEL 3: (EASEMENT) – AFFECTS PORTION OF PROPERTY IN QUESTION
AN EASEMENT FOR DRAINAGE PURPOSES AS PROVIDED IN THAT CERTAIN DECLARATION OF DRAINAGE EASEMENT AND OPERATING AGREEMENT DATED MAY 15, 1997, EXECUTED BY COAST FEDERAL BANK, FEDERAL SAVINGS BANK, A FEDERALLY CHARTERED CAPITAL STOCK SAVINGS BANK, RECORDED MAY 20, 1997 AS INSTRUMENT NO. 97-751281 OFFICIAL RECORDS, OVER THAT PORTION OF PARCEL A OF PARCEL MAP 7115 IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP FILED IN BOOK 276 PAGES 1 THROUGH 4 INCLUSIVE OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, AS THEREIN PROVIDED. EXCEPT THEREFROM ANY PORTION LYING WITHIN PARCEL 1B DESCRIBED ABOVE.

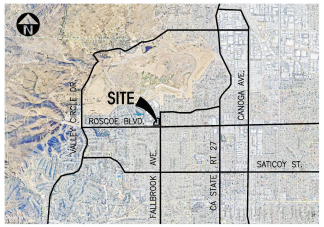
PARCEL 10: (EASEMENT) – OUTSIDE PROPERTY IN QUESTION
AN EASEMENT FOR INGRESS AND EGRESS PURPOSES AS PROVIDED IN THAT CERTAIN DECLARATION OF INGRESS AND EGRESS EASEMENT AND OPERATING AGREEMENT DATED MAY 15, 1997, EXECUTED BY COAST FEDERAL BANK, FEDERAL SAVINGS BANK, A FEDERALLY CHARTERED CAPITAL STOCK SAVINGS BANK, RECORDED AUGUST 8,1997 AS INSTRUMENT NO. 97-1218311 OFFICIAL RECORDS, AND RESERVED IN THE DEED RECORDED AUGUST 22, 1997 AS INSTRUMENT NO. 97-1307924, OFFICIAL RECORDS, OVER THAT PORTION OF SAID PARCEL B, AS THEREIN PROVIDED.

PARCEL 12: (EASEMENT) – OUTSIDE PROPERTY IN QUESTION
AN EASEMENT FOR INGRESS, EGRESS AND COMMUNITY DRIVEWAY PURPOSES AS CREATED IN THAT CERTAIN COVENANT AND AGREEMENT FOR COMMUNITY DRIVEWAY RECORDED NOVEMBER 8, 2016 AS INSTRUMENT NO. 20161390123 OF OFFICIAL RECORDS.

PARCEL 13: (EASEMENT) – OUTSIDE PROPERTY IN QUESTION
AN EASEMENT FOR INGRESS, EGRESS AND COMMUNITY DRIVEWAY PURPOSES AS CREATED IN THAT CERTAIN COVENANT AND AGREEMENT FOR COMMUNITY DRIVEWAY OVER TWO OR MORE PARCELS RECORDED APRIL 19, 2018 AS INSTRUMENT NO. 20180381725 OF OFFICIAL RECORDS.

APN: 2005-002-018
NOTE: PARCELS 4, 5, 7, 8, 9, & 11 HAVE BEEN INTENTIONALLY DELETED

VICINITY MAP



PROJECT DATA

	BLDG. 1	BLDG. 2	BLDG. 3	TOTAL
SITE AREA				
In s.f.				304,479 s.f.
In acres				6.99 ac
BUILDING AREA				
Footprint	43,892	27,169	16,553	87,614 s.f.
Office - 1st floor	6,000	5,500	1,000	12,500 s.f.
Office - 2nd floor	6,000	4,000	1,000	11,000 s.f.
Manufacturing	10,000	7,000	2,000	19,000 s.f.
Warehouse	27,892	14,669	13,553	56,114 s.f.
TOTAL	49,892	31,169	17,553	98,614 s.f.
FAR (Total BLDG area / Site Area)				32.4%
Coverage (Footprint / Site Area)				28.8%
Landscape Provided				108,576 s.f.
Percentage:				35.7%
Hardscape Provided				108,289 s.f.
Percentage:				35.5%
AUTO PARKING REQUIRED				
Office: 1/500	24	19	4	47 stalls
Mfg: 1/500 s.f.	20	14	4	38 stalls
Whse: 1st 10k SF 1/500	20	20	20	60 stalls
Whse: Abv. 10k SF 1/5,000	4	2	1	7 stalls
Whse: 1/1,000 s.f.	28	15	14	57 stalls
TOTAL	96	70	43	209 stalls
AUTO PARKING PROVIDED				
Standard (8.5' x 18')	143	66	40	249 stalls
ADA Standard	3	3	2	8 stalls
ADA Van	3	1	1	5 stalls
Total	149	70	43	262 stalls
ZONING ORDINANCE FOR CITY				
Zoning Designation - LAM1 (Commercial)				
MAXIMUM BUILDING HEIGHT ALLOWED				
Height - 45'				
MAXIMUM FLOOR AREA RATIO ALLOWED				
FAR - to be verified				
SETBACKS				
to be verified				

GENERAL NOTES - SITE PLAN

A. THE SOILS REPORT PREPARED BY SOCAL GEO PROJ. NO. _____ DATED ON _____ SHOULD BE A PART OF THESE CONTRACT DOCUMENTS.

B. IF SOILS ARE EXPANSIVE IN NATURE, USE STEEL REINFORCING FOR ALL SITE CONCRETE.

C. ALL DIMENSIONS ARE TO THE FACE OF CONCRETE WALL, FACE OF CONCRETE CURB OR GRID LINE U.N.O.

D. SEE "C" PLANS FOR ALL CONCRETE CURBS, GUTTERS AND SWALES. DETAILS ON SHEET A0.1 ARE MINIMUM STANDARDS.

E. THE ENTIRE PROJECT SHALL BE PERMANENTLY MAINTAINED WITH AN AUTOMATIC IRRIGATION SYSTEM, PRIOR TO INSTALLATION & AT LEAST 60 DAYS BEFORE BLDG. COMPLETION.

F. SEE "C" DRAWINGS FOR POINT OF CONNECTIONS TO OFF-SITE UTILITIES CONTRACTOR SHALL VERIFY ACTUAL UTILITY CONTRACTOR SHALL VERIFY ACTUAL UTILITY LOCATIONS.

G. PROVIDE POSITIVE DRAINAGE AWAY FROM BLDG. SEE "C" DRAWINGS.

H. CONTRACTOR TO REFER TO "C" DRAWINGS FOR ALL HORIZONTAL CONTROL DIMENSIONS. SITE PLANS ARE FOR GUIDANCE AND STARTING LAYOUT POINTS.

I. SEE "C" DRAWINGS FOR FINISH GRADE ELEVATIONS.

J. CONCRETE SIDEWALKS TO BE A MINIMUM OF 4" THICK W/ TOOLED JOINTS AT 6' O.C. EXPANSION/CONSTRUCTION JOINTS SHALL BE A MAXIMUM 12' CA. WAY W/ 1/20 MAX. SLOPE. EXPANSION JOINTS TO HAVE COMPRESSIVE EXPANSION FILLER MATERIAL OF 1/4". SEE "L" DRAWINGS FOR FINISH.

K. PAINT CURBS AND PROVIDE SIGNS TO INFORM OF FIRE LANES AS REQUIRED BY FIRE DEPARTMENT.

L. CONSTRUCTION DOCUMENTS PERTAINING TO THE LANDSCAPE AND IRRIGATION OF THE ENTIRE PROJECT SITE SHALL BE SUBMITTED TO THE BUILDING DEPARTMENT AND APPROVED BY PUBLIC FACILITIES DEVELOPMENT PRIOR TO ISSUANCE OF BUILDING PERMITS.

M. PRIOR TO FINAL CITY INSPECTION, THE LANDSCAPE ARCHITECT SHALL SUBMIT A CERTIFICATE OF COMPLETION TO PUBLIC FACILITIES DEVELOPMENT.

N. ALL LANDSCAPE AND IRRIGATION DESIGNS SHALL MEET CURRENT CITY STANDARDS AS LISTED IN GUIDELINES OR AS OBTAINED FROM PUBLIC FACILITIES DEVELOPMENT.

O. LANDSCAPED AREAS SHALL BE DELINEATED WITH A MINIMUM SIX INCHES (6") HIGH CURB

P. APPROVED CONCEPTUAL LANDSCAPE PLAN PRIOR TO GRADING PERMIT

SITE PLAN KEYNOTES

1. HEAVY BROOM FINISH CONC. PAVEMENT
2. NOT USED
3. CONCRETE WALKWAY, MEDIUM BROOM FINISH.
4. DRIVEWAY APRONS TO BE CONSTRUCTED
5. 5'-0"x5'-0"x4"-0" MIN. THICK CONCRETE EXTERIOR LANDING PAD TYP. AT ALL EXTERIOR MAN DOORS TO LANDSCAPE AREAS. FINISH TO BE MEDIUM BROOM FINISH. SLOPE TO BE 1/4" - 1/2" MAX. PROVIDE WALK TO PUBLIC WAY OR DRIVE WAY W/ 1/20 MAX. AS REQ. BY CITY INSPECTOR.
6. NOT USED
7. PROVIDE 8"H TUBE STEEL, MANUALLY OPERATED GATES WITH KNOX-PAD LOCK PER FIRE DEPARTMENT STANDARDS PER DRIVEWAY. GATE TO BE DESIGNED FOR 90 MPH WIND LOAD, EXPOSURE "C". CONTRACTOR TO DESIGN & DETAIL GATES.
8. NOT USED
9. TRANSFORMER. SCREENED. SEE B/DAB--A4.1
10. SMOKING AREA.
11. COVERED TRASH ENCLOSURE PER CITY STANDARD -- SEE B--12/DAB--A4.1
12. BICYCLE RACKS AND LONG TERM PER REQUIRED.
13. LANDSCAPE. SEE "L" DWGS. LANDSCAPE AREAS INDICATED BY SHADED PATTERN.
14. HANDICAPPED ENTRY SIGN.
15. HANDICAPPED PARKING STALL SIGN.
16. PRE--CAST CONCRETE WHEEL STOP.
17. TRUNCATED DOME.

SITE LEGEND

- LANDSCAPED AREA
- PAVING PER CIVIL
- CONCRETE PAVING SEE "C" DRWGS. FOR THICKNESS
- 28' FIRE LANE.
- STANDARD PARKING STALL (8'-6" X 18')
- HANDICAP PARKING STALL (8'-6" X 18')
- PATH OF TRAVEL 5% MAX SLOPE 2% MAX CROSS--SLOPE
- PROPERTY LINE

BICYCLE SHORT TERM AND LONG TERM CALC

BUILDING 1:
SHORT TERM REQUIRED OFFICE(1/10,000): 2
SHORT TERM REQUIRED WAREHOUSE (1/10,000): 4
LONG TERM REQUIRED OFFICE (1/5000): 3
LONG TERM REQUIRED WAREHOUSE (1/10,000) 4

BUILDING 2:
SHORT TERM REQUIRED OFFICE(1/10,000): 2
SHORT TERM REQUIRED WAREHOUSE (1/10,000): 3
LONG TERM REQUIRED OFFICE (1/5000): 3
LONG TERM REQUIRED WAREHOUSE (1/10,000) 3

BUILDING 3:
SHORT TERM REQUIRED OFFICE(1/10,000): 2
SHORT TERM REQUIRED WAREHOUSE (1/10,000): 2
LONG TERM REQUIRED OFFICE (1/5000): 2
LONG TERM REQUIRED WAREHOUSE (1/10,000) 2

ALL BUILDINGS WILL PROVIDE THE APPROPRIATE QUANTITY OF SHORT TERM BICYCLE SPACES. LONG TERM STORAGE WILL BE PLACED INSIDE OF THE BUILDING WHERE IT CAN BE SECURELY LOCKED AND STOWED. REFER TO EACH BUILDING'S RESPECTIVE SITE PLAN AND FLOOR PLAN FOR LOCATION OF SHORT AND LONG TERM SPACES.

OFFICIAL USE ONLY

HPA architecture
hpa, inc.
18831 bardeen avenue - ste. #100
irvine, ca
92612
tel: 949-863-1770
fax: 949-863-0651
email: hpa@hparchs.com
LICENSED ARCHITECT C-29451 3-31-23 RENEWAL DATE STATE OF CALIFORNIA

Owner:
StaleyPoint CAPITAL
1801 CENTURY PARK EAST
SUITE 1050
LOS ANGELES, CA 90067

Project:
ROSCOE / FALLBROOK
22815-22825
ROSCOE BLVD.
CANOGA PARK, CA 91304

Consultants:

CIVIL	PSOMAS
STRUCTURAL	-
MECHANICAL	-
PLUMBING	-
ELECTRICAL	-
LANDSCAPE	HUNTER
FIRE PROTECTION	-
SOILS ENGINEER	-

Title: MASTER SITE PLAN

Project Number: 20269
Drawn by: CR
Date: 7/16/21
Revision:

Sheet: DAB-A1.0

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LINSCOTT LAW & GREENSPAN engineers

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Date: 9/3/2021
Time: 11:40 AM

Figure 2-2
Project Site Plan

vehicular access to the Project Site will continue to be provided via the existing driveway along the north side of Roscoe Boulevard, opposite Lena Avenue. The driveways serving the Project Site will continue to accommodate full vehicular access (i.e., left-turn and right-turn ingress and egress movements).

2.5 Pedestrian and Bicycle Project Site Access

Pedestrian access to the Project Site from the public right-of-way will continue to be provided via the existing driveways along Fallbrook Avenue and Roscoe Boulevard. Additionally, the Project proposes to provide pathways connecting Building 1 to Roscoe Boulevard and Building 3 to Fallbrook Avenue. The Project will provide access locations to ensure pedestrian safety in compliance with City standards (e.g., provide sidewalks and crosswalks, and other pedestrian traffic controls).

Bicycle access to the Project Site will continue to be provided via Fallbrook Avenue and Roscoe Boulevard. The Project will provide bicycle parking onsite for employees and visitors of the Project. Bicycle parking spaces will be installed in compliance with the Los Angeles Municipal Code (LAMC).

2.6 Project Parking

The Project will provide a total of 262 vehicular parking spaces within the onsite surface parking areas.

2.7 Project Loading

All loading activities will occur off-street and internal to the Project Site. Loading activities associated with service and delivery operations will occur within loading docks internal to each of the three buildings. Additionally, each building will have its own covered trash/recycling enclosure. Service and delivery vehicles will utilize either Project driveway to access the loading docks and trash/recycling enclosures located within each of the three Project buildings.

2.8 Project Traffic Generation and Distribution

2.8.1 *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.*[2] The following trip generation rates were used to forecast the traffic volumes expected to be generated by the Project:

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

- Office: ITE Land Use Code 710 (General Office Building) trip generation average rates were used to forecast the traffic volumes expected to be generated by the office component of the Project.

- Manufacturing: ITE Land Use Code 140 (Manufacturing) trip generation average rates were used to forecast the traffic volumes expected to be generated by the manufacturing component of the Project.

- Warehouse: ITE Land Use Code 150 (Warehousing) trip generation average rates were used to forecast the traffic volumes expected to be generated by the warehouse component of the Project.

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 50 net new vehicle trips (40 inbound trips and 9 outbound trips) during the AM peak hour. During the PM peak hour, the Project is expected to generate 51 net new vehicle trips (11 inbound trips and 40 outbound trips).

The daily vehicle trips expected to be generated by the Project were 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 B***. As indicated in the summary VMT Calculator worksheet, the Project is forecasted to generate 421 net new daily vehicle trips. 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 2.9. Further discussion of the VMT analysis is provided in Section 4.2.

2.8.2 *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 (i.e., Fallbrook Avenue, Roscoe Boulevard, US-101 Freeway, SR-118 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.

Table 2-1
PROJECT TRIP GENERATION [1]

20-Jul-21

LAND USE	SIZE	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
		IN	OUT	TOTAL	IN	OUT	TOTAL
Proposed Project							
Office [3]	23,500 GSF	23	4	27	4	23	27
Manufacturing [4]	19,000 GSF	9	3	12	4	9	13
Warehouse [5]	56,114 GSF	8	2	10	3	8	11
Subtotal		40	9	49	11	40	51
NET INCREASE DRIVEWAY TRIPS		**40**	**9**	**49**	**11**	**40**	**51**

[1] Source: ITE *Trip Generation Manual,* 10th Edition, 2017.
[2] Trips are one-way traffic movements, entering or leaving.
[3] ITE Land Use Code 710 (General Office Building) trip generation average rates.
- AM Peak Hour Trip Rate: 1.16 trips/1,000 SF of floor area; 86% inbound/14% outbound
- PM Peak Hour Trip Rate: 1.15 trips/1,000 SF of floor area; 16% inbound/84% outbound

[4] ITE Land Use Code 140 (Manufacturing) trip generation average rates.
- AM Peak Hour Trip Rate: 0.62 trips/1,000 SF of floor area; 77% inbound/23% outbound
- PM Peak Hour Trip Rate: 0.67 trips/1,000 SF of floor area; 31% inbound/69% outbound

[5] ITE Land Use Code 150 (Warehousing) trip generation average rates.
- AM Peak Hour Trip Rate: 0.17 trips/1,000 SF of floor area; 77% inbound/23% outbound
- PM Peak Hour Trip Rate: 0.19 trips/1,000 SF of floor area; 27% inbound/73% outbound

The general, directional traffic distribution patterns for Project-related trips bound to the Project Site is 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*.

2.9 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. Section 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 B*.

2.9.1 *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 residents and employees can choose to read at their own leisure.

2.9.2 *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.

2.9.3 *Include Bike Parking per Los Angeles Municipal Code*

Table 12.21.A.16(a)(2) in 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 onsite as a Project Design Feature.

The short-term bicycle parking ratios are as follows:

- Building 1
    - Office (12,000 square feet): 1 space per 10,000 square feet (2 spaces[3]).

[3] While the calculation would yield a requirement of one short-term bicycle parking space, Table 12.21 A.16(a)(2) states that a minimum of two short-term bicycle parking spaces are required for an office use.

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Figure 2-3
Project Trip Distribution

Fallbrook Point

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Figure 2-4
Net New Project Traffic Volumes

Fallbrook Point

- Warehouse (37,892 square feet[4]): 1 space per 10,000 square feet (4 spaces).

- Building 2
  - Office (9,500 square feet): 1 space per 10,000 square feet (2 spaces[5]).
  - Warehouse (21,669 square feet): 1 space per 10,000 square feet (2 spaces).
- Building 3
  - Office (2,000 square feet): 1 space per 10,000 square feet (2 spaces[6]).
  - Warehouse (15,553 square feet): 1 space per 10,000 square feet (2 spaces).

The long-term bicycle parking ratios are as follows:

- Building 1
  - Office (12,000 square feet): 1 space per 5,000 square feet (2 spaces).
  - Warehouse (37,892 square feet[7]): 1 space per 10,000 square feet (4 spaces).
- Building 2
  - Office (9,500 square feet): 1 space per 5,000 square feet (2 spaces).
  - Warehouse (21,669 square feet): 1 space per 10,000 square feet (2 spaces).
- Building 3
  - Office (2,000 square feet): 1 space per 5,000 square feet (2 spaces[8]).
  - Warehouse (15,553 square feet): 1 space per 10,000 square feet (2 spaces).

Based on the above, the Project is required to provide 14 short-term and 14 long-term bicycle parking spaces, for a total of 28 bicycle parking spaces. The Project Applicant will confirm the number of LAMC-required bicycle parking spaces needed for the Project.

[4] For purposes of calculating the required number of short-term bicycle parking spaces, the Project's warehouse and manufacturing components have been combined into a singular use.
[5] While the calculation would yield a requirement of one short-term bicycle parking space, Table 12.21 A.16(a)(2) states that a minimum of two short-term bicycle parking spaces are required for an office use.
[6] While the calculation would yield a requirement of one short-term bicycle parking space, Table 12.21 A.16(a)(2) states that a minimum of two short-term bicycle parking spaces are required for an office use.
[7] For purposes of calculating the required number of long-term bicycle parking spaces, the Project's warehouse and manufacturing components have been combined into a singular use.
[8] While the calculation would yield a requirement of one long-term bicycle parking space, Table 12.21 A.16(a)(2) states that a minimum of two long-term bicycle parking spaces are required for an office use.

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 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 along the Project Site frontage on Fallbrook Avenue and Roscoe Boulevard. Public sidewalks ranging in width from five feet to 10 feet are provided along the Fallbrook Avenue and Roscoe Boulevard property frontages. 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 immediate vicinity of the Project Site:
  - Lena Avenue / Roscoe Boulevard
  - Roscoe Boulevard Driveway / Roscoe Boulevard
  - Fallbrook Avenue / Eccles Street
  - Fallbrook Avenue / Fallbrook Avenue Driveway
  - Fallbrook Avenue / Schoenborn Street
  - Fallbrook Avenue / Roscoe Boulevard
  - Fallbrook Avenue / Baltar Street
- Traditional parallel bar or continental style pedestrian crosswalks with varying widths of between approximately 14 feet and 16 feet are provided at the following intersections in the immediate vicinity of the Project Site:
  - Lena Avenue / Roscoe Boulevard
  - Fallbrook Avenue / Roscoe Boulevard
- 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. Pedestrian access to the Project Site from the public right-of-way will be provided via pathways within landscaped buffer areas connecting Building 1 to Roscoe Boulevard and Building 3 to Fallbrook Avenue. The Project will provide access locations to ensure pedestrian

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Figure 3-1
Pedestrian Attractor Inventory

Fallbrook Point

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Figure 3-2
Facilities Inventory

Fallbrook Point

safety in compliance with City standards (e.g., provide sidewalks and crosswalks, and other pedestrian traffic controls).

The City's Mobility Plan 2035[9] 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. Within the Project study area, Fallbrook Avenue north of Roscoe Boulevard has been identified within the NEN. Roadways within the NEN within one-quarter mile of the Project Site are presented in ***Figure 3–3***.

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.[10] 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 Project study area, Class II Bicycle Lanes are currently provided in each direction on Fallbrook Avenue and Roscoe Boulevard within the Project study area. The existing bicycle facilities within one-quarter mile of the Project Site are shown in ***Figure 3–4***.

3.2 Transit Framework

The Project Site is currently served by local transit lines via stops located within convenient walking distance along Fallbrook Avenue and Roscoe Boulevard. Public transit service in the Project Site area is currently provided by the Los Angeles County Metropolitan Transit Authority (Metro). A summary of the existing transit service, 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 3–5***.

3.3 Vehicle Network

3.3.1 *Regional Highway Access*

Regional vehicular access to the Project Site is primarily provided by the US-101 (Ventura) Freeway and SR-118 (Ronald Reagan) Freeway. Brief descriptions of the US-101 Freeway and SR-118 Freeway are provided in the following paragraphs.

US-101 (Ventura) Freeway is a north-south freeway that extends across Northern and Southern California. In the Project vicinity, four mixed-flow freeway lanes are provided in each direction on the US-101 Freeway. Northbound and southbound on-ramps are provided at Ventura Boulevard, which are located approximately 4.2 miles south of the Project Site. An additional

[9] *Mobility Plan 2035,* Los Angeles Department of City Planning, December 2015.

[10] *2010 Bicycle Plan,* Los Angeles Department of City Planning, Adopted March 1, 2011. As noted in *Mobility Plan 2035*, the 2010 Bicycle Plan and policies have been folded into the Mobility Plan to reflect a commitment to a balanced, multi-modal viewpoint.

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Figure 3-3
Neighborhood Enhanced Network

Fallbrook Point

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Figure 3-4
Bicycle Network

Fallbrook Point

Table 3-1
EXISTING PUBLIC TRANSIT ROUTES [1]

21-Jul-21

ROUTE	DESTINATIONS	ROADWAY(S) NEAR SITE	NO. OF BUSES DURING PEAK HOUR		
			DIR	AM	PM
Metro 152	North Hollywood to West Hills (via Roscoe Boulevard and Lankershim Boulevard)	Fallbrook Avenue, Roscoe Boulevard	NB/EB SB/WB	3 0	4 0
			Total	**3**	**4**

[1] Source: Los Angeles County Metropolitan Transportation Authority (Metro) website, 2021.

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Figure 3-5
Existing Public Transit Routes

Fallbrook Point

northbound on-ramp is provided at Burbank Boulevard, which is located approximately 4.2 miles south of the Project Site. Northbound off-ramps are provided at Shoup Avenue and Woodlake Avenue, which are located approximately 4.1 miles south of the Project Site. A southbound off-ramp is provided at Fallbrook Avenue, which is located approximately 3.9 miles south of the Project Site.

SR-118 (Ronald Regan) Freeway is an east-west oriented freeway that extends from the Pacoima area of the City 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. Eastbound and westbound on- and off-ramps are provided at Topanga Canyon Boulevard, which are located approximately 5.2 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. Lena Avenue / Roscoe Boulevard
2. Roscoe Boulevard Driveway / Roscoe Boulevard
3. Fallbrook Avenue / Fallbrook Avenue Driveway
4. Fallbrook Avenue / Schoenborn Street
5. Fallbrook Avenue / Roscoe Boulevard

Two of the five study intersections are presently controlled by traffic signals. The existing Roscoe Boulevard and Fallbrook Avenue driveways are two-way stop-controlled intersections (i.e., a stop sign faces the outbound driveway approach). The Fallbrook Avenue / Schoenborn Street intersection is also a two-way stop-controlled intersection (i.e., stop sign faces the westbound Schoenborn Street approach). The existing lane configurations at the five study intersections are displayed in ***Figure 3–6***.

A 2016 Letter of Clarification (DIR-2016-317-ACI-CLQ) provides a list of transportation improvement measures to be implemented as part of Phase 1. In the immediate vicinity of the Project Site, a raised landscaped median (or alternative improvements approved by LADOT, the Bureau of Engineering, and Council District No. 12) will be installed along Fallbrook Avenue north of Roscoe Boulevard to restrict vehicles from making southbound left-turns from Fallbrook Avenue onto either Schoenborn Street or Eccles Street. The 2016 Letter of Clarification provided improvements to be installed at the Fallbrook Avenue / Roscoe Boulevard intersection. The improvements included restriping Fallbrook Avenue approaches to provide dual left-turn lanes, two through lanes, and one right-turn lane in the northbound direction, and dual left-turn lanes, one through lane, and one right-turn lane in the southbound direction. Additionally, the 2016 Letter of Clarification stated that signal modification would be required to provide protected-only left-turn phasing in the northbound and southbound directions. However, bike

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Figure 3-6
Existing Lane Configurations

Fallbrook Point

lanes have since been installed on Fallbrook Avenue, and the improvements (i.e., restriping the northbound and southbound Fallbrook Avenue approaches) stated in the 2016 Letter of Clarification are no longer feasible.

In August 2021, LADOT issued modifications[11] to the improvements listed in the 2016 Letter of Clarification, which consist of the installation of protected-only left-turn phasing in the southbound direction of the Fallbrook Avenue / Roscoe Boulevard intersection. No left-turn phasing in the northbound direction was found to be warranted by the LADOT West Valley District Office. Further, no changes to the existing striping at intersection are required. The future lane configurations at the study intersections (i.e., reflecting the future prohibition of left-turns from southbound Fallbrook Avenue at the Schoenborn Street intersection) are displayed in ***Figure 3–7***.

3.3.3 *Roadway Descriptions*

Immediate access to the Project Site is provided via Fallbrook Avenue and Roscoe Boulevard. A brief description[12] of the roadways in the Project vicinity is provided in the following paragraphs.

Lena Avenue is a north-south oriented roadway located west of the Project Site. Within the Project study area, Lena Avenue is designated as a Collector south of Roscoe Boulevard by the City. North of Roscoe Boulevard, Lena Avenue is an undesignated private roadway which provides access to the existing Corporate Pointe at West Hills business park. One through travel lane is provided in each direction on Lena Avenue within the Project study area. A separate exclusive right-turn lane is provided in the southbound direction on Lena Avenue at the Roscoe Boulevard intersection. There is no speed limit posted on Lena 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).

Fallbrook Avenue is a north-south oriented roadway that that borders the Project Site to the east. Within the Project study area, Fallbrook Avenue is designated as an Avenue II north of Roscoe Boulevard and as a Boulevard II south of Roscoe Boulevard by the City. North of Roscoe Boulevard, one through travel lane is provided in the northbound direction and two through travel lanes are provided in the southbound direction on Fallbrook Avenue within the Project Study area. South of Roscoe Boulevard, two through travel lanes provided in each direction on Fallbrook Avenue within the Project study area. Separate exclusive left-turn lanes are provided in each direction on Fallbrook Avenue at major intersections. Separate exclusive right-turn lanes are provided in each direction on Fallbrook Avenue at the Roscoe Boulevard intersection. Fallbrook Avenue has a posted speed limit of 35 miles per hour north of Roscoe Boulevard and a posted speed limit of 45 miles per hour south of Roscoe Boulevard within the Project study area.

[11] *Modifications of Transportation Improvements for Letter of Clarification for Proposed Development at 8401 North Fallbrook Avenue (DIR-2016-317-ACI-CLQ),* LADOT, August 9, 2021.

[12] For reference, the street descriptions provided include designations under *Mobility Plan 2035.*

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Figure 3-7
Future Lane Configurations

Fallbrook Point

Schoenborn Street is an east-west oriented roadway located east of the Project Site. Within the Project study area, Schoenborn Street is designated as a Local Street – Standard by the City. One through travel lane is provided in each direction on Schoenborn Street within the Project study area. There is no speed limit posted on Schoenborn Street 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).

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

3.3.4 *City of Los Angeles High Injury Network*

Vision Zero[13] 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 3–8***, roadways in the immediate vicinity of the Project which have been identified on the HIN are noted below:

- Fallbrook Avenue, south of Roscoe Boulevard

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.

[13] Vision Zero Los Angeles 2015-2025, August 2015.

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Figure 3-8
High Injury Network

Fallbrook Point

3.4 Traffic Counts

In April 2020, LADOT issued guidance[14] 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 (2021) peak hour turning movement traffic volumes at the study intersections:

- Lena Avenue / Roscoe Boulevard: Historical traffic count data at this intersection was unavailable. Therefore, new weekday AM and PM peak hour traffic volume data was collected at this intersection on June 29, 2021.

- Roscoe Boulevard Driveway / Roscoe Boulevard: The traffic count data and subsequent adjustments approaching and departing the Lena Avenue / Roscoe Boulevard intersection were used to derive the eastbound and westbound through volumes during the weekday peak hours. Further, peak hour turning movements at the intersection were derived based on application of trip generation rates to the size of the buildings within the Corporate Pointe at West Hills office park adjacent to the Project Site. Trips associated with the existing buildings adjacent to the Project Site within the Corporate Pointe at West Hills office park were assigned to the existing driveways serving the office park, including the intersection. ***Table 3–2*** presents the trip generation forecast for the buildings adjacent to the Project Site within the Corporate Pointe at West Hills office park. The general, directional traffic distribution patterns for the buildings adjacent to the Project Site within the Corporate Pointe at West Hills office park are presented in ***Figure 3–9***.

- Fallbrook Avenue / Fallbrook Avenue Driveway: Peak hour traffic count collected at the Fallbrook Avenue / Eccles Street intersection to the north in 2017 were increased by a 1.0% annual traffic growth rate through the year 2021 to estimate current year traffic volumes at the Fallbrook Avenue driveway intersection. The traffic count data and subsequent adjustments approaching and departing the Fallbrook Avenue / Eccles Street intersection were used to derive the northbound and southbound through volumes at the Fallbrook Avenue driveway intersection. Turning movements at the intersection were derived based on application of trip generation rates to the size of the buildings within the Corporate Pointe at West Hills office park adjacent to the Project Site. Trips associated with the existing buildings adjacent to the Project Site within the Corporate Pointe at West Hills office park were assigned to the existing driveways serving the office park, including the intersection. *Table 3–2* presents the trip generation forecast for the buildings adjacent to the Project Site within the Corporate Pointe at West Hills office park. The general, directional traffic distribution patterns for the buildings adjacent to the Project Site within the Corporate Pointe at West Hills office park are presented in *Figure 3–9*.

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

Table 3-2
ADJACENT BUILDINGS TRIP GENERATION [1]
8403 FALLBROOK AVENUE AND 22801-22951 ROSCOE BOULEVARD

17-Aug-21

LAND USE	SIZE	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
		IN	OUT	TOTAL	IN	OUT	TOTAL
Existing Uses							
Office [3]	179,985 GSF	180	29	209	33	174	207
Subtotal		180	29	209	33	174	207
NET INCREASE DRIVEWAY TRIPS		**180**	**29**	**209**	**33**	**174**	**207**

[1] Source: ITE *Trip Generation Manual,* 10th Edition, 2017.
[2] Trips are one-way traffic movements, entering or leaving.
[3] ITE Land Use Code 710 (General Office Building) trip generation average rates.
- AM Peak Hour Trip Rate: 1.16 trips/1,000 SF of floor area; 86% inbound/14% outbound
- PM Peak Hour Trip Rate: 1.15 trips/1,000 SF of floor area; 16% inbound/84% outbound

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Figure 3-9
Adjacent Buildings Trip Distribution

Fallbrook Point

- Fallbrook Avenue / Schoenborn Street: Peak hour traffic count data collected at this intersection in 2006 were utilized for turning movements to and from Fallbrook Avenue. The traffic count data and subsequent adjustments approaching and departing the Fallbrook Avenue / Fallbrook Avenue Driveway intersection were used to derive the northbound and southbound through volumes on Fallbrook Avenue at the Schoenborn Street intersection.

- Fallbrook Avenue / Roscoe Boulevard: Historical traffic count data at this intersection was unavailable. Therefore, new weekday AM and PM peak hour traffic volume data was collected at this intersection on June 29, 2021.

The existing traffic volumes at the study intersections during the weekday AM and PM peak hours are shown in ***Figure 3–10***. Summary data worksheets of the manual traffic counts at the study intersections and the Fallbrook Avenue / Eccles Street intersection are contained in ***Appendix C***.

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. Per the TAG, related projects within a radius of one-quarter mile from the farthest outlying study intersection should be included. Therefore, related projects within a 0.39-mile radius (one-quarter mile past the farthest outlying study intersection, Lena Avenue / Roscoe Boulevard) of the Project Site were included. The list of related projects in the Project Site area is presented in ***Table 3–3***. The location of the related projects is shown in ***Figure 3–11***.

Traffic volumes expected to be generated by the related project 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 3–3*. The distribution of the related projects traffic volumes to the study intersections during the weekday AM and PM peak hours are displayed in ***Figure 3–12***.

As noted in Section 3.4, the traffic count data used to derive the peak hour traffic volumes was collected at the Sedan Avenue / Roscoe Boulevard and the Fallbrook Avenue / Eccles Street intersections in 2015 and 2017, respectively. The related project listed in *Table 3–3* has been completed. However, as noted in Section 3.4, peak hour traffic volume data was collected at the Sedan Avenue / Roscoe Boulevard and the Fallbrook Avenue / Eccles Street intersections in 2015 and 2017, respectively, 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.

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Figure 3-10
Existing Traffic Volumes

Fallbrook Point

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

29-Jul-21

MAP NO.	PROJECT NAME/ PROJECT NUMBER	PROJECT STATUS	ADDRESS/ LOCATION	LAND USE DATA		DAILY TRIP ENDS [2]	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
				LAND-USE	SIZE	VOLUMES	IN	OUT	TOTAL	IN	OUT	TOTAL
1	90 Single-Family Detached Housing Units	Built	8500 Fallbrook Avenue	Single-Family Homes	90 DU	858	17	51	68	57	33	90
TOTAL						858	17	51	68	57	33	90

[1] Source: City of Los Angeles Department of Transportation Related Projects List.
[2] Trips are one-way traffic movements, entering or leaving.

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Figure 3-11
Location of Related Projects

Fallbrook Point

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Figure 3-12
Related Projects Traffic Volumes

Fallbrook Point

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% per year to and including the year 2023 (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. It is noted that 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), it is anticipated that the existing traffic volumes are expected to increase at an annual rate of approximately 0.40% per year between the years 2015 and 2023. 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. Thus, 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.)?
    - Yes, a five-foot dedication is required for Roscoe Boulevard along the Project Site.

As the answer is "yes" to two 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 describe 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 thereof) 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. Please refer to the list of related projects identified in *Table 3–3* and *Figure 3–11* for the location of the related projects in relation to the Project Site.

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 D*** provides the Plans, Policies, and Programs Worksheet from the TAG, and provide additional detail regarding the plans, programs, ordinances, and policies review.

As confirmed in *Appendix D*, 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 will not conflict with any plans or policies that govern the public right-of-way, 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 the Southern California Association of Governments (SCAG) Region 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 Chatsworth-Porter Ranch Community Plan 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 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 completed related project at 8500 Fallbrook Avenue includes adequate bicycle facilities and includes new single-family homes in proximity to the nearby multimodal transportation facilities. The related project, as with the Project, would not conflict with adjacent

street designations and classifications. No street widenings would be necessary for these projects. Accordingly, there would be no significant cumulative impacts to which the Project, as well as other nearby related projects contribute to regarding 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 Section 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 cumulative impacts of the Project 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 vehicle miles traveled. 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 reflects 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 uses[15] 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?

4.2.1 *Impact Criteria and Methodology*

For development projects, the proposed project will have a potential VMT impact if the project meets the following:

[15] As noted in the TAG, the definition of retail for this purpose includes restaurant.

- 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 a mixed-use project such as the Project is as follows:

- Mixed-Use Projects. The project VMT impact should be considered significant if any one (or all) of the project land uses exceed the impact criteria for that particular land use, taking credit for internal capture. In such cases, mitigation options that reduce the VMT generated by any or all of the land uses could be considered.

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 B*. As indicated in the summary VMT Calculator worksheet, the Project is forecast to generate the following:

- As described in Section 2.9 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 454 daily vehicle trips.

- 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.

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
North Valley	**9.2**	**15.0**
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).

Therefore, the Project would result in a significant Daily Work VMT per Employee impact prior to 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 2.9, 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 2.9 herein, is estimated to generate a total of 421 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 14.5 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 the City's TAG document (refer to Section 2.2.4 thereof), 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 Southern California Association of Government's (SCAG's) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The RTP/SCS is the regional plan that demonstrates compliance with air quality conformity requirements and greenhouse gas (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 Section 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), the Project's cumulative VMT impact would be less than significant.

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?

  - No, the Project proposes to utilize the existing driveways at northeasterly portion of the Project Site along the west side of Fallbrook Avenue and the southwesterly portion of the Project Site along the south side of Roscoe Boulevard.

- 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. 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 Los Angeles Municipal Code, though the project does propose dedications or physical modifications to the public right-of-way, the answer to this question is yes. Based on a review of the Project, the following answer is provided:

  - Yes, a five-foot dedication is required for Roscoe Boulevard along the Project Site.

As the answer is "yes" to one of the two 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. Primary access the Project Site will continue to be provided via existing driveways along Fallbrook Avenue and Roscoe Boulevard.

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) indicate 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 Section 3.3.2 herein, the Project Site has frontage along Fallbrook Avenue, an Avenue II with a posted speed limit of 35 miles per hour, and Roscoe Boulevard, a Boulevard II with a posted speed limit of 40 miles per hour. As previously noted, the Project proposes to provide pathways connecting the Project Site to the sidewalks along the Project Site's Fallbrook Avenue and Roscoe Boulevard frontages. The pedestrian pathways will reduce the potential for vehicle/pedestrian conflicts at the driveways. Excellent line of sight is provided for all modes of travel (motorists, pedestrians, and bicyclists) at the Project Site driveways. The Project Site is located within convenient walking distance to signalized crossings at the Fallbrook Avenue / Roscoe Boulevard and Lena Avenue / Roscoe Boulevard frontages. The Project will utilize existing driveways and will not add site access points along the Project Site's Fallbrook Avenue or Roscoe Boulevard frontages. The Project Site and surrounding area are in good physical condition and the site access points are located on relatively flat terrain. The physical condition of the Project Site and proposed entry/exit points would be improved in conjunction with the Project, therefore, the potential for vehicle/pedestrian, vehicle/bicycle, or vehicle/vehicle impacts would be reduced. Neither the Project Site's frontages along Fallbrook Avenue and Roscoe Boulevard are noted in the City's HIN. However, south of Roscoe Boulevard, Fallbrook Avenue is noted in the City's HIN. Given the existing physical conditions of the Project Site, no safety concerns related to geometric design are noted. The driveways 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. No security gates or other parking control features are proposed along the Project Site driveways in close proximity to the public right-of-way. As discussed in a following section, no excessive vehicle queuing is anticipated at the Project Site driveways. The driveways will continue to meet City standards to ensure adequate maneuvering by vehicles entering and exiting the Project Site. 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.[16] 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:

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

- 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?

    - No, as shown in ***Figure 4–1***, 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 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 of PM peak hour), a freeway safety analysis is not required, and both the Project would result in a less than significant freeway safety impact.

4.5 CEQA Transportation Measures

4.5.1 *Transportation Demand Management*

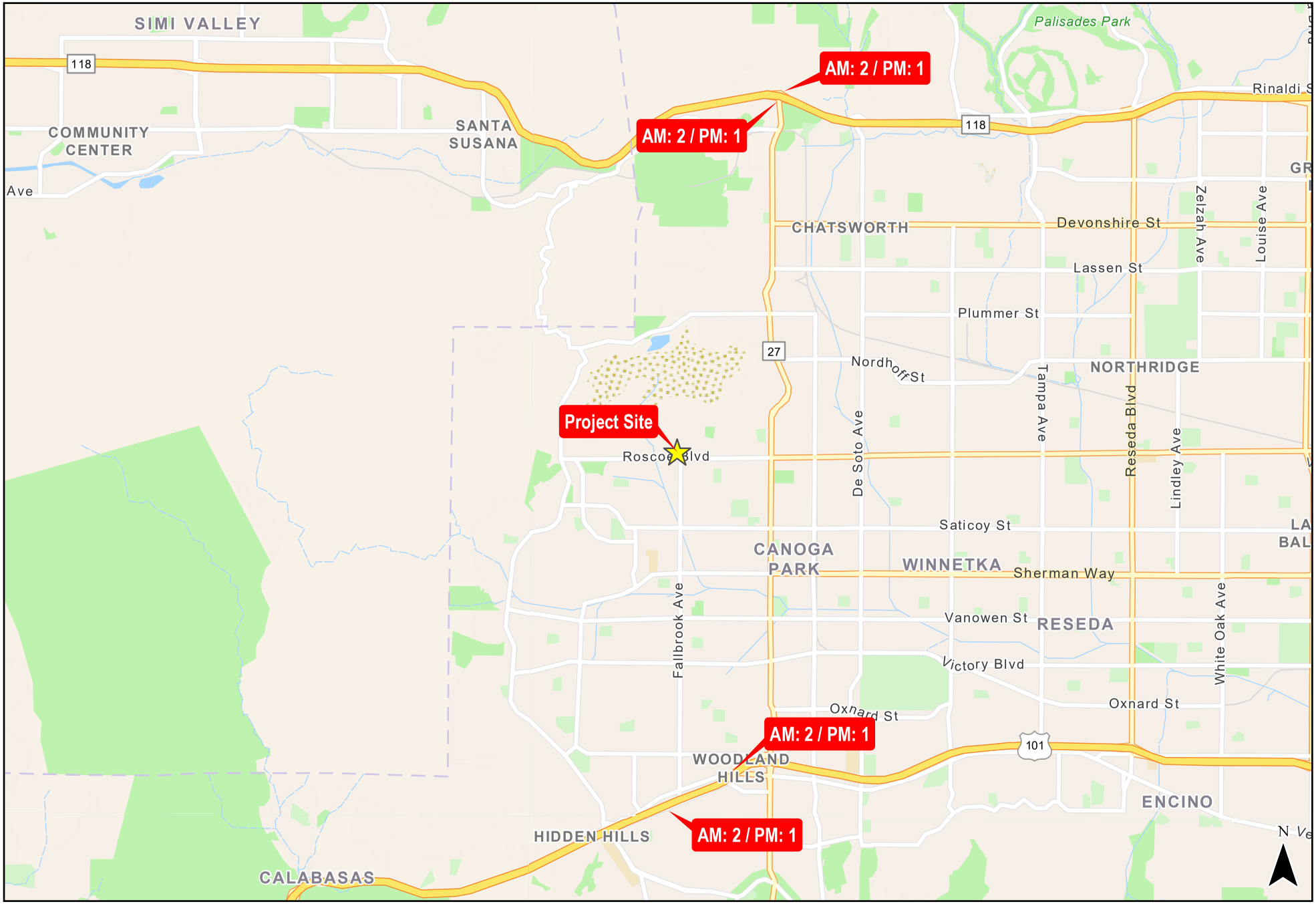
The Project includes three TDM strategies as Project Design Features and Mitigation Measures and are described in detail in Section 2.9 above. The TDM strategies include:

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

The Project Applicant will comply with existing applicable City ordinances (e.g., the City's existing TDM Ordinance, referred to in the 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 be completed prior to the anticipated construction of the Project.

4.5.2 *CEQA Transportation Summary*

Based on the findings above, it can be determined that 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.



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LINSCOTT LAW & GREENSPAN engineers

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

Figure 4-1
Net New Project Freeway Off-Ramp Traffic Volumes

Fallbrook Point

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 of Los Angeles' 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 involved 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?
  - Yes, the Project proposes the construction of three new two-story warehouse/manufacturing buildings providing a total of 23,500 square feet of office floor area, 19,000 square feet of manufacturing floor area, and 56,114 square feet of warehouse 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 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 by the City's General Plan?

    - Yes, the Project Site's frontage along Fallbrook Avenue, which is designated as an Avenue II by the City, is approximately 690 feet. The Project Site's frontage along Roscoe Boulevard, which is designated as a Boulevard II by the City, is approximately 520 feet. The Project will not generate a net increase 1,000 or more daily vehicle trips. As indicated on the Screening Tab of the City's VMT Calculator (Page 1 of *Appendix B*), the Project will generate 457 net new daily vehicle trips. The Project Site's frontage does not encompass an entire block.

As the answer is "yes" to all of the screening criteria, further analysis is required to assess whether the Project would negatively affect existing pedestrian, bicycle, or transit facilities.

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 is 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, bicycle, and transit facilities within a 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 NEN within the immediate Project Site vicinity and in the surrounding area is shown in *Figure 3–3*. The location of the existing bicycle facilities within the immediate Project Site vicinity is shown in *Figure 3–4*.

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 effect 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 any 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 use is not expected to result in a deficient condition caused by the Project. The Project has the potential to increase pedestrian activity to an existing unmarked crossing (e.g., across Fallbrook Avenue at the Fallbrook Avenue Driveway intersection and across Roscoe Boulevard at the Roscoe Boulevard Driveway intersection) but given the existing and sufficient pedestrian infrastructure available in the immediate Project Site vicinity, the increase in pedestrian activity across Fallbrook Avenue, Roscoe Boulevard, or any other roadway in the immediate Project Site vicinity is expected to be minimal and would not result in a deficient condition. Based on this analysis, no Project-specific actions or improvements are

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

20-Jul-21

CRITERIA	PROJECT RESPONSE	FURTHER QUANTITATIVE ASSESSMENT?
PERMANENT REMOVAL OR MODIFICATION OF FACILITIES		
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**
INTENSIFY USE OF FACILITIES		
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 Fallbrook Avenue and Rosoce Boulevard at the respective site access points. Signalized crossings are available approximately 690 feet south of the Fallbrook Avenue driveway the Fallbrook Avenue / Roscoe Boulevard intersection. Signalized crossings are available approximately 630 feet west of the Roscoe Boulevard driveway at the Lena Avenue / Roscoe Boulevard intersection, and 520 feet east of the Roscoe Boulevard driveway at the Fallbrook Avenue / Roscoe Boulevard intersection. Therefore, 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 nominally increase pedestrians walking to local destinations and/or transit stops. There are no observed missing pedestrian facilities in the Project vicinity.**	**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 nominally increase pedestrians walking to local transit stops. A northbound transit stop for Metro Line 152 is provided on Fallbrook Avenue, south of the Roscoe Boulevard intersection. Bus benches are provided at this stop. The Fallbrook Avenue / Roscoe Boulevard intersection is signalized and provides crosswalks with pedestrian phasing.**	**No**

recommended as it relates to pedestrian, bicycle, and transit access. It is noted that Fallbrook Avenue, south of Roscoe Boulevard 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.

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 E*** 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. As indicated on the Screening Tab of the VMT Calculator (Page 1 of *Appendix B*), the Project would generate 457 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

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

01-Sep-21

NO.	INTERSECTION	TRAFFIC MOVEMENT	PEAK HOUR	YEAR 2021 EXISTING			YEAR 2021 EXISTING W/ PROJECT				YEAR 2023 FUTURE W/O PROJECT			YEAR 2023 FUTURE W/ PROJECT				YEAR 2023 FUTURE W/ PROJECT + IMPROVEMENTS			
				DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	CHANGE IN QUEUE [5]	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	CHANGE IN QUEUE [5]	DELAY [2]	LOS [3]	QUEUE [4]	CHANGE IN QUEUE [5]
1	Lena Avenue / Roscoe Boulevard (Signalized)	NB Left/Through/Right	AM	24.0	C	13.5	24.0	C	13.5	0.0	24.0	C	13.5	24.0	C	13.5	0.0	–	–	–	--
			PM	24.0	C	13.3	24.0	C	13.3	0.0	24.0	C	13.3	24.0	C	13.3	0.0	–	–	–	--
		SB Left/Through	AM	23.9	C	6.7	23.9	C	6.7	0.0	23.9	C	6.7	23.9	C	6.7	0.0	–	–	–	--
			PM	24.4	C	27.9	24.4	C	27.9	0.0	24.4	C	28.7	24.4	C	28.7	0.0	–	–	–	--
		SB Right	AM	23.7	C	2.2	23.8	C	3.0	0.8	23.7	C	2.2	23.8	C	3.0	0.8	–	–	–	--
			PM	23.9	C	7.0	23.9	C	10.2	3.2	23.9	C	7.0	23.9	C	10.2	3.2	–	–	–	--
		EB Left	AM	9.0	A	3.3	9.1	A	5.0	1.7	9.2	A	3.3	9.2	A	5.0	1.7	–	–	–	--
			PM	9.9	A	3.7	10.0	B	4.2	0.5	10.1	B	3.7	10.2	B	4.2	0.5	–	–	–	--
		EB Through	AM	8.0	A	84.3	8.0	A	86.1	1.8	8.1	A	87.5	8.1	A	89.0	1.5	–	–	–	--
			PM	8.4	A	106.9	8.4	A	107.7	0.8	8.5	A	113.7	8.5	A	114.5	0.8	–	–	–	--
		EB Right	AM	6.8	A	2.3	6.8	A	2.3	0.0	6.8	A	2.3	6.8	A	2.3	0.0	–	–	–	--
			PM	6.8	A	3.1	6.8	A	3.1	0.0	6.8	A	3.1	6.8	A	3.1	0.0	–	–	–	--
		WB Left	AM	9.2	A	4.6	9.2	A	4.6	0.0	9.3	A	4.6	9.3	A	4.6	0.0	–	–	–	--
			PM	10.2	B	11.3	10.2	B	11.3	0.0	10.4	B	11.5	10.4	B	11.5	0.0	–	–	–	--
		WB Through	AM	7.9	A	79.9	8.0	A	80.3	0.4	8.0	A	85.2	8.0	A	85.2	0.0	–	–	–	--
			PM	8.4	A	109.7	8.4	A	111.7	2.0	8.5	A	114.7	8.5	A	116.7	2.0	–	–	–	--
		WB Right	AM	6.8	A	4.9	6.8	A	4.9	0.0	6.8	A	4.9	6.8	A	4.9	0.0	–	–	–	--
			PM	6.8	A	4.4	6.8	A	4.4	0.0	6.8	A	4.4	6.8	A	4.4	0.0	–	–	–	--
2	Roscoe Boulevard Driveway / Roscoe Boulevard (Unsignalized)	SB Left/Right	AM	13.8	B	2.5	14.2	B	2.5	0.0	14.2	B	2.5	14.6	B	2.5	0.0	–	–	–	--
			PM	17.1	C	20.0	17.9	C	25.0	5.0	17.9	C	20.0	18.9	C	27.5	7.5	–	–	–	--
		EB Left	AM	8.7	A	2.5	8.8	A	2.5	0.0	8.8	A	2.5	8.8	A	5.0	2.5	–	–	–	--
			PM	8.8	A	0.0	8.8	A	0.0	0.0	8.9	A	0.0	8.9	A	0.0	0.0	–	–	–	--
3	Fallbrook Aveue / Fallbrook Avenue Driveway (Unsignalized)	NB Left	AM	8.1	A	5.0	8.1	A	7.5	2.5	8.3	A	7.5	8.3	A	7.5	0.0	–	–	–	--
			PM	7.8	A	0.0	7.8	A	2.5	2.5	8.0	A	0.0	8.0	A	2.5	2.5	–	–	–	--
		EB Left/Right	AM	9.2	A	2.5	9.2	A	2.5	0.0	9.4	A	2.5	9.4	A	2.5	0.0	–	–	–	--
			PM	9.5	A	10.0	9.6	A	10.0	0.0	9.8	A	10.0	9.9	A	12.5	2.5	–	–	–	--
4	Fallbrook Aveue / Schoenborn Street (Unsignalized)	SB Left	AM	7.7	A	0.0	7.8	A	0.0	0.0	–	--	–	--	–	--	–	–	–	–	--
			PM	7.8	A	5.0	7.8	A	5.0	0.0	–	--	–	--	–	--	–	–	–	–	--
		WB Left/Right	AM	10.4	B	12.5	10.6	B	12.5	0.0	10.7	B	12.5	10.9	B	12.5	0.0	–	–	–	--
			PM	12.8	B	7.5	13.0	B	7.5	0.0	12.4	B	5.0	12.6	B	7.5	2.5	–	–	–	--

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 2021 EXISTING			YEAR 2021 EXISTING W/ PROJECT				YEAR 2023 FUTURE W/O PROJECT			YEAR 2023 FUTURE W/ PROJECT				YEAR 2023 FUTURE W/ PROJECT + IMPROVEMENTS			
				DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	CHANGE IN QUEUE [5]	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	CHANGE IN QUEUE [5]	DELAY [2]	LOS [3]	QUEUE [4]	CHANGE IN QUEUE [5]
5	Fallbrook Aveue / Roscoe Boulevard (Signalized)	NB Left	AM	15.3	B	25.7	15.4	B	26.8	1.1	22.7	C	33.9	22.8	C	35.3	1.4	37.2	D	48.0	14.1
			PM	16.5	B	62.8	16.7	B	63.7	0.9	24.2	C	81.9	24.2	C	82.8	0.9	33.9	C	102.0	20.1
		NB Through	AM	14.8	B	33.2	14.9	B	38.6	5.4	22.7	C	48.0	22.9	C	55.1	7.1	37.9	D	75.8	27.8
			PM	14.7	B	28.4	14.7	B	30.0	1.6	22.8	C	50.1	22.8	C	52.3	2.2	31.7	C	64.4	14.3
		NB Right	AM	17.2	B	145.7	17.2	B	145.7	0.0	27.0	C	196.9	27.0	C	196.9	0.0	27.0	C	196.9	0.0
			PM	27.2	C	374.6	27.2	C	374.6	0.0	117.9	F	790.1	117.9	F	790.1	0.0	35.8	D	436.0	-354.1
		SB Left	AM	15.7	B	19.4	15.9	B	20.7	1.3	39.6	D	65.9	39.6	D	67.9	2.0	46.4	D	76.9	11.0
			PM	16.1	B	42.6	16.3	B	48.8	6.2	247.7	F	515.7	274.1	F	562.5	46.8	54.0	D	255.5	-260.2
		SB Through	AM	14.5	B	15.9	14.5	B	16.4	0.5	14.6	B	20.1	14.6	B	20.7	0.6	27.6	C	30.7	10.6
			PM	14.6	B	23.4	14.7	B	26.1	2.7	14.7	B	26.6	14.7	B	29.3	2.7	17.8	B	33.0	6.4
		SB Right	AM	14.4	B	11.0	14.4	B	11.0	0.0	14.6	B	19.0	14.6	B	19.0	0.0	27.7	C	28.3	9.3
			PM	14.5	B	15.2	14.5	B	15.2	0.0	14.6	B	21.2	14.6	B	21.2	0.0	17.7	B	23.9	2.7
		EB Left	AM	23.9	C	4.6	23.9	C	4.6	0.0	22.0	C	7.9	22.0	C	7.9	0.0	15.5	B	6.3	-1.6
			PM	24.4	C	12.3	24.4	C	12.3	0.0	22.9	C	24.5	22.9	C	24.5	0.0	28.5	C	28.2	3.7
		EB Through	AM	27.4	C	140.5	27.4	C	141.1	0.6	24.8	C	135.4	24.8	C	135.5	0.1	17.3	B	107.8	-27.6
			PM	30.1	C	219.5	30.2	C	222.1	2.6	27.1	C	212.5	27.2	C	215.0	2.5	36.1	D	245.5	33.0
		EB Right	AM	26.2	C	71.4	26.2	C	71.4	0.0	23.8	C	68.6	23.8	C	68.6	0.0	16.6	B	54.4	-14.2
			PM	26.4	C	77.4	26.5	C	79.2	1.8	24.0	C	74.3	24.0	C	75.9	1.6	30.4	C	88.3	14.0
		WB Left	AM	47.9	D	286.3	48.0	D	287.8	1.5	66.1	E	416.1	66.4	E	417.1	1.0	10.2	B	179.9	-236.2
			PM	54.8	D	273.8	56.0	E	277.7	3.9	82.8	F	404.6	84.7	F	409.4	4.8	23.4	C	250.0	-154.6
		WB Through	AM	16.7	B	136.1	16.7	B	137.6	1.5	16.7	B	139.1	16.8	B	140.9	1.8	6.5	A	71.3	-67.8
			PM	16.6	B	134.6	16.6	B	134.9	0.3	16.7	B	137.6	16.7	B	138.2	0.6	13.5	B	119.9	-17.7
		WB Right	AM	15.5	B	57.7	15.6	B	63.8	6.1	15.6	B	63.2	15.8	B	69.5	6.3	6.1	A	35.6	-27.6
			PM	14.5	B	17.2	14.5	B	18.8	1.6	14.8	B	30.6	14.8	B	32.4	1.8	12.0	B	28.2	-2.4

[1] Pursuant to the *LADOT 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] Signalized Intersection Levels of Service were based on the following criteria:

Control Delay (s/veh)	LOS
<= 10	A
> 10-20	B
> 20-35	C
> 35-55	D
> 55-80	E
> 80	F

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

Control Delay (s/veh)	LOS
<= 10	A
> 10-15	B
> 15-25	C
> 25-35	D
> 35-50	E
> 50	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.

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 onsite 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 onsite passenger loading facility?
  - Not Anticipated. It is envisioned that passenger loading at the Project Site will occur within the in the proposed onsite parking garage.
- 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, as discussed in Section 2.7, passenger loading and unloading for the Project will occur within the onsite surface parking area. While passenger loading and unloading will occur internally to the Project Site, some intermittent curbside loading/unloading may occur along the Project Site's Fallbrook Avenue and Roscoe Boulevard frontages.

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 five study intersections were identified for operational evaluation of whether the Project's traffic would contribute to unacceptable queuing on an Avenue or Boulevard:

1. Lena Avenue / Roscoe Boulevard
2. Roscoe Boulevard Driveway / Roscoe Boulevard
3. Fallbrook Avenue / Fallbrook Avenue Driveway
4. Fallbrook Avenue / Schoenborn Street

5. Fallbrook Avenue / Roscoe Boulevard

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*[17] (HCM) operational analysis methodology pursuant to the City's TAG. Intersection analyses were prepared utilizing the *HCS7* software package, which implements the Highway Capacity Manual operational methods. In addition, specifics such as traffic volume data, lane configurations, available vehicle storage lengths, 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 2.8.1
- Project Trip Distribution and Assignment: Refer to Subsection 2.8.2
- Existing Vehicle Network: Refer to Subsection 3.3
- Existing Weekday AM and PM Hour Traffic Count Data: Refer to Subsection 3.4
- Related Projects (i.e., within a 0.39-mile radius) and Ambient Traffic Growth: Refer to Subsection 3.5

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 (2021) conditions.

(b) Condition (a) with completion and occupancy of the Project.

(c) Condition (a) plus one 1.0% annual ambient traffic growth through year 2023 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

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

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 E.*

The existing traffic volumes at the study intersections during the weekday AM and PM peak hours are displayed in *Figure 3–10*. The "Existing with Project" traffic volumes at the study intersections during the weekday AM and PM peak hours are illustrated in ***Figure 5–1***.

As discussed in Section 3.3.2 herein, improvements on Fallbrook Avenue will be installed in conjunction with Phase 1. Specifically, a raised landscaped median (or alternative improvements approved by LADOT, the Bureau of Engineering, and Council District No. 12) will be installed along Fallbrook Avenue north of Roscoe Boulevard to restrict vehicles from making southbound left-turns from Fallbrook Avenue onto either Schoenborn Street or Eccles Street. Additionally, protected-only left-turn phasing in the southbound direction will be installed at the Fallbrook Avenue / Roscoe Boulevard intersection by the developer of Phase 1. Therefore, all left-turn movements at the Fallbrook Avenue / Eccles Street and Fallbrook Avenue / Schoenborn Street intersection have been assumed to continue southbound on Fallbrook Avenue and make a left-turn at the improved Fallbrook Avenue / Roscoe Boulevard intersection.

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 any of the five study intersections during the weekday AM and PM peak hours. At these intersections, the change in queue length for individual traffic movements associated with the Project ranges from no change to a maximum of 46.8 feet (i.e., less than two vehicles). Furthermore, the Project is not expected to result in left-turn queues spilling over into adjacent through lanes.

While Project-related traffic would not cause or substantially extend vehicle queuing at any of the five study intersections during the weekday AM and PM peak hours, it is noted that forecast peak queues on multiple approaches at the Fallbrook Avenue / Roscoe Boulevard intersection are expected to exceed the available storage under "Future Cumulative Baseline" and "Future Cumulative with Project" conditions. The approaches include the northbound right-turn approach on Fallbrook Avenue (PM peak hour), the southbound left-turn approach on Fallbrook Avenue (PM peak hour), and the westbound left-turn approach on Roscoe Boulevard (AM and PM peak hours).

LINSCOTT LAW & GREENSPAN engineers

O:\0544\gis
Date: 8/16/2021
Time: 11:25 AM

Maxar

Figure 5-1
Existing with Project Traffic Volumes

LINSCOTT LAW & GREENSPAN engineers

O:\0544\gis
Date: 9/1/2021
Time: 2:32 PM

Maxar

Figure 5-2
Future Cumulative Baseline Traffic Volumes

LINSCOTT LAW & GREENSPAN engineers

O:\0544\gis
Date: 9/1/2021
Time: 4:24 PM

Maxar

Figure 5-3
Future Cumulative with Project Traffic Volumes

Fallbrook Point

While Project-related traffic is not the cause of the extended peak queues, potential improvements have been identified to reduce the forecast peak queues mentioned above at the Fallbrook Avenue / Roscoe Boulevard intersection. The improvements consist of changing the existing traffic signal equipment to provide a right-turn phase for northbound Fallbrook Avenue to overlap with the existing left-turn phase for westbound Roscoe Boulevard, as well as updating the traffic signal timing plan to allocate additional green time for the westbound Roscoe Boulevard left-turn approach. No striping changes would be needed as part of the improvement. As presented in *Table 5–2*, with the potential installation of the northbound right-turn overlap phase and modification to traffic signal timing, the change in the forecast peak vehicle queue lengths in the PM peak hour under "Future Cumulative with Project" conditions is reduced as follows:

- Northbound Fallbrook Avenue right-turn: From 790 feet to 436 feet
- Southbound Fallbrook Avenue left-turn: From 562 feet to 255 feet
- Westbound Roscoe Boulevard left-turn: From 409 feet to 250 feet

In summary, with the installation of the northbound right-turn overlap phase and updating of the traffic signal timing plan, the forecast peak queues on the southbound Fallbrook Avenue and westbound Roscoe Boulevard left-turn approaches would be expected to be accommodated by the available left-turn storage under "Future Cumulative with Project" conditions. Additionally, the forecast peak queues on the northbound Fallbrook Avenue right-turn approach under "Future Cumulative with Project" conditions would be drastically reduced when compared to "Future Cumulative Baseline" conditions. It is noted that the updating of the traffic signal timing plan may slightly increase the forecast peak queues on other approaches at the intersection. However, the forecast peak queues would be expected to be accommodated by the available left-turn and right-turn storage. LADOT would need to review the effects related to installing the right-turn overlap phasing and modifying the traffic signal timing at the intersection.

It is envisioned that passenger loading/unloading will occur within the onsite surface parking lot. No pedestrian or bicycle conflicts due to potential loading/unloading activities are anticipated to occur. While not currently proposed, appropriate signage and pavement/curb markings will be required by the City and installed by the Project Applicant for any curbside loading/unloading zones that may be proposed by the Project Applicant in the future. 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 should any curbside loading/unloading zones be proposed by the Project Applicant, on-street parking along the direct Project frontages 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 that requires 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)?

  - No. Construction activities are not planned to require the closure of any vehicle travel lanes. This is due primarily to the location of the Project Site away from the public right-of-way.

- 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 Site does not have frontage along a Collector or Local Street.

- 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 Fallbrook Avenue and Roscoe Boulevard 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. No bicycle routes/lanes in the Project study area would require temporary closure. 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, 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. Temporary closures of the sidewalks adjacent to the Project Site on Fallbrook Avenue and Roscoe Boulevard may be required 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 Fallbrook Avenue and Roscoe Boulevard. 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?

  - No. Construction activities will not require the temporary closure or relocation of existing bus stops in the vicinity of the Project Site.

- Would construction activities result in the temporary removal and/or loss of on-street metered parking for more than 30 days?

  - No. Parking is not permitted along the Project Site's Fallbrook Avenue and Roscoe Boulevard frontages.

- 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 two 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 one-quarter 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 Subsection 2.1, Project Site Location, and Section 3.0, Project Context, herein that apply to this analysis. The Project location and Project setting data items such as adjacent street classifications, public bicycle parking, inventory of existing transit lines, bus stops, etc. 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 any vehicle travel lanes, would not result in the temporary loss of bicycle access, would not require the relocation of an existing transit stop, and would not impede emergency access. However, Project construction may result in the temporary loss of regular pedestrian access along the Project Site's Fallbrook Avenue and Roscoe Boulevard frontages.

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.

Table 5-3
QUALITATIVE REVIEW OF PROJECT CONSTRUCTION ACTIVITIES

CRITERIA	PROJECT RESPONSE	DESCRIPTION
TEMPORARY TRANSPORTATION CONSTRAINTS		
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; Boulevard II**	**Fallbrook Avenue and Roscoe Boulevard are classified by the City as an Avenue II and a Boulevard II, respectively.**
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.	**LAFD Station No. 106**	**LAFD Station No. 106 is located on the south side of Roscoe Boulevard, west of Lena Avenue. Project construction will not impact emergency vehicles traveling to and from the nearby fire station.**
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 area.**
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 one quarter-mile of the lost access.	**Available**	**Signalized intersections with accommodations for pedestrian crossings are provided near the Project Site at Lena Avenue / Roscoe Boulevard and Fallbrook Avenue / Roscoe Boulevard.**
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.**

Table 5-3 (Continued)
QUALITATIVE REVIEW OF PROJECT CONSTRUCTION ACTIVITIES

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.	**N/A**	**No relocations proposed.**
The availability of a nearby location (within one quarter-mile) to which the bus stop or route can be temporarily relocated.	**N/A**	**N/A**
The existence of other bus stops or routes with similar routes/destinations within a quarter-mile radius of the affected stops or routes.	**N/A**	**N/A**
Whether the interruption would occur on a weekday, weekend or holiday, and whether the existing bus route typically provides service that/those day(s).	**N/A**	**NA**

6.0 SUMMARY AND CONCLUSIONS

- ***Project Description*** – As currently proposed, the Project will construct three new two-story warehouse/manufacturing buildings providing a total of 23,500 square feet of office floor area, 19,000 square feet of manufacturing floor area, and 56,114 square feet of warehouse floor area. The southernmost building (Building 1) will provide 12,000 square feet of office floor area, 10,000 square feet of manufacturing floor area, and 27,892 square feet of warehouse floor area. The central building (Building 2) will provide 9,500 square feet of office floor area, 7,000 square feet of manufacturing floor area, and 14,669 square feet of warehouse floor area. The northernmost building (Building 3) will provide 2,000 square feet of office floor area, 2,000 square feet of manufacturing floor area, and 13,553 square feet of warehouse floor area. The Project proposes to provide 262 vehicular parking spaces within onsite surface parking areas. Construction and occupancy of the Project is proposed to be completed by the year 2023.

- ***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 49 net new vehicle trips (40 inbound trips and 9 outbound trips) during the weekday AM peak hour. During the weekday PM peak hour, the Project is expected to generate 51 net new vehicle trips (11 inbound trips and 40 outbound trips). The Project is expected to generate 421 net new daily vehicle trips.

- ***CEQA Analysis***

  - *Project Consistency with Local Plans and Policies:* The Project has been found to be 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 be completed prior to the anticipated construction of the Project.

- *VMT Analysis:* As outlined in Section 2.9, 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 Section 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.

- *Geometric Design Review:* Given the existing physical condition of the Project Site, surrounding land uses, and planned pedestrian enhancements, no safety concerns related to geometric design are noted. It is noted that the Project proposes to maintain the existing Fallbrook Avenue and Roscoe Boulevard driveways. Additionally, it is noted that the Project is not along the City's HIN. Therefore, it can be determined that the Project will 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 the Project does not include any 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 will not cause or substantially extend vehicle queuing at the any of the five study intersections analyzed (as discussed in Section 5.2.3 herein). At the Fallbrook Avenue / Roscoe Boulevard intersection, peak queues are expected to exceed available storage under "Future Cumulative Baseline" and "Future Cumulative with Project" conditions on the following approaches: northbound Fallbrook Avenue right-turn approach (PM peak hour); southbound Fallbrook Avenue left-turn approach (PM peak hour); and westbound Roscoe Boulevard left-turn approach (AM and PM peak hours). Installation of a right-turn traffic signal phase for northbound Fallbrook Avenue overlapping with the existing left-turn phase for westbound Roscoe Boulevard, as well as potential modifications to the existing

traffic signal timing plan at this intersection, have been identified and are shown to reduce the forecast peak vehicle queues at the approaches listed above. Any modifications to existing traffic signal equipment and signal timing would be implemented by LADOT at their discretion.

- *Project Construction Effect on Nearby Mobility:* It is concluded that Project construction would not result in the closure of any vehicle travel lanes, would not result in the temporary loss of regular bicycle access, would not require the temporary relocation of an existing bus transit stop or route, and would not impede emergency access. However, Project construction may result in the temporary loss of regular pedestrian access along the Project Site's Fallbrook Avenue and Roscoe Boulevard frontages. The Project Applicant will prepare 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 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: Fallbrook Point

Project Address: 22815-22825 Roscoe Boulevard

Project Description: Development of three warehouse/manufacturing buildings providing a total of 25,500 square feet of office floor area, 20,500 square feet of manufacturing floor area, and 53,614 square feet of warehouse floor area.

LADOT Project Case Number: SFV-21-111390 Project Site Plan attached? *(Required)* ☒ Yes ☐ No

II. TRANSPORTATION DEMAND MANAGEMENT (TDM) MEASURES

Select any of the following TDM measures, which may be eligible as a Project Design Feature[1], that are being considered for this project:

	Reduced Parking Supply[2]	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 Promotions and Marketing
2 Ride-Share Program
3
4
5
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

	IN	OUT	TOTAL
AM Trips	41	9	50
PM Trips	12	40	52

NET Daily Vehicle Trips (DVT)
401 DVT (ITE 10th ed.)
476 DVT (VMT Calculator ver. 1.3)

[1] At this time Project Design Features are only those measures that are also shown to be needed to comply with a local ordinance, affordable housing incentive program, or State law.
[2] Select if reduced parking supply is pursued as a result of a parking incentive as permitted by the City's Bicycle Parking Ordinance, State Density Bonus Law, or the City's Transit Oriented Community Guidelines.

IV. STUDY AREA AND ASSUMPTIONS

Project Buildout Year: 2023 Ambient Growth Rate: 1.0 % 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 Lena Avenue / Roscoe Boulevard
2 Roscoe Boulevard Driveway / Roscoe Boulevard
3 Fallbrook Avenue / Fallbrook Avenue Driveway
4 Fallbrook Avenue / Schoenborn Street
5 Fallbrook Avenue / Roscoe Boulevard
6

Provide a separate list if more than six study intersections and/or street segments.

Is this Project located on a street within the High Injury Network? ☐ Yes ☒ No

If a study intersection is located within a ¼-mile of an adjacent municipality's jurisdiction, signature approval from said municipality is required prior to MOU approval.

V. ACCESS ASSESSMENT

a. Does the project exceed 1,000 net DVT? ☐ Yes ☒ No
b. Is the project's frontage 250 linear feet or more along an Avenue or Boulevard as classified by the City's General Plan? ☒ Yes ☐ No
c. Is the project's building frontage encompassing an entire block along an Avenue or Boulevard as classified by the City's General Plan? ☐ Yes ☒ No

VI. ACCESS ASSESSMENT CRITERIA

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

VII. SITE PLAN AND MAP OF STUDY AREA

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

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

*For mixed-use projects, also show the project trips and project trip distribution by land use category.
(One trip distribution assumed for all components.)

VIII. FREEWAY SAFETY ANALYSIS SCREENING

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

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

IX. CONTACT INFORMATION

	CONSULTANT	DEVELOPER
Name:	Linscott, Law & Greenspan, Engineers	SCIND Fallbrook Point LLC
Address:	20931 Burbank Boulevard, Suite C	11150 Santa Monica Boulevard, Suite 700
	Woodland Hills, CA 91367	Los Angeles, CA 90025
Phone Number:	(818) 835-8648	(818) 716-2767
E-Mail:	jshender@llgengineers.com	heather@raa-inc.com

Approved by:	x		6/2/2021	x		6/21/2021	
		Consultant's Representative	Date		LADOT Representative	**Date	
Adjacent Municipality:			Approved by:				
			(if applicable)		Representative	Date	

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

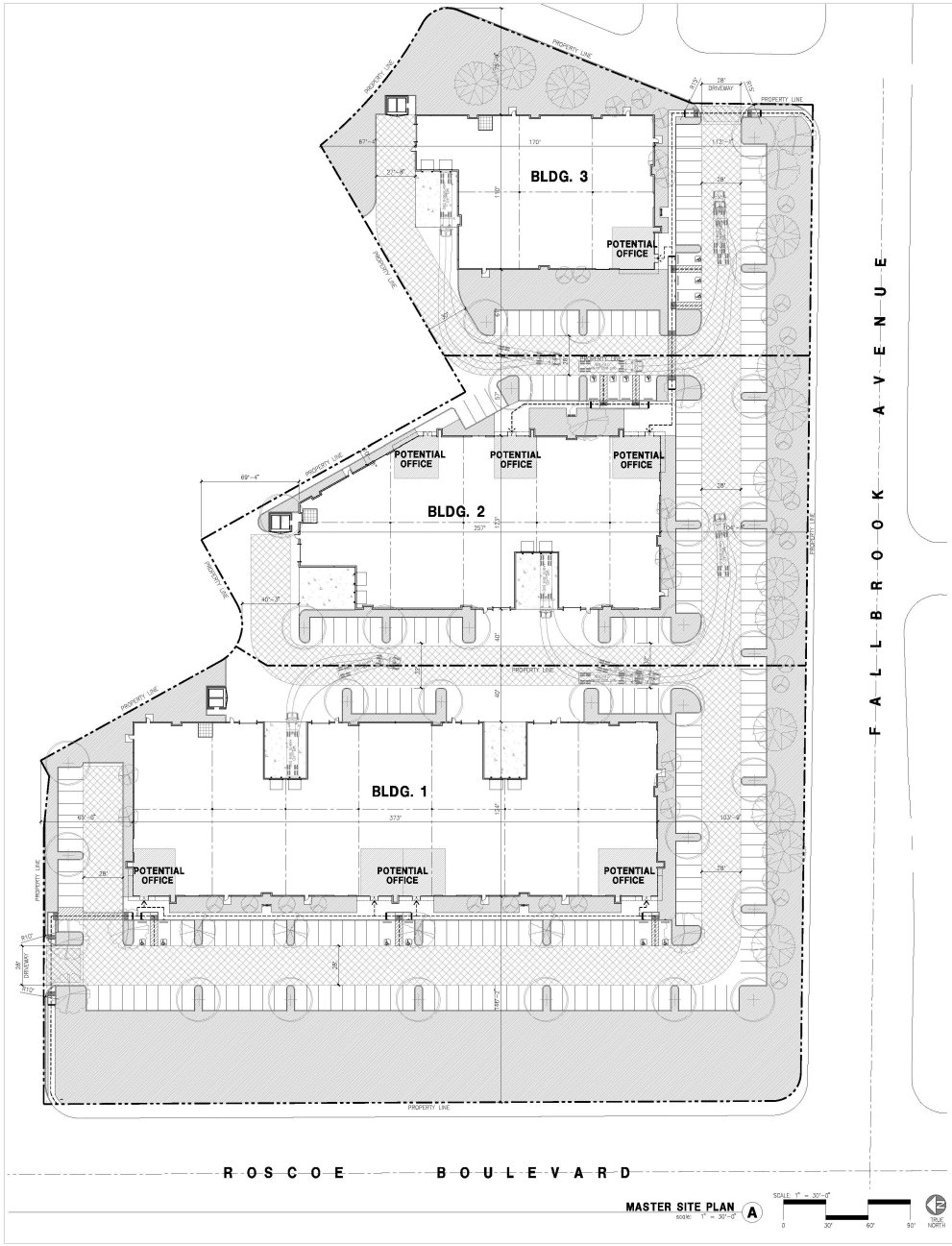
LINSCOTT LAW & GREENSPAN engineers

O:\0544\gis
Date: 5/27/2021
Time: 4:31 PM

Maxar

Figure 1-1
Vicinity Map

Fallbrook Point



PROPERTY OWNER / APPLICANT

STALEY POINT CAPITAL
1801 CENTURY PARK EAST, STE. 1050
LOS ANGELES, CA 90067
ATTN: KEVIN STALEY

ADDRESS OF THE PROPERTY

TBD

ASSESSOR'S PARCEL NUMBER

2005-002-018

APPLICANT'S REPRESENTATIVE

HPA, INC.
18831 BARDEEN AVE SUITE 100
IRVINE CA 92612
TEL: 949-852-2116
ATTN: STEVE HONG

LEGAL DESCRIPTION

TRACT 1: (2005-002-018)

PARCEL 1B:
THAT PORTION OF PARCEL B OF PARCEL MAP EXEMPTION NO. 2016-410-PMEX, RECORDED NOVEMBER 8, 2016 AS INSTRUMENT NO. 20161390120, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, LYING SOUTHERLY OF THE FOLLOWING DESCRIBED LINE:

BEGINNING AT THE NORTHWESTERLY TERMINUS OF THE WESTERLY LINE OF SAID PARCEL B OF SAID PARCEL MAP EXEMPTION 2016-410-PMEX SHOWN HAVING A BEARING AND DISTANCE OF NORTH 31° 07' 57" WEST 203.22 FEET, BEING A POINT ON A NON-TANGENT CURVE, CONCAVE NORTHERLY, HAVING A RADIUS OF 294.00 FEET, AND TO WHICH POINT A RADIAL LINE BEARS NORTH 39° 44' 21" WEST; THENCE EASTERLY 114.07 FEET ALONG SAID CURVE, THROUGH A CENTRAL ANGLE OF 22° 13' 52" TO THE BEGINNING OF A REVERSE CURVE, CONCAVE SOUTHERLY AND HAVING A RADIUS OF 20.00 FEET; THENCE EASTERLY 29.96 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 85° 48' 11", THENCE SOUTH 49° 00' 00" EAST 178.82 FEET; THENCE NORTH 90° 00' 00" EAST 86.08 FEET TO THE EASTERLY LINE OF SAID PARCEL B.

SAID LAND IS SHOWN AS ADJUSTED PARCEL 3 OF CERTIFICATE OF COMPLIANCE FOR LOT LINE ADJUSTMENT RECORDED JULY 13, 2018 AS INSTRUMENT NO 2018-703478, OF OFFICIAL RECORDS.

PARCEL 2: (EASEMENT) – AFFECTS PORTION OF PROPERTY IN QUESTION
AN EASEMENT FOR SEWER PURPOSES AS PROVIDED IN THAT CERTAIN DECLARATION OF SEWER EASEMENT AND OPERATING AGREEMENT DATED MAY 15, 1997 EXECUTED BY COAST FEDERAL BANK, FEDERAL SAVINGS BANK, A FEDERALLY CHARTERED CAPITAL STOCK SAVINGS BANK, RECORDED MAY 20, 1997 AS INSTRUMENT NO. 97-751280 OFFICIAL RECORDS, OVER THAT PORTION OF PARCEL A OF PARCEL MAP 7115 IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP FILED IN BOOK 276 PAGES 1 THROUGH 4 INCLUSIVE OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, AS THEREIN PROVIDED. EXCEPT THEREFROM ANY PORTION LYING WITHIN PARCEL 1B DESCRIBED ABOVE.

PARCEL 3: (EASEMENT) – AFFECTS PORTION OF PROPERTY IN QUESTION
AN EASEMENT FOR DRAINAGE PURPOSES AS PROVIDED IN THAT CERTAIN DECLARATION OF DRAINAGE EASEMENT AND OPERATING AGREEMENT DATED MAY 15, 1997, EXECUTED BY COAST FEDERAL BANK, FEDERAL SAVINGS BANK, A FEDERALLY CHARTERED CAPITAL STOCK SAVINGS BANK, RECORDED MAY 20, 1997 AS INSTRUMENT NO. 97-751081 OFFICIAL RECORDS, OVER THAT PORTION OF PARCEL A OF PARCEL MAP 7115 IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP FILED IN BOOK 276 PAGES 1 THROUGH 4 INCLUSIVE OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, AS THEREIN PROVIDED. EXCEPT THEREFROM ANY PORTION LYING WITHIN PARCEL 1B DESCRIBED ABOVE.

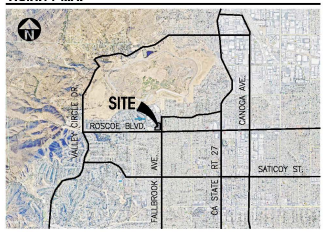
PARCEL 10: (EASEMENT) – OUTSIDE PROPERTY IN QUESTION
AN EASEMENT FOR INGRESS AND EGRESS PURPOSES AS PROVIDED IN THAT CERTAIN DECLARATION OF INGRESS AND EGRESS EASEMENT AND OPERATING AGREEMENT DATED MAY 15, 1997, EXECUTED BY COAST FEDERAL BANK, FEDERAL SAVINGS BANK, A FEDERALLY CHARTERED CAPITAL STOCK SAVINGS BANK, RECORDED AUGUST 8,1997 AS INSTRUMENT NO. 97-1218311 OFFICIAL RECORDS, AND RESERVED IN THE DEED RECORDED AUGUST 23, 1997 AS INSTRUMENT NO. 97-1307924, OFFICIAL RECORDS, OVER THAT PORTION OF SAID PARCEL B, AS THEREIN PROVIDED.

PARCEL 12: (EASEMENT) – OUTSIDE PROPERTY IN QUESTION
AN EASEMENT FOR INGRESS, EGRESS AND COMMUNITY DRIVEWAY PURPOSES AS CREATED IN THAT CERTAIN COVENANT AND AGREEMENT FOR COMMUNITY DRIVEWAY RECORDED NOVEMBER 8, 2016 AS INSTRUMENT NO. 20161390123 OF OFFICIAL RECORDS.

PARCEL 13: (EASEMENT) – OUTSIDE PROPERTY IN QUESTION
AN EASEMENT FOR INGRESS, EGRESS AND COMMUNITY DRIVEWAY PURPOSES AS CREATED IN THAT CERTAIN COVENANT AND AGREEMENT FOR COMMUNITY DRIVEWAY OVER TWO OR MORE PARCELS RECORDED APRIL 19, 2018 AS INSTRUMENT NO. 20180381725 OF OFFICIAL RECORDS.

APN: 2005-002-018
NOTE: PARCELS 4, 5, 7, 8, 9, & 11 HAVE BEEN INTENTIONALLY DELETED

VICINITY MAP



PROJECT DATA

	BLDG. 1	BLDG. 2	BLDG. 3	TOTAL	
SITE AREA					
In s.f.	163,561	78,408	63,585	305,554	s.f.
In acres	3.75	1.80	1.46	7.01	ac
BUILDING AREA					
Office - 1st floor	6,000	6,000	1,500	13,500	s.f.
Office - 2nd floor	6,000	4,500	1,500	12,000	s.f.
Manufacturing	10,000	7,000	3,500	20,500	s.f.
Warehouse	27,892	14,169	11,553	53,614	s.f.
TOTAL	49,892	31,669	18,053	99,614	s.f.
COVERAGE	30.5%	40.4%	28.4%	32.6%	
AUTO PARKING REQUIRED					
Office: 1/500 (1st 10% exempt)	14	18	3	35	stalls
Mfg: 1/500 s.f.	20	14	7	41	stalls
Whse: 1st 10k SF 1/500	20	20	20	60	stalls
Whse: Abv. 10k SF 1/5,000	4	2	1	7	stalls
Whse: 1/1,000 s.f.	28	15	12	55	stalls
TOTAL	86	69	43	198	stalls
AUTO PARKING PROVIDED					
Standard (8.5' x 18')	151	67	40	258	stalls
ADA Standard	3	3	2		stalls
ADA Van	3	1	1		stalls
Total	157	71	43	258	stalls
ZONING ORDINANCE FOR CITY					
Zoning Designation - LAMI (Commercial)					
MAXIMUM BUILDING HEIGHT ALLOWED					
Height - to be verified					
MAXIMUM FLOOR AREA RATIO					
FAR - to be verify					
SETBACKS					
to be verified					

BICYCLE SHORT TERM AND LONG TERM CALC

BUILDING 1:
SHORT TERM REQUIRED OFFICE(1/10,000): 2
SHORT TERM REQUIRED WAREHOUSE (1/10,000): 4
LONG TERM REQUIRED OFFICE (1/9000): 3
LONG TERM REQUIRED WAREHOUSE (1/10,000) 4

BUILDING 2:
SHORT TERM REQUIRED OFFICE(1/10,000): 2
SHORT TERM REQUIRED WAREHOUSE (1/10,000): 3
LONG TERM REQUIRED OFFICE (1/9000): 3
LONG TERM REQUIRED WAREHOUSE (1/10,000) 3

BUILDING 3:
SHORT TERM REQUIRED OFFICE(1/10,000): 2
SHORT TERM REQUIRED WAREHOUSE (1/10,000): 2
LONG TERM REQUIRED OFFICE (1/9000): 2
LONG TERM REQUIRED WAREHOUSE (1/10,000) 2

GENERAL NOTES - SITE PLAN

A. THE SOILS REPORT PREPARED BY SOCAL GEO PROJ. NO. _____ DATED ON _____ SHOULD BE A PART OF THESE CONTRACT DOCUMENTS.
B. IF SOILS ARE EXPANSIVE IN NATURE, USE STEEL REINFORCING FOR ALL SITE CONCRETE.
C. ALL DIMENSIONS ARE TO THE FACE OF CONCRETE WALL, FACE OF CONCRETE CURB OR GRID LINE U.N.O.
D. SEE "C" PLANS FOR ALL CONCRETE CURBS, GUTTERS AND SWALES. DETAILS ON SHEET A2.1 ARE MINIMUM STANDARDS.
E. THE ENTIRE PROJECT SHALL BE PERMANENTLY MAINTAINED WITH AN AUTOMATIC IRRIGATION SYSTEM, PRIOR TO INSTALLATION & AT LEAST 60 DAYS BEFORE BLDG. COMPLETION.
F. SEE "C" DRAWINGS FOR POINT OF CONNECTIONS TO OFF-SITE UTILITIES. CONTRACTOR SHALL VERIFY ACTUAL UTILITY CONTRACTOR SHALL VERIFY ACTUAL UTILITY LOCATIONS.
G. PROVIDE POSITIVE DRAINAGE AWAY FROM BLDG. SEE "C" DRAWINGS.
H. CONTRACTOR TO REFER TO "C" DRAWINGS FOR ALL HORIZONTAL CONTROL DIMENSIONS. SITE PLANS ARE FOR GUIDANCE AND STARTING LAYOUT POINTS.
I. SEE "C" DRAWINGS FOR FINISH GRADE ELEVATIONS.
J. CONCRETE SIDEWALKS TO BE A MINIMUM OF 4" THICK W/ TOOLED JOINTS AT 5' O.C. EXPANSION/CONSTRUCTION JOINTS SHALL BE A MAXIMUM 12' EA. WAY W/ 1:20 MAX. SLOPE. EXPANSION JOINTS TO HAVE COMPRESSIVE EXPANSION FILLER MATERIAL OF 1/4". SEE "C" DRAWINGS FOR FINISH.
K. PAINT CURBS AND PROVIDE SIGNS TO INFORM OF FIRE LANES AS REQUIRED BY FIRE DEPARTMENT.
L. CONSTRUCTION DOCUMENTS PERTAINING TO THE LANDSCAPE AND IRRIGATION OF THE ENTIRE PROJECT SITE SHALL BE SUBMITTED TO THE BUILDING DEPARTMENT AND APPROVED BY PUBLIC FACILITIES DEVELOPMENT PRIOR TO ISSUANCE OF BUILDING PERMITS.
M. PRIOR TO FINAL CITY INSPECTION, THE LANDSCAPE ARCHITECT SHALL SUBMIT A CERTIFICATE OF COMPLETION TO PUBLIC FACILITIES DEVELOPMENT.
N. ALL LANDSCAPE AND IRRIGATION DESIGNS SHALL MEET CURRENT CITY STANDARDS AS LISTED IN GUIDELINES OR AS OBTAINED FROM PUBLIC FACILITIES DEVELOPMENT.
O. LANDSCAPED AREAS SHALL BE DELINEATED WITH A MINIMUM SIX INCHES (6") HIGH CURB
P. APPROVED CONCEPTUAL LANDSCAPE PLAN PRIOR TO GRADING PERMIT

SITE PLAN KEYNOTES

1. HEAVY BROOM FINISH CONC. PAVEMENT
2. NOT USED
3. CONCRETE WALKWAY, MEDIUM BROOM FINISH.
4. DRIVEWAY APRONS TO BE CONSTRUCTED
5. 5'-0"x5'-0"x1/4" MIN. THICK CONCRETE EXTERIOR LANDING PAD TYP. AT ALL EXTERIOR MAN DOORS TO LANDSCAPE AREAS. FINISH TO BE MEDIUM BROOM FINISH. SLOPE TO BE 1/4" : 12" MAX. PROVIDE WALK TO PUBLIC WAY OR DRIVE WAY W/ 1:20 MAX. AS REQ. BY CITY INSPECTOR.
6. NOT USED
7. PROVIDE 8/4 TUBE STEEL, MANUALLY OPERATED GATES WITH KNOX-PAD LOCK PER FIRE DEPARTMENT STANDARDS PER DRIVEWAY. GATE TO BE DESIGNED FOR 150 MPH WIND LOAD, EXPOSURE "C". CONTRACTOR TO DESIGN & DETAIL GATES.
8. NOT USED
9. TRANSFORMER. SCREENED. SEE 8/D49-A4.1
10. SMOKING AREA.
11. COVERED TRASH ENCLOSURE PER CITY STANDARD — SEE 8-12/D49-A4.1
12. BICYCLE RACKS AND LONG TERM PER REQUIRED.
13. LANDSCAPE. SEE "L" DWGS. LANDSCAPE AREAS INDICATED BY SHADED PATTERN.
14. HANDICAPPED ENTRY SIGN.
15. HANDICAPPED PARKING STALL SIGN.
16. PRE-CAST CONCRETE WHEEL STOP.
17. TRUNCATED DOME.

SITE LEGEND

- LANDSCAPED AREA
- AC. PAVING - SEE "C" DRWGS. FOR THICKNESS
- CONCRETE PAVING SEE "C" DRWGS. FOR THICKNESS
- 28' FIRE LANE.
- STANDARD PARKING STALL (8'-6" X 19')
- HANDICAP PARKING STALL (8'-6" X 19')
- PATH OF TRAVEL 5% MAX SLOPE, 2% MAX CROSS-SLOPE
- PROPERTY LINE

OFFICIAL USE ONLY

HPA architecture
hpa, inc.
18831 bardeen avenue - ste. #100
irvine, ca
92612
tel: 949-863-1770
fax: 949-863-0851
email: hpa@hparcha.com

LICENSED ARCHITECT — C-23457 — 3-31-23 — STATE OF CALIFORNIA

Owner:
StaleyPoint CAPITAL
1801 CENTURY PARK EAST
SUITE 1050
LOS ANGELES, CA 90067

Project:
ROSCOE / FALLBROOK
ROSCOE BLVD &
FALLBROOK AVE.
CANOGA PARK, CA 91304

Consultants:

CIVIL	PSOMAS
STRUCTURAL	-
MECHANICAL	-
PLUMBING	-
ELECTRICAL	-
LANDSCAPE	HUNTER
FIRE PROTECTION	-
SOILS ENGINEER	-

Title: MASTER SITE PLAN
Project Number: 20269
Drawn by: CR
Date: 04/19/21
Revision:
Sheet: DAB-A1.0

N

LINSCOTT LAW & GREENSPAN engineers

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Figure 2-2
Project Site Plan

LINSCOTT LAW & GREENSPAN engineers

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Figure 2-3
Project Trip Distribution

Fallbrook Point

LINSCOTT LAW & GREENSPAN engineers

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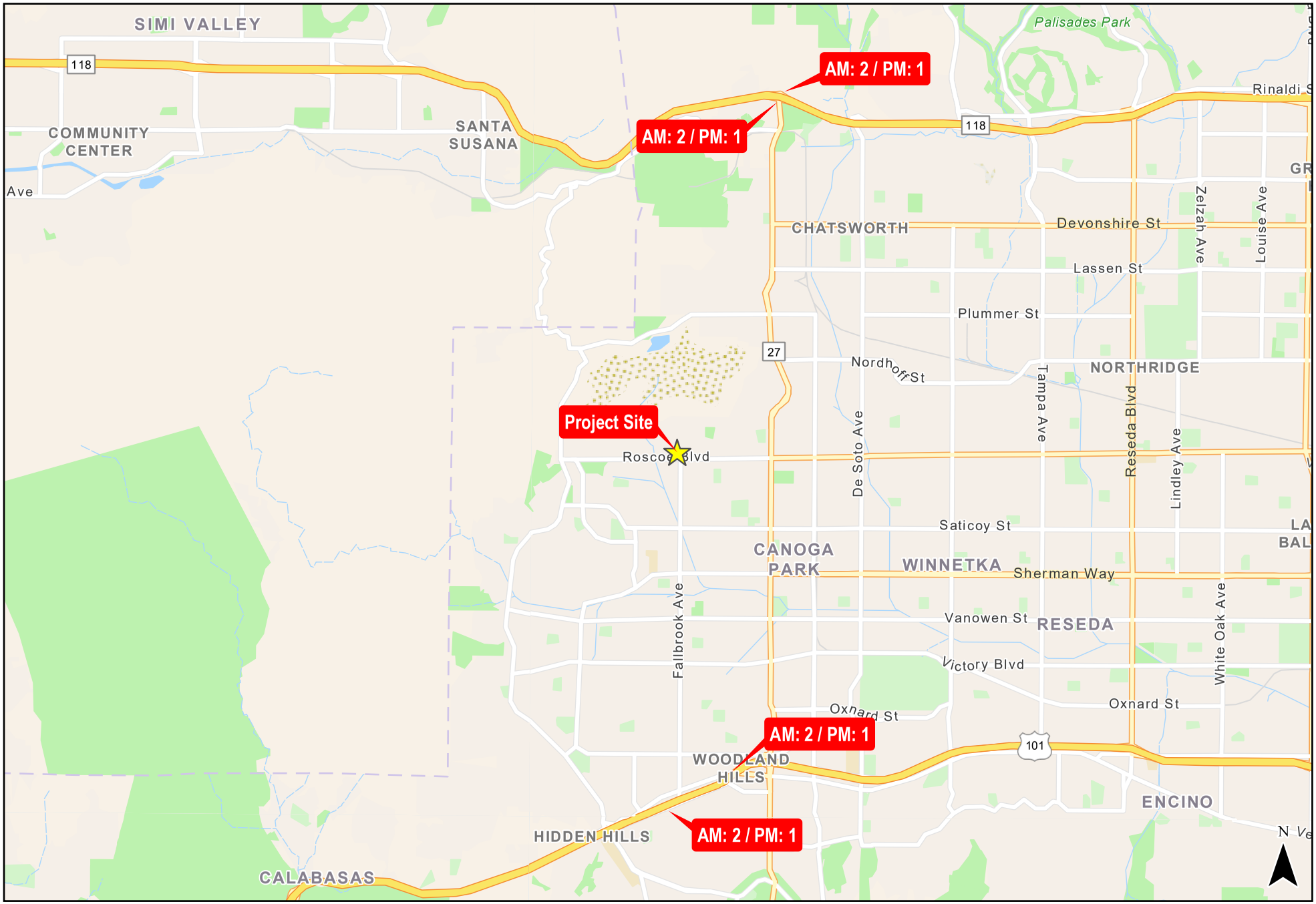
Figure 2-4
Net New Project Traffic Volumes



LINSCOTT LAW & GREENSPAN engineers

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Date: 6/2/2021
Time: 9:36 AM

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

Figure 4-1
Net New Project Freeway Off-Ramp Traffic Volumes

Table 2-1
PROJECT TRIP GENERATION [1]

01-Jun-21

LAND USE	SIZE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2] IN	AM PEAK HOUR VOLUMES [2] OUT	AM PEAK HOUR VOLUMES [2] TOTAL	PM PEAK HOUR VOLUMES [2] IN	PM PEAK HOUR VOLUMES [2] OUT	PM PEAK HOUR VOLUMES [2] TOTAL
Proposed Project								
Office [3]	25,500 GSF	248	26	4	30	5	24	29
Manufacturing [4]	20,500 GSF	81	10	3	13	4	10	14
Warehouse [5]	53,614 GSF	93	7	2	9	3	7	10
Subtotal		422	43	9	52	12	41	53
Transit Trips [6]								
Office (5%)		(12)	(1)	0	(1)	0	(1)	(1)
Manufacturing (5%)		(4)	(1)	0	(1)	0	(1)	(1)
Warehouse (5%)		(5)	0	0	0	0	0	0
Subtotal		(21)	(2)	0	(2)	0	(1)	(1)
NET INCREASE DRIVEWAY TRIPS		**401**	**41**	**9**	**50**	**12**	**40**	**52**

[1] Source: ITE *Trip Generation Manual,* 10th Edition, 2017.
[2] Trips are one-way traffic movements, entering or leaving.
[3] ITE Land Use Code 710 (General Office Building) trip generation average rates.
- Daily Trip Rate: 9.74 trips/1,000 SF of floor area; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 1.16 trips/1,000 SF of floor area; 86% inbound/14% outbound
- PM Peak Hour Trip Rate: 1.15 trips/1,000 SF of floor area; 16% inbound/84% outbound

[4] ITE Land Use Code 140 (Manufacturing) trip generation average rates.
- Daily Trip Rate: 3.93 trips/1,000 SF of floor area; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.62 trips/1,000 SF of floor area; 77% inbound/23% outbound
- PM Peak Hour Trip Rate: 0.67 trips/1,000 SF of floor area; 31% inbound/69% outbound

[5] ITE Land Use Code 150 (Warehousing) trip generation average rates.
- Daily Trip Rate: 1.74 trips/1,000 SF of floor area; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.17 trips/1,000 SF of floor area; 77% inbound/23% outbound
- PM Peak Hour Trip Rate: 0.19 trips/1,000 SF of floor area; 27% inbound/73% outbound

[6] The transit reduction is based on the Project Site being located within one-quarter mile walking distance of Metro bus stops. The trip reduction for transit trips has been applied to the proposed Project based on the *LADOT Transportation Assessment Guidelines,* July 2020 for developments within one-quarter mile walking distance of a Metro bus stop.

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

01-Jun-21

MAP NO.	PROJECT NAME/ PROJECT NUMBER	PROJECT STATUS	ADDRESS/ LOCATION	LAND USE DATA		DAILY TRIP ENDS [2]	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
				LAND-USE	SIZE	VOLUMES	IN	OUT	TOTAL	IN	OUT	TOTAL
1	90 Single-Family Detached Housing Units	Built	8500 Fallbrook Avenue	Single-Family Homes	90 DU	858	17	51	68	57	33	90
TOTAL						858	17	51	68	57	33	90

[1] Source: City of Los Angeles Department of Transportation Related Projects List.
[2] Trips are one-way traffic movements, entering or leaving.

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

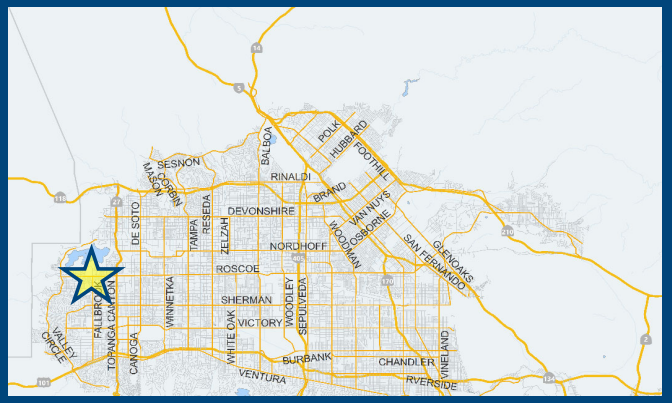
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project: Fallbrook Point

Scenario: Proposed Project

Address: 22815 W ROSCOE BLVD, 91304



Is the project replacing an existing number of residential units with a smaller number of residential units AND is located within one-half mile of a fixed-rail or fixed-guideway transit station?

○ Yes ○ No

Existing Land Use

Land Use Type	Value	Unit
Housing | Single Family		DU

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

Proposed Project Land Use

Land Use Type	Value	Unit
Office | General Office	25.5	ksf
Industrial | Manufacturing	20.5	ksf
Industrial | Warehousing/Self-Storage	53.614	ksf
Office | General Office	25.5	ksf

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

Project Screening Summary

Existing Land Use	Proposed Project
0 Daily Vehicle Trips	476 Daily Vehicle Trips
0 Daily VMT	4,592 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	476 Net Daily Trips
The net increase in daily VMT ≤ 0	4,592 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	0.000 ksf

The proposed project is required to perform VMT analysis.

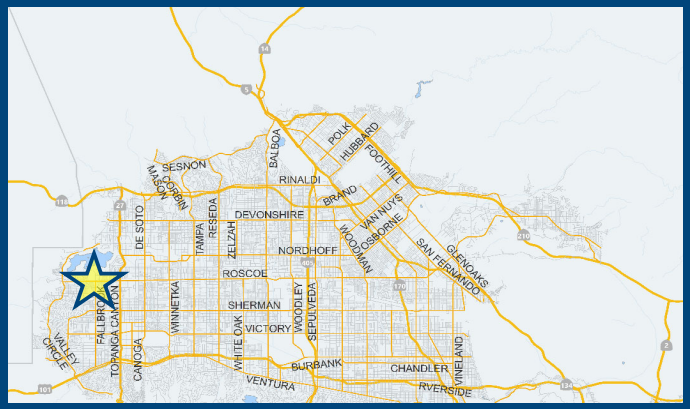
Measuring the Miles

5/10/2021

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

Project Information

Project: Fallbrook Point
Scenario: Proposed Project
Address: 22815 W ROSCOE BLVD, 91304



Proposed Project Land Use Type	Value	Unit
Industrial | Manufacturing	20.5	ksf
Industrial | Warehousing/Self-Storage	53.614	ksf
Office | General Office	25.5	ksf

TDM Strategies

Select each section to show individual strategies
Use ☑ to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

	Proposed Project	With Mitigation
Max Home Based TDM Achieved?	**No**	**No**
Max Work Based TDM Achieved?	**No**	**No**

A Parking

Reduce Parking Supply
☐ Proposed Prj ☐ Mitigation
203 city code parking provision for the project site
200 actual parking provision for the project site

Unbundle Parking
☐ Proposed Prj ☐ Mitigation
175 monthly parking cost (dollar) for the project site

Parking Cash-Out
☐ Proposed Prj ☐ Mitigation
100 percent of employees eligible

Price Workplace Parking
☐ Proposed Prj ☐ Mitigation
1.00 daily parking charge (dollar)
100 percent of employees subject to priced parking

Residential Area Parking Permits
☐ Proposed Prj ☐ Mitigation
200 cost (dollar) of annual permit

B Transit

C Education & Encouragement

D Commute Trip Reductions

E Shared Mobility

F Bicycle Infrastructure

G Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
473 Daily Vehicle Trips	**438** Daily Vehicle Trips
4,563 Daily VMT	**4,174** Daily VMT
0.0 Household VMT per Capita	**0.0** Household VMT per Capita
16.7 Work VMT per Employee	**14.4** Work VMT per Employee

Significant VMT Impact?

Proposed Project	With Mitigation
Household: No Threshold = 9.2 15% Below APC	**Household: No** Threshold = 9.2 15% Below APC
Work: Yes Threshold = 15.0 15% Below APC	**Work: No** Threshold = 15.0 15% Below APC

Measuring the Miles

5/10/2021

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: May 10, 2021
Project Name: Fallbrook Point
Project Scenario: Proposed Project
Project Address: 22815 W ROSCOE BLVD, 91304

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*
Retail	*General Retail*	*0.000*	*ksf*
	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*
Office	General Office	25.500	ksf
	Medical Office	*0.000*	*ksf*
Industrial	*Light Industrial*	*0.000*	*ksf*
	Manufacturing	20.500	ksf
	Warehousing/Self-Storage	53.614	ksf
School	*University*	*0*	*Students*
	High School	*0*	*Students*
	Middle School	*0*	*Students*
	Elementary	*0*	*Students*
	Private School (K-12)	*0*	*Students*
Other		*0*	*Trips*

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: May 10, 2021
Project Name: Fallbrook Point
Project Scenario: Proposed Project
Project Address: 22815 W ROSCOE BLVD, 91304

Version 1.3

Analysis Results			
Total Employees: 130 Total Population: 0			
Proposed Project		***With Mitigation***	
473	**Daily Vehicle Trips**	**438**	**Daily Vehicle Trips**
4,563	**Daily VMT**	**4,174**	**Daily VMT**
0	**Household VMT per Capita**	**0**	**Household VMT per Capita**
16.7	**Work VMT per Employee**	**14.4**	**Work VMT per Employee**

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 Work > 15.0	No Yes	Household > 9.2 Work > 15.0	No No

TDM Strategy Inputs

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

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Transit	*Reduce transit headways*	*Reduction in headways (increase in frequency) (%)*	*0%*	*0%*
		Existing transit mode share (as a percent of total daily trips) (%)	*0%*	*0%*
		Lines within project site improved (<50%, >=50%)	*0*	*0*
	Implement neighborhood shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees and residents eligible (%)	*0%*	*0%*
	Transit subsidies	*Employees and residents eligible (%)*	*0%*	*0%*
		Amount of transit subsidy per passenger (daily equivalent) ($)	*$0.00*	*$0.00*
Education & Encouragement	*Voluntary travel behavior change program*	*Employees and residents participating (%)*	*0%*	*0%*
	Promotions and marketing	Employees and residents participating (%)	*0%*	100%

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Commute Trip Reductions	*Required commute trip reduction program*	*Employees participating (%)*	*0%*	*0%*
	Alternative Work Schedules and Telecommute	*Employees participating (%)*	*0%*	*0%*
		Type of program	*0*	*0*
	Employer sponsored vanpool or shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees eligible (%)	*0%*	*0%*
		Employer size (small, medium, large)	*0*	*0*
	Ride-share program	Employees eligible (%)	*0%*	100%
Shared Mobility	*Car share*	*Car share project setting (Urban, Suburban, All Other)*	*0*	*0*
	Bike share	*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)

TDM Strategy Inputs, Cont.

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: May 10, 2021
Project Name: Fallbrook Point
Project Scenario: Proposed Project
Project Address: 22815 W ROSCOE BLVD, 91304

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%	0%	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Parking cash-out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Price workplace parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Residential area parking permits	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
Transit	Reduce transit headways	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Transit subsidies	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Education & Encouragement	Voluntary travel behavior change program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	0%	4%	0%	4%	0%	4%	0%	4%	0%	4%	0%	0%	
Commute Trip Reductions	Required commute trip reduction program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Employer sponsored vanpool or shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Ride-share program	0%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	
Shared Mobility	Car-share	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
	School carpool program	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

TDM Adjustments by Trip Purpose & Strategy, Cont.

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	
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%*	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%	
	Include secure bike parking and showers	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	
Neighborhood Enhancement	Traffic calming improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Neighborhood Enhancement sections 1 - 2
	Pedestrian network improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	

Final Combined & Maximum TDM Effect

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

= Minimum (X%, 1-[(1-A)*(1-B)…])

where X%=

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

Note: (1-[(1-A)*(1-B)…]) 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: May 10, 2021
Project Name: Fallbrook Point
Project Scenario: Proposed Project
Project Address: 22815 W ROSCOE BLVD, 91304

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	11.8	0	0
Home Based Other Production	0	0.0%	0	7.1	0	0
Non-Home Based Other Production	76	0.0%	76	8.7	661	661
Home-Based Work Attraction	188	-4.3%	180	12.1	2,275	2,178
Home-Based Other Attraction	153	-5.9%	144	7.0	1,071	1,008
Non-Home Based Other Attraction	76	0.0%	76	9.8	745	745

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%	76	657	-4.6%	73	631
Home-Based Work Attraction	-0.6%	179	2,164	-14.1%	155	1,870
Home-Based Other Attraction	-0.6%	143	1,002	-4.6%	137	962
Non-Home Based Other Attraction	-0.6%	75	740	-4.6%	73	711

MXD VMT Methodology Per Capita & Per Employee

Total Population: 0
Total Employees: 130
APC: North Valley

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**0**	**0**
Total Home Based Work Attraction VMT	**2,164**	**1,870**
Total Home Based VMT Per Capita	**0.0**	**0.0**
Total Work Based VMT Per Employee	**16.7**	**14.4**

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:	Jason Shender
Title:	Transportation Planner III
Company:	Linscott, Law & Greenspan, Engineers
Address:	20931 Burbank Boulevard, Suite C Woodland Hills, CA 91367
Phone:	(818) 835-8648
Email Address:	jshender@llgengineers.com
Date:	5/10/2021

APPENDIX B

LADOT VMT CALCULATOR OUTPUT

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

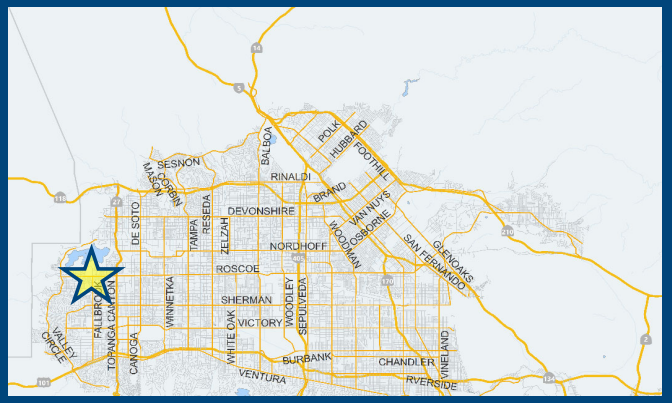
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project: Fallbrook Point

Scenario: Proposed Project

Address: 22815 W ROSCOE BLVD, 91304



Is the project replacing an existing number of residential units with a smaller number of residential units AND is located within one-half mile of a fixed-rail or fixed-guideway transit station?

○ Yes ○ No

Existing Land Use

Land Use Type	Value	Unit
Housing | Single Family		DU

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

Proposed Project Land Use

Land Use Type	Value	Unit
Industrial | Warehousing/Self-Storage	56.114	ksf
Office | General Office	23.5	ksf
Industrial | Manufacturing	19	ksf
Industrial | Warehousing/Self-Storage	56.114	ksf

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

Project Screening Summary

Existing Land Use	Proposed Project
0 Daily Vehicle Trips	457 Daily Vehicle Trips
0 Daily VMT	4,399 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	457 Net Daily Trips
The net increase in daily VMT ≤ 0	4,399 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	0.000 ksf

The proposed project is required to perform VMT analysis.

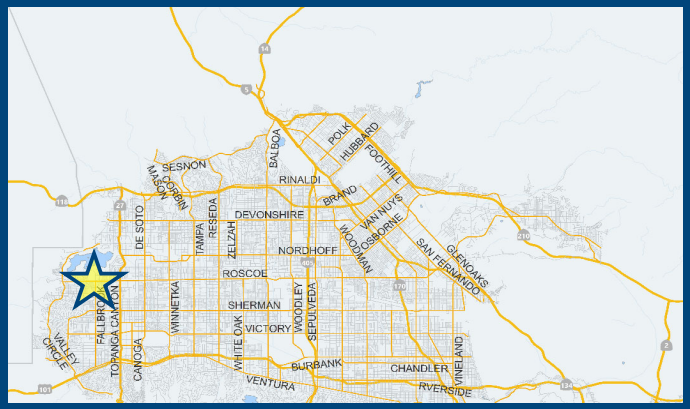
Measuring the Miles

7/20/2021

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

Project Information

Project: Fallbrook Point
Scenario: Proposed Project
Address: 22815 W ROSCOE BLVD, 91304



Proposed Project Land Use Type	Value	Unit
Office | General Office	23.5	ksf
Industrial | Manufacturing	19	ksf
Industrial | Warehousing/Self-Storage	56.114	ksf

TDM Strategies

Select each section to show individual strategies
Use ☑ to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

	Proposed Project	With Mitigation
Max Home Based TDM Achieved?	**No**	**No**
Max Work Based TDM Achieved?	**No**	**No**

A Parking

Reduce Parking Supply ☐ Proposed Prj ☐ Mitigation
- 203 city code parking provision for the project site
- 200 actual parking provision for the project site

Unbundle Parking ☐ Proposed Prj ☐ Mitigation
- 175 monthly parking cost (dollar) for the project site

Parking Cash-Out ☐ Proposed Prj ☐ Mitigation
- 100 percent of employees eligible

Price Workplace Parking ☐ Proposed Prj ☐ Mitigation
- 1.00 daily parking charge (dollar)
- 100 percent of employees subject to priced parking

Residential Area Parking Permits ☐ Proposed Prj ☐ Mitigation
- 200 cost (dollar) of annual permit

B Transit

C Education & Encouragement

D Commute Trip Reductions

E Shared Mobility

F Bicycle Infrastructure

G Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
454 Daily Vehicle Trips	**421** Daily Vehicle Trips
4,371 Daily VMT	**4,000** Daily VMT
0.0 Household VMT per Capita	**0.0** Household VMT per Capita
16.8 Work VMT per Employee	**14.5** Work VMT per Employee

Significant VMT Impact?

Proposed Project	With Mitigation
Household: No Threshold = 9.2 15% Below APC	**Household: No** Threshold = 9.2 15% Below APC
Work: Yes Threshold = 15.0 15% Below APC	**Work: No** Threshold = 15.0 15% Below APC

Measuring the Miles

7/20/2021

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: July 20, 2021
Project Name: Fallbrook Point
Project Scenario: Proposed Project
Project Address: 22815 W ROSCOE BLVD, 91304

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*
Retail	*General Retail*	*0.000*	*ksf*
	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*
Office	General Office	23.500	ksf
	Medical Office	*0.000*	*ksf*
Industrial	*Light Industrial*	*0.000*	*ksf*
	Manufacturing	19.000	ksf
	Warehousing/Self-Storage	56.114	ksf
School	*University*	*0*	*Students*
	High School	*0*	*Students*
	Middle School	*0*	*Students*
	Elementary	*0*	*Students*
	Private School (K-12)	*0*	*Students*
Other		*0*	*Trips*

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: July 20, 2021
Project Name: Fallbrook Point
Project Scenario: Proposed Project
Project Address: 22815 W ROSCOE BLVD, 91304

Version 1.3

Analysis Results			
Total Employees: 122 Total Population: 0			
Proposed Project		***With Mitigation***	
454	**Daily Vehicle Trips**	**421**	**Daily Vehicle Trips**
4,371	**Daily VMT**	**4,000**	**Daily VMT**
0	**Household VMT per Capita**	**0**	**Household VMT per Capita**
16.8	**Work VMT per Employee**	**14.5**	**Work VMT per Employee**

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 Work > 15.0	No Yes	Household > 9.2 Work > 15.0	No No

TDM Strategy Inputs

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

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Transit	*Reduce transit headways*	*Reduction in headways (increase in frequency) (%)*	*0%*	*0%*
		Existing transit mode share (as a percent of total daily trips) (%)	*0%*	*0%*
		Lines within project site improved (<50%, >=50%)	*0*	*0*
	Implement neighborhood shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees and residents eligible (%)	*0%*	*0%*
	Transit subsidies	*Employees and residents eligible (%)*	*0%*	*0%*
		Amount of transit subsidy per passenger (daily equivalent) ($)	*$0.00*	*$0.00*
Education & Encouragement	*Voluntary travel behavior change program*	*Employees and residents participating (%)*	*0%*	*0%*
	Promotions and marketing	Employees and residents participating (%)	*0%*	100%

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Commute Trip Reductions	*Required commute trip reduction program*	*Employees participating (%)*	*0%*	*0%*
	Alternative Work Schedules and Telecommute	*Employees participating (%)*	*0%*	*0%*
		Type of program	*0*	*0*
	Employer sponsored vanpool or shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees eligible (%)	*0%*	*0%*
		Employer size (small, medium, large)	*0*	*0*
	Ride-share program	Employees eligible (%)	*0%*	100%
Shared Mobility	*Car share*	*Car share project setting (Urban, Suburban, All Other)*	*0*	*0*
	Bike share	*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)

TDM Strategy Inputs, Cont.

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: July 20, 2021
Project Name: Fallbrook Point
Project Scenario: Proposed Project
Project Address: 22815 W ROSCOE BLVD, 91304

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%	0%	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Parking cash-out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Price workplace parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Residential area parking permits	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
Transit	Reduce transit headways	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Transit subsidies	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Education & Encouragement	Voluntary travel behavior change program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	0%	4%	0%	4%	0%	4%	0%	4%	0%	4%	0%	0%	
Commute Trip Reductions	Required commute trip reduction program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Employer sponsored vanpool or shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Ride-share program	0%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	
Shared Mobility	Car-share	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
	School carpool program	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

TDM Adjustments by Trip Purpose & Strategy, Cont.

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	
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%*	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%	
	Include secure bike parking and showers	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	
Neighborhood Enhancement	Traffic calming improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Neighborhood Enhancement sections 1 - 2
	Pedestrian network improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	

Final Combined & Maximum TDM Effect

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

= Minimum (X%, 1-[(1-A)*(1-B)…])

where X%=

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

Note: (1-[(1-A)*(1-B)…]) 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: July 20, 2021
Project Name: Fallbrook Point
Project Scenario: Proposed Project
Project Address: 22815 W ROSCOE BLVD, 91304

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	11.8	0	0
Home Based Other Production	0	0.0%	0	7.1	0	0
Non-Home Based Other Production	74	0.0%	74	8.7	644	644
Home-Based Work Attraction	177	-4.0%	170	12.1	2,142	2,057
Home-Based Other Attraction	148	-6.1%	139	7.0	1,036	973
Non-Home Based Other Attraction	74	0.0%	74	9.8	725	725

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%	74	640	-4.6%	71	614
Home-Based Work Attraction	-0.6%	169	2,044	-14.1%	146	1,766
Home-Based Other Attraction	-0.6%	138	967	-4.6%	133	928
Non-Home Based Other Attraction	-0.6%	73	720	-4.6%	71	692

MXD VMT Methodology Per Capita & Per Employee

Total Population: 0
Total Employees: 122
APC: North Valley

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**0**	**0**
Total Home Based Work Attraction VMT	**2,044**	**1,766**
Total Home Based VMT Per Capita	**0.0**	**0.0**
Total Work Based VMT Per Employee	**16.8**	**14.5**

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:	Jason Shender, AICP
Title:	Transportation Planner III
Company:	Linscott, Law & Greenspan, Engineers
Address:	20931 Burbank Boulevard, Suite C Woodland Hills, CA 91367
Phone:	(818) 835-8648
Email Address:	jshender@llgengineers.com
Date:	7/20/2021

APPENDIX C

MANUAL TRAFFIC COUNT DATA

City Of Los Angeles
Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:
North/South Lena Ave

East/West Roscoe Blvd

Day: Tuesday Date: 06/29/2021 Weather: SUNNY

Hours: Chekrs: NDS

School Day: Yes I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	0	10	50	71
BIKES	0	1	15	14
BUSES	0	0	0	0

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	8	8.00	7	7.00	128	8.00	129	8.15
PM PK 15 MIN	10	16.15	22	16.30	157	17.00	173	17.30
AM PK HOUR	26	7.15	19	9.00	482	8.30	485	7.30
PM PK HOUR	19	16.15	67	16.00	565	17.00	602	16.15

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	4	0	15	19
8-9	4	1	14	19
9-10	4	2	12	18
15-16	4	0	10	14
16-17	1	0	15	16
17-18	5	0	12	17
TOTAL	22	3	78	103

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	12	0	1	13
8-9	6	0	4	10
9-10	14	0	5	19
15-16	31	0	13	44
16-17	45	1	21	67
17-18	35	0	9	44
TOTAL	143	1	53	197

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
32	7	0	1	0
29	7	0	4	0
37	1	0	0	0
58	1	0	1	0
83	0	0	1	0
61	1	0	2	0
300	17	0	9	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	11	381	3	395
8-9	9	452	7	468
9-10	9	435	6	450
15-16	6	521	6	533
16-17	1	496	6	503
17-18	8	548	9	565
TOTAL	44	2833	37	2914

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	9	355	37	401
8-9	8	448	27	483
9-10	20	413	19	452
15-16	14	478	13	505
16-17	13	554	19	586
17-18	24	558	13	595
TOTAL	88	2806	128	3022

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
796	1	0	4	0
951	0	0	1	0
902	1	0	0	0
1038	0	0	0	0
1089	0	0	0	0
1160	0	0	1	0
5936	2	0	6	0

Prepared by National Data & Surveying Services

Lena Ave & Roscoe Blvd

Peak Hour Turning Movement Count

ID: 21-020185-001
City: Canoga Park

Day: Tuesday
Date: 06/29/2021

PEAK HOURS

AM	08:30 AM - 09:30 AM
NOON	NONE
PM	05:00 PM - 06:00 PM

COUNT PERIODS

AM	07:00 AM - 10:00 AM
NOON	NONE
PM	03:00 PM - 06:00 PM

Lena Ave — SOUTHBOUND

	Left	Thru	Right	U-Turn	
AM	3	0	9	0	22
NOON	0	0	0	0	0
PM	9	0	35	0	21

Roscoe Blvd — EASTBOUND

	Left	Thru	Right	U-Turn	
AM	454	0	572		
NOON	0	0	0		
PM	2	0	6	0	8
	467	0	548		
	7	0	9		

Roscoe Blvd — WESTBOUND

	Left	Thru	Right	U-Turn	
PM	13	0	15		
NOON	558	0	446		
AM	24	0	9		
	0	0	2		
	595	0	492		

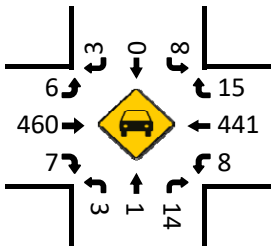
Lena Ave — NORTHBOUND

	Left	Thru	Right	U-Turn	
PM	33	0	5	0	12
NOON	0	0	0	0	0
AM	16	0	3	1	14

CONTROL: Signalized

TEV	984	0	1221
	AM	NOON	PM
PHF	0.95		0.91

Cars (AM)



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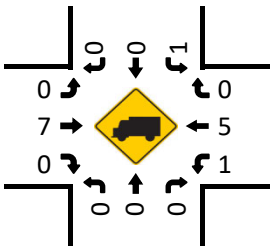

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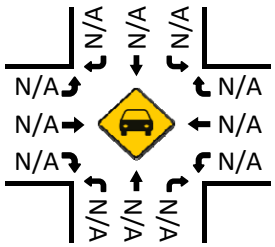

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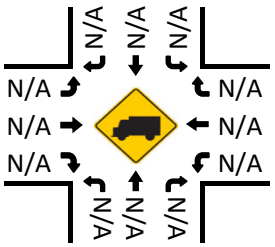
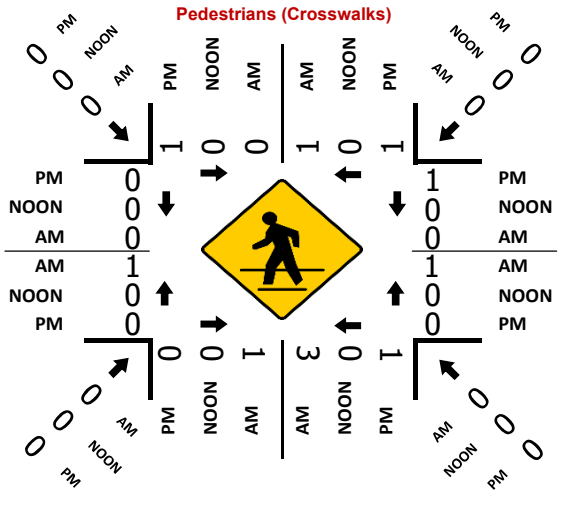
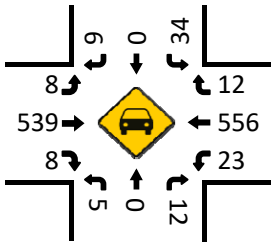


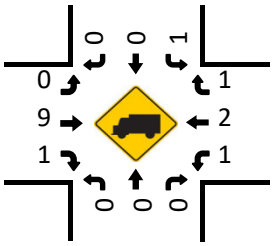
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: Lena Ave & Roscoe Blvd
City: Canoga Park
Control: Signalized

Project ID: 21-020185-001
Date: 6/29/2021

Total

NS/EW Streets:	Lena Ave				Lena Ave				Roscoe Blvd				Roscoe Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	1	0	1	3	0	0	1	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	1	0	7	0	0	0	3	87	1	0	2	65	7	0	173
7:15 AM	1	0	6	0	0	0	0	0	1	96	0	0	2	82	10	0	198
7:30 AM	1	0	4	0	2	0	1	0	4	105	0	0	4	94	7	0	222
7:45 AM	2	0	4	0	3	0	0	0	3	93	2	0	1	114	13	0	235
8:00 AM	3	1	4	0	4	0	0	0	3	122	3	0	4	107	12	0	263
8:15 AM	1	0	1	0	1	0	1	0	4	99	0	0	3	117	9	0	236
8:30 AM	0	0	6	0	0	0	2	0	1	107	3	0	0	99	3	0	221
8:45 AM	0	0	3	0	1	0	1	0	1	124	1	0	1	125	3	0	260
9:00 AM	3	0	2	0	4	0	0	0	2	124	1	1	5	110	7	1	260
9:15 AM	0	1	3	0	4	0	0	0	2	112	2	1	3	112	2	1	243
9:30 AM	1	1	4	0	3	0	2	0	2	107	0	0	5	85	3	0	213
9:45 AM	0	0	3	0	3	0	3	0	1	92	3	0	4	106	7	1	223
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	12	3	41	0	32	0	10	0	27	1268	16	2	34	1216	83	3	2747
APPROACH %'s :	21.43%	5.36%	73.21%	0.00%	76.19%	0.00%	23.81%	0.00%	2.06%	96.57%	1.22%	0.15%	2.54%	91.02%	6.21%	0.22%	
PEAK HR :	08:30 AM - 09:30 AM																TOTAL
PEAK HR VOL :	3	1	14	0	9	0	3	0	6	467	7	2	9	446	15	2	984
PEAK HR FACTOR :	0.250	0.250	0.583	0.000	0.563	0.000	0.375	0.000	0.750	0.942	0.583	0.500	0.450	0.892	0.536	0.500	0.946
	0.750				0.750				0.941				0.915				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	1	0	1	3	0	0	1	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	2	0	1	0	4	0	1	0	2	123	2	0	1	124	1	0	261
3:15 PM	1	0	4	0	13	0	5	0	0	124	0	0	4	107	2	0	260
3:30 PM	0	0	2	0	11	0	4	0	1	149	4	0	6	121	1	0	299
3:45 PM	1	0	3	0	3	0	3	0	3	125	0	0	2	126	9	1	276
4:00 PM	1	0	0	0	13	0	8	0	0	126	0	0	1	132	2	0	283
4:15 PM	0	0	10	0	5	0	4	0	1	136	1	0	2	141	10	0	310
4:30 PM	0	0	2	0	15	0	7	0	0	117	3	0	3	150	3	0	300
4:45 PM	0	0	3	0	12	1	2	0	0	117	2	0	7	131	4	0	279
5:00 PM	1	0	3	0	16	0	2	0	2	155	0	0	4	142	5	0	330
5:15 PM	1	0	2	0	5	0	2	0	1	134	1	0	1	115	1	0	263
5:30 PM	2	0	3	0	9	0	2	0	0	143	4	0	11	160	2	0	336
5:45 PM	1	0	4	0	5	0	3	0	5	116	4	0	8	141	5	0	292
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	10	0	37	0	111	1	43	0	15	1565	21	0	50	1590	45	1	3489
APPROACH %'s :	21.28%	0.00%	78.72%	0.00%	71.61%	0.65%	27.74%	0.00%	0.94%	97.75%	1.31%	0.00%	2.97%	94.31%	2.67%	0.06%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	5	0	12	0	35	0	9	0	8	548	9	0	24	558	13	0	1221
PEAK HR FACTOR :	0.625	0.000	0.750	0.000	0.547	0.000	0.750	0.000	0.400	0.884	0.563	0.000	0.545	0.872	0.650	0.000	0.908
	0.850				0.611				0.900				0.860				

City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:
North/South FALLBROOK AV

East/West SCHOENBORN ST

Day: WEDNESDAY Date: May 10, 2006 Weather: CLEAR

Hours: 7-10AM 3-6PM

School Day: YES District: WEST VALLEY I/S CODE 2725066880

	N/B	S/B	E/B	W/B
DUAL-WHEELED	12	11	0	1
BIKES	0	0	0	0
BUSES	0	0	0	0

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	120	8.00	51	8.15	0	7.00	33	8.00
PM PK 15 MIN	55	5.30	172	5.00	0	3.00	12	4.45
AM PK HOUR	407	7.45	143	7.45	0	7.00	106	7.45
PM PK HOUR	193	5.00	558	5.00	0	3.00	41	4.30

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	268	8	276
8-9	0	338	24	362
9-10	0	164	10	174
3-4	0	104	17	121
4-5	0	105	20	125
5-6	0	156	37	193
TOTAL	0	1135	116	1251

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	72	0	72
8-9	0	141	0	141
9-10	0	89	0	89
3-4	15	149	0	164
4-5	20	212	0	232
5-6	89	469	0	558
TOTAL	124	1132	0	1256

TOTAL

N-S
348
503
263
285
357
751
2507

XING S/L

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

XING N/L

Ped	Sch
1	0
0	0
0	0
0	0
0	0
0	0
1	0

EASTBOUND Approach **NONE**

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

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	35	0	40	75
8-9	23	0	70	93
9-10	15	0	2	17
3-4	18	0	0	18
4-5	25	0	2	27
5-6	33	0	3	36
TOTAL	149	0	117	266

TOTAL

E-W
75
93
17
18
27
36
266

XING W/L

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

XING E/L

Ped	Sch
2	0
3	0
2	0
0	0
2	0
4	0
13	0

(Rev Apr 06)

City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:
North/South Fallbrook Ave

East/West Roscoe Blvd

Day: Tuesday Date: 06/29/2021 Weather: SUNNY

Hours: Chekrs: NDS

School Day: Yes I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	41	17	57	107
BIKES	12	5	14	18
BUSES	8	0	0	0

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	107	8.30	33	7.45	134	9.00	275	7.45
PM PK 15 MIN	182	17.45	64	16.30	182	17.00	233	16.15
AM PK HOUR	391	8.30	117	7.30	490	8.45	1010	7.30
PM PK HOUR	701	17.00	216	16.15	645	17.00	902	15.45

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	38	68	233	339
8-9	63	41	270	374
9-10	58	36	293	387
15-16	88	52	404	544
16-17	98	65	455	618
17-18	112	56	533	701
TOTAL	457	318	2188	2963

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	36	53	10	99
8-9	37	54	14	105
9-10	29	59	12	100
15-16	65	80	19	164
16-17	100	95	14	209
17-18	75	89	29	193
TOTAL	342	430	98	870

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
438	4	0	0	0
479	2	0	5	1
487	1	0	0	0
708	1	0	1	0
827	2	0	1	0
894	3	0	0	0
3833	13	0	7	1

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	4	323	84	411
8-9	9	373	76	458
9-10	9	395	69	473
15-16	14	500	78	592
16-17	12	509	70	591
17-18	16	532	97	645
TOTAL	64	2632	474	3170

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	387	391	117	895
8-9	424	453	71	948
9-10	342	410	59	811
15-16	392	402	26	820
16-17	394	479	29	902
17-18	391	457	32	880
TOTAL	2330	2592	334	5256

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
1306	1	0	4	0
1406	0	0	3	1
1284	1	0	3	0
1412	0	0	6	0
1493	3	0	3	0
1525	1	0	1	0
8426	6	0	20	1

Prepared by National Data & Surveying Services

Fallbrook Ave & Roscoe Blvd

Peak Hour Turning Movement Count

ID: 21-020185-002
City: Canoga Park

Day: Tuesday
Date: 06/29/2021

PEAK HOURS

AM	07:30 AM - 08:30 AM
NOON	NONE
PM	05:00 PM - 06:00 PM

COUNT PERIODS

AM	07:00 AM - 10:00 AM
NOON	NONE
PM	03:00 PM - 06:00 PM

Fallbrook Ave — SOUTHBOUND

AM	21	61	35	0	173	AM
NOON	0	0	0	0	0	NOON
PM	29	89	75	0	103	PM

EASTBOUND — Roscoe Blvd

AM	NOON	PM	
531	0	599	
0	0	1	0
6	0	15	1
352	0	532	3
90	0	97	0

WESTBOUND — Roscoe Blvd

	PM	NOON	AM
0	32	0	102
3	457	0	461
1	391	0	447
0	0	0	0
	1140	0	634

NORTHBOUND — Fallbrook Ave

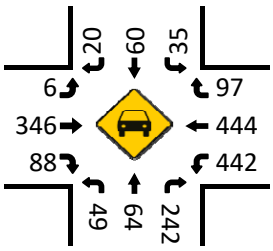
PM	577	0	112	56	533	PM
NOON	0	0	0	0	0	NOON
AM	598	0	49	65	247	AM

	AM	NOON	PM
	1	2	1
	0	1	1
	0	1	1

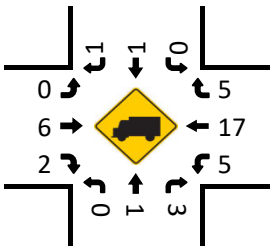
CONTROL: Signalized

TEV	1936	0	2419
	AM	NOON	PM
PHF	0.97		0.97

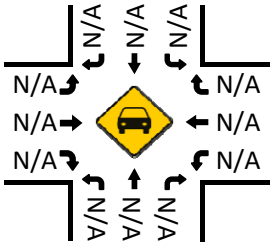
Cars (AM)



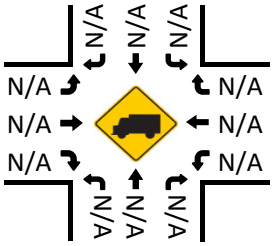
HT (AM)



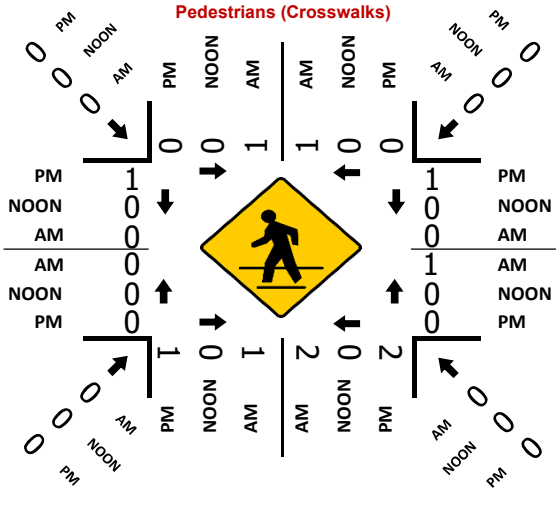
Cars (NOON)



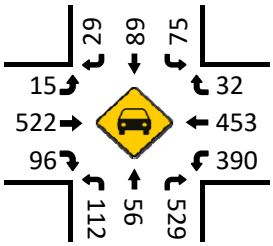
HT (NOON)



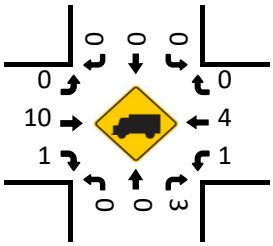
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: Fallbrook Ave & Roscoe Blvd
City: Canoga Park
Control: Signalized

Project ID: 21-020185-002
Date: 6/29/2021

Total

NS/EW Streets:	Fallbrook Ave				Fallbrook Ave				Roscoe Blvd				Roscoe Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	1	0	1	2	1	0	1	3	0	0	1	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	11	11	44	0	16	8	0	0	0	72	19	0	62	73	27	1	344
7:15 AM	11	12	57	0	8	8	0	0	2	81	18	0	95	85	27	0	404
7:30 AM	10	24	70	0	5	17	4	0	2	86	29	0	112	106	32	0	497
7:45 AM	6	21	62	0	7	20	6	0	0	84	18	0	117	127	31	0	499
8:00 AM	17	9	54	0	10	13	8	0	3	94	28	0	111	106	22	0	475
8:15 AM	16	11	61	0	13	11	3	0	1	88	15	0	107	122	17	0	465
8:30 AM	12	13	82	0	5	14	1	0	2	95	15	0	107	99	17	0	462
8:45 AM	18	8	73	0	9	16	2	0	3	96	18	0	99	126	15	0	483
9:00 AM	14	7	64	0	7	12	4	0	1	111	22	0	83	116	21	0	462
9:15 AM	13	10	77	0	4	13	3	0	5	98	23	0	84	110	14	0	454
9:30 AM	12	10	81	0	8	19	4	0	2	97	14	0	80	82	9	0	418
9:45 AM	19	9	71	0	10	15	1	0	1	89	10	0	95	102	15	0	437
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	159	145	796	0	102	166	36	0	22	1091	229	0	1152	1254	247	1	5400
APPROACH %'s :	14.45%	13.18%	72.36%	0.00%	33.55%	54.61%	11.84%	0.00%	1.64%	81.30%	17.06%	0.00%	43.41%	47.25%	9.31%	0.04%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	49	65	247	0	35	61	21	0	6	352	90	0	447	461	102	0	1936
PEAK HR FACTOR :	0.721	0.677	0.882	0.000	0.673	0.763	0.656	0.000	0.500	0.936	0.776	0.000	0.955	0.907	0.797	0.000	0.970
	0.868				0.886				0.896				0.918				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	1	0	1	2	1	0	1	3	0	0	1	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	25	18	94	0	15	16	3	0	3	116	16	0	80	97	8	0	491
3:15 PM	14	14	102	0	14	18	3	0	4	123	23	0	87	95	6	0	503
3:30 PM	26	7	108	0	17	24	7	0	4	137	19	0	118	100	6	0	573
3:45 PM	23	13	100	0	19	22	6	0	3	124	20	0	107	110	6	0	553
4:00 PM	22	21	118	0	23	19	2	0	4	133	15	0	96	114	5	0	572
4:15 PM	21	14	102	0	19	32	4	0	4	137	16	0	95	128	9	1	582
4:30 PM	28	11	122	0	30	30	4	0	2	127	17	0	100	124	7	0	602
4:45 PM	27	19	113	0	28	14	4	0	2	112	22	0	102	113	8	0	564
5:00 PM	43	13	121	0	20	23	8	0	6	145	31	0	100	103	12	0	625
5:15 PM	16	18	138	0	20	21	5	0	6	134	19	0	110	96	6	0	589
5:30 PM	32	11	127	0	22	25	7	0	1	132	27	1	92	132	6	0	615
5:45 PM	21	14	147	0	13	20	9	0	2	121	20	0	89	126	8	0	590
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	298	173	1392	0	240	264	62	0	41	1541	245	1	1176	1338	87	1	6859
APPROACH %'s :	16.00%	9.29%	74.72%	0.00%	42.40%	46.64%	10.95%	0.00%	2.24%	84.30%	13.40%	0.05%	45.20%	51.42%	3.34%	0.04%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	112	56	533	0	75	89	29	0	15	532	97	1	391	457	32	0	2419
PEAK HR FACTOR :	0.651	0.778	0.906	0.000	0.852	0.890	0.806	0.000	0.625	0.917	0.782	0.250	0.889	0.866	0.667	0.000	0.968
	0.963				0.894				0.886				0.957				

City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Fallbrook Ave

East/West Eccles St

Day: Wednesday Date: February 22, 2017 Weather: SUNNY

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

School Day: YES District: I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	6	10	0	5
BIKES	6	4	0	4
BUSES	0	0	0	0

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	48	8.30	15	9.00	0	0.00	90	7.30
PM PK 15 MIN	42	15.30	70	17.30	0	0.00	19	17.15
AM PK HOUR	171	7.45	43	9.00	0	0.00	259	7.15
PM PK HOUR	131	16.30	189	17.00	0	0.00	72	16.45

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	84	38	122
8-9	0	124	45	169
9-10	0	50	20	70
15-16	0	23	79	102
16-17	0	22	108	130
17-18	0	19	87	106
TOTAL	0	322	377	699

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	11	20	0	31
8-9	6	27	0	33
9-10	12	31	0	43
15-16	12	78	0	90
16-17	19	107	0	126
17-18	33	156	0	189
TOTAL	93	419	0	512

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
153	0	0	0	0
202	0	0	0	0
113	0	0	0	0
192	0	0	0	0
256	0	0	2	0
295	1	0	1	1
1211	1	0	3	1

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	0	0	0
8-9	0	0	0	0
9-10	0	0	0	0
15-16	0	0	0	0
16-17	0	0	0	0
17-18	0	0	0	0
TOTAL	0	0	0	0

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	221	0	15	236
8-9	98	0	23	121
9-10	43	0	20	63
15-16	45	0	5	50
16-17	50	0	10	60
17-18	66	0	4	70
TOTAL	523	0	77	600

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
236	0	0	0	0
121	2	0	0	0
63	0	0	0	0
50	1	0	0	0
60	2	0	0	0
70	2	1	0	0
600	7	1	0	0

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Fallbrook Ave and Eccles St , West Hills

Date: 2/22/2017
Day: Wednesday

Project #: Historical
City: West Hills

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	445 PM

Total Peak Hour Summary

Southbound Approach

Lanes	0	2	0	
AM	0	24	11	119 AM
NOON	0	0	0	0 NOON
PM	0	155	33	24 PM

Fallbrook Ave

Eccles St

Eastbound Approach

	AM	NOON	PM
	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
Lanes	AM	NOON	PM

Westbound Approach

	AM	NOON	PM	Lanes
	18	0	3	0
	0	0	0	1
	220	0	69	0
	70	0	131	
	AM	NOON	PM	

CONTROL

1-Way Stop (WB)

Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	3:00 PM	6:00 PM

Northbound Approach

AM	244	0	101	59 AM
NOON	0	0	0	0 NOON
PM	224	0	21	98 PM
Lanes	0	0	2	0 Lanes

Total Ins & Outs

	North Leg		
AM	35	119	AM
NOON	0	0	NOON
PM	188	24	PM

West Leg				East Leg		
AM	NOON	PM		AM	NOON	PM
0	0	0		238	0	72
0	0	0		70	0	131

	South Leg	
AM	244	160
NOON	0	0
PM	224	119

Total Volume Per Leg

	North Leg	
AM	154	AM
NOON	0	NOON
PM	212	PM

West Leg			East Leg		
AM	NOON	PM			
0	0	0	308	0	203
			AM	NOON	PM

	South Leg
AM	404
NOON	0
PM	343

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: Historical

Day: Wednesday

TOTALS

City: West Hills

Date: 2/22/2017

AM

NS/EW Streets:	Fallbrook Ave			Fallbrook Ave			Eccles St			Eccles St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	0	0	2	0	0	0	0	0	1	0	
7:00 AM	0	23	5	3	5	0	0	0	0	17	0	3	56
7:15 AM	0	12	7	0	4	0	0	0	0	44	0	2	69
7:30 AM	0	23	14	2	4	0	0	0	0	89	0	1	133
7:45 AM	0	26	12	6	7	0	0	0	0	71	0	9	131
8:00 AM	0	26	20	1	5	0	0	0	0	37	0	6	95
8:15 AM	0	26	13	2	8	0	0	0	0	23	0	2	74
8:30 AM	0	42	6	1	10	0	0	0	0	25	0	7	91
8:45 AM	0	30	6	2	4	0	0	0	0	13	0	8	63
9:00 AM	0	17	3	6	9	0	0	0	0	10	0	7	52
9:15 AM	0	8	4	1	6	0	0	0	0	7	0	7	33
9:30 AM	0	9	6	5	9	0	0	0	0	11	0	3	43
9:45 AM	0	16	7	0	7	0	0	0	0	15	0	3	48
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	258	103	29	78	0	0	0	0	362	0	58	888
APPROACH %'s :	0.00%	71.47%	28.53%	27.10%	72.90%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	86.19%	0.00%	13.81%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	0	101	59	11	24	0	0	0	0	220	0	18	433
PEAK HR FACTOR :		0.870			0.673			0.000			0.661		0.814

CONTROL : 1-Way Stop (WB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: Historical

Day: Wednesday

TOTALS

City: West Hills

Date: 2/22/2017

PM

NS/EW Streets:	Fallbrook Ave			Fallbrook Ave			Eccles St			Eccles St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	0	0	2	0	0	0	0	0	1	0	
3:00 PM	0	5	16	3	22	0	0	0	0	10	0	1	57
3:15 PM	0	10	10	2	11	0	0	0	0	11	0	1	45
3:30 PM	0	5	37	4	22	0	0	0	0	7	0	3	78
3:45 PM	0	3	16	3	23	0	0	0	0	17	0	0	62
4:00 PM	0	8	25	6	29	0	0	0	0	15	0	2	85
4:15 PM	0	2	26	2	23	0	0	0	0	11	0	2	66
4:30 PM	0	1	27	3	30	0	0	0	0	8	0	5	74
4:45 PM	0	11	30	8	25	0	0	0	0	16	0	1	91
5:00 PM	0	3	27	9	43	0	0	0	0	17	0	0	99
5:15 PM	0	5	27	8	25	0	0	0	0	19	0	0	84
5:30 PM	0	2	14	8	62	0	0	0	0	17	0	2	105
5:45 PM	0	9	19	8	26	0	0	0	0	13	0	2	77
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	64	274	64	341	0	0	0	0	161	0	19	923
APPROACH %'s :	0.00%	18.93%	81.07%	15.80%	84.20%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	89.44%	0.00%	10.56%	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	0	21	98	33	155	0	0	0	0	69	0	3	379
PEAK HR FACTOR :		0.726			0.671			0.000			0.947		0.902

CONTROL : 1-Way Stop (WB)

APPENDIX D

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? [x] 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. [x] 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)?

[x] 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** [x] 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 50'/40' Required 55'/40' Proposed 55'/40'
Roscoe Boulevard (Boulevard II)

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 feet[2] 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 amount[4] as required in the Los Angeles Municipal Code or a Specific plan, whichever requirement prevails?

[x] 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 [x] **No** [ ] N/A

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

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

[x] 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?

[x] 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?

[x] 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?

[x] Yes [ ] No

E.2 If the Answer to E.1 is YES, does the Project or Plan result in a significant VMT impact?

[ ] Yes [x] 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 [x] 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

LADCP Citywide Design Guidelines. 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 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. The Project proposes new construction along Fallbrook Avenue and Roscoe Boulevard, which are designated as an Avenue II and Boulevard II, respectively, under the Mobility Plan 2035 Street Standards Plan. The Project Site is zoned [T][Q]M1-1 per the LAMC. The Project is required to and will make the required five-foot dedication along the Project Site's Roscoe Boulevard frontage. Along the Project Site, Fallbrook Avenue is included within the Neighborhood Enhanced Network (NEN) and Bicycle Lane Network (BLN) within the Mobility Plan 2035. Additionally, along the Project Site, Roscoe Boulevard is included within the Bicycle Enhanced Network (BEN) within the 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.

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 required to and will make dedications or improvements to the public right-of way. Specifically, a five-foot dedication is required for Roscoe Boulevard. 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. Pedestrian access to the Project will continue to be provided via the existing driveways along Fallbrook Avenue and Roscoe Boulevard. Additionally, the Project proposes to provide pathways connecting the Project Site to the sidewalks along the Project Site's Fallbrook Avenue and Roscoe Boulevard frontages.

Mobility Plan 2035 Policy 3.2 – People with Disabilities. Accommodate the needs of people with disabilities when modifying of 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 with 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 proposes 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. Fallbrook Avenue and Roscoe Boulevard are designated as an Avenue II and Boulevard II, respectively, under the Mobility Plan 2035 Street Standards Plan. The Project Site is zoned [T][Q]M1-1 per the LAMC.

Mobility Plan 2035 Networks

- The Project Site has frontage along the following networks in MP 2035:
    - Bicycle Enhanced Network: Roscoe Boulevard
    - Bicycle Lane Network: Fallbrook Avenue
    - Neighborhood Enhanced Network: Fallbrook Avenue

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

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

Mobility Plan 2035 Policy 2.6 – Bicycle Networks. Provide safe, convenient, and comfortable local and regional bicycling facilities for people of all types and abilities.

- Fallbrook Avenue has been designated within the City's BLN. Roscoe Boulevard has been designated within the City's BEN. Fallbrook Avenue and Roscoe Boulevard are improved with Class II Bicycle Lanes in each direction. The Project will not preclude or conflict with any potential improvements to Fallbrook Avenue or Roscoe Boulevard as part of the BLN or BEN.

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 does 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 MP 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 required to and will make dedications or improvements to the public right-of way. Specifically, a five-foot dedication is required for Roscoe Boulevard. 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. Pedestrian access to the Project will be provided via pathways within landscaped buffer areas connecting Building 1 to Roscoe Boulevard and Building 3 to Fallbrook Avenue.

Mobility Plan 2035 Policy 3.2 – People with Disabilities. Accommodate the needs of people with disabilities when modifying of 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 on and off-site street loading areas.

- All loading activities will occur off-street and internal to the Project Site. Loading activities associated with service and delivery operations will occur within loading docks internal to each of the three buildings. Additionally, each building will have its own covered trash/recycling enclosure. Service and delivery vehicles will utilize either Project driveway to access the loading docks and trash/recycling enclosures located within each of the three Project buildings.

Mobility Plan 2035 Street Designations and Standard Roadway Dimensions

- The Project proposes 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. Fallbrook Avenue and Roscoe Boulevard are designated as an Avenue II and Boulevard II, respectively, under the Mobility Plan 2035 Street Standards Plan. The Project Site is zoned [T][Q]M1-1 per the LAMC.

B.2. Driveway Access

The Project does not add new driveways along a street designated as an Avenue or a Boulevard, therefore, the Project does not conflict with LADOT Manual of Policy and Procedures (MPP), Section 321, Driveway Design. Primary vehicular access to the Project Site will continue to be provided via the existing driveways along the west side of Fallbrook Avenue and the south side of Roscoe Boulevard. Additional vehicular access to the Project Site will continue to be provided via the existing driveway along the north side of Roscoe Boulevard, opposite Lena Avenue. It is noted that Fallbrook Avenue and Roscoe Boulevard are designated as an Avenue II and Boulevard II, respectively, under the Mobility Plan 2035 Street Standards Plan.

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

- All loading activities will occur off-street and internal to the Project Site. Loading activities associated with service and delivery operations will occur within loading docks internal to each of the three buildings. Additionally, each building will have its own covered trash/recycling enclosure. Service and delivery vehicles will utilize either Project driveway to access the loading docks and trash/recycling enclosures located within each of the three Project buildings.

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.

- The Project Site has frontage along Fallbrook Avenue and Roscoe Boulevard, which are designated as an Avenue II and Boulevard II, respectively, under the Mobility Plan 2035 Street Standards Plan. Vehicular access to the Project Site will be provided via the existing driveway along the west side of Fallbrook Avenue and the existing driveway along the south side of Roscoe Boulevard. The Project driveways are located at the northeastern and southwestern portions of the Project Site, away from major intersections. The Project has been designed 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, 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 first. The Project will maintain the existing curb cuts along Fallbrook Avenue and Roscoe Boulevard and will not add new curb cuts within the public right-of-way. The Project will provide pathways within landscaped buffer areas connecting the Project Site to the sidewalks along the Project Site's Fallbrook Avenue and Roscoe Boulevard frontages. Parking for the Project will be located away from the public-right-of-way. The Fallbrook Avenue driveway is located approximately 300 feet north of the Schoenborn Street intersection and 430 feet south of the Eccles Street intersection. The Roscoe Boulevard driveway is located approximately 505 feet west of the Fallbrook Avenue intersection and 625 east of the Lena Avenue intersection.

- *Minimize both the number of driveway entrances and overall driveway widths.*

    - The existing curb cuts along Fallbrook Avenue and Roscoe Boulevard will be maintained. The Project does not propose the addition of new curb cuts along the public right-of-way.

- *Do not locate drop-off/pick-up areas between principal building entrances and the adjoining sidewalks.*

    - The Project does not propose any on-street drop-off/pick-up areas.

- *Orient vehicular access as far from street intersections as possible.*

    - The Project will maintain the existing driveway along the west side of Fallbrook Avenue, as well as the existing driveway along the south side of Roscoe Boulevard. The Fallbrook Avenue driveway is located approximately 300 feet north of the Schoenborn Street intersection and 430 feet south of the Eccles Street intersection. The Roscoe Boulevard driveway is located approximately 505 feet west of the Fallbrook Avenue intersection and 625 east of the Lena Avenue intersection.

- *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 onsite pedestrian and vehicular circulation by separating loading areas and larger commercial vehicles from areas that are used for public parking and public entrances.*

    - All loading activities will occur off-street and internal to the Project Site. Loading activities associated with service and delivery operations will occur within loading docks internal to each of the three buildings. Additionally, each building will have its own covered trash/recycling enclosure. Service and delivery vehicles will utilize either Project driveway to access the loading docks and trash/recycling enclosures located within each of the three Project buildings.

C. NETWORK ACCESS

C.1. Alley, Street and Stairway Access

The Project does 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 any public rights-of-way.

C.2. New Cul-de-sacs

The Project does 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 is consistent with the Mobility Plan 2035 polices below because while it provides vehicle parking in excess of the requirements of the LAMC, the Project properly balances parking and land use management. The Project will also provide short-term and long-term bicycle parking per LAMC requirements.

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 be completed prior to the anticipated construction of the Project.

Therefore, the Project does not conflict 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 will provide short-term and long-term bicycle parking per the LAMC requirements.

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 2.9 of the Transportation Assessment, the Project will utilize three TDM strategies as Mitigation Measures or Project Design Features: Promotions and Marketing; Ride-Share Program; and Include Bike Parking per the LAMC. The Project Applicant will comply with existing applicable City ordinances (e.g., the City's existing TDM Ordinance, referred to in the 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 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.

- Upon completion of the Project, a total of 262 vehicular parking spaces will be provided. Additionally, the Project will provide bicycle parking per the LAMC requirements. Furthermore, the Project is within convenient walking distance to bus stops along Fallbrook Avenue and Roscoe Boulevard.

  The Project would not conflict with the portion of Policy 4.13 that discourages utilizing land for parking that could have been used for other valuable uses since most of the onsite parking will be located along the perimeter of the Project's three buildings, as well along the edge of the Project Site boundary.

  Parking requirements for the Project are per the State Enterprise Zone (two spaces per 1,000 square feet of floor area). While the Project would include parking in excess of the minimum requirements as determined by the LAMC, it would include features to encourage walking and bicycling and bicycle parking spaces per the LAMC requirements. Furthermore, the Project will implement a ride-share program to encourage high-occupancy vehicle trips to and from the Project Site. As discussed in Section 4.2 of the Transportation Assessment, the Project would be consistent with the applicable goals and objectives of the SCAG 2020–2045 RTP/SCS to locate jobs in infill locations served by public transportation. Therefore, the Project would not undermine broader regional goals of creating vibrant public spaces and a robust multi-modal transportation system.

Under CEQA, a project is considered consistent with an applicable plan if it is consistent with the overall intent of the plan and would not preclude the attainment of its primary goals. A project does not need to be in perfect conformity with each and every policy. Therefore, even though the Project's parking may exceed the minimum requirements as determined by the LAMC, the Project is consistent with the overall intent of Policy 4.13 and Mobility Plan 2035.

Moreover, any inconsistency with an applicable policy, plan, or regulation is only a significant impact under CEQA if the policy, plan, or regulation were adopted for the purpose of avoiding or mitigating an environmental effect and the inconsistency itself would result in a direct physical impact on the environment. The above policy is intended to implement broader regional goals, not to mitigate an environmental effect. Therefore, even if the Project's amount of parking was conservatively considered to be inconsistent with Policy 4.13, such inconsistency would not be considered to be a significant impact under CEQA.

E. CONSISTENCY WITH REGIONAL PLANS

The Project applies two of the City's efficiency-based impact thresholds (i.e., VMT per Capita and 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 along the Fallbrook Avenue and Roscoe Boulevard corridors. Additionally, the Project proposes to provide pathways within landscaped buffer areas connecting the Project Site to the sidewalks along the Project Site's Fallbrook Avenue and Roscoe Boulevard frontages. 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 Fallbrook Avenue and Roscoe Boulevard, which are designated as an Avenue II and Boulevard II, respectively, under the Mobility Plan 2035 Street Standards Plan. Primary vehicular access to the Project Site will continue to be provided via the existing driveway along the west side of Fallbrook Avenue and the existing driveway along the south side of Roscoe Boulevard. Additional vehicular access to the existing Project Site is provided via one driveway along the north side of Roscoe Boulevard, opposite Lena Avenue. It is noted that the Project Site's frontage along Fallbrook Avenue is approximately 690 feet, while the Project Site's frontage along Roscoe Boulevard is approximately 520 feet. Per MPP, Section 321, two driveways are permitted along arterial frontage that spans between 200 and 400 feet. No guidance is provided in MPP, Section 321 for projects with arterial frontage greater than 400 feet. As the Project has one driveway along Fallbrook Avenue and Roscoe Boulevard, the Project 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. The Project Site's Fallbrook Avenue and Roscoe Boulevard frontages are not included within the HIN. It is noted that south of Roscoe Boulevard, Fallbrook Avenue is included 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 Fallbrook Avenue, Roscoe 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 residents, visitors, and employees to bicycle to and from the Project Site. Further, as part of the Project's TDM program, the Project will utilize promotional and marketing tools to educate and inform employees about alternative transportation options and the effects of their travel choices. promotion on available transit options. Lastly, 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. Pedestrian pathways within landscaped buffer areas connecting the Project to the sidewalks on Fallbrook Avenue and

Roscoe Boulevard are proposed. 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 and improvement of all sidewalks along the Project Site's Fallbrook Avenue and Roscoe frontages. The Project will not add additional curb cuts along the public right-of-way in order to provide a safe pedestrian connection between the Project Site and the nearby destinations along the Roscoe Boulevard and Fallbrook Avenue corridors. Additionally, the Project will add pedestrian pathways within landscaped buffer areas connecting the Project Site to the sidewalks along the Project Site's Fallbrook Avenue and Roscoe Boulevard frontages. 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 Chatsworth-Porter Ranch Community Plan ("Community Plan"). The Community Plan was adopted in 1993. It is anticipated that the City will begin a plan update process in 2021. The plan from 1993 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 encourages the implementation of Transportation Management Plans (TMP) to provide vehicular alternatives to the automobile for efficiently transporting large numbers of people to local and regional destinations. As discussed in Section 2.9 of the Transportation Assessment, the Project will implement three TDM strategies as Mitigation Measures or Project Design Features: Promotions and Marketing; Ride-Share Program; and Include Bike Parking per LAMC. 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 be completed prior to the anticipated construction of the Project.

Additionally, the Project complies with the goals and objectives of the Community Plan as the Project will make the required five-foot dedication along the Project Site's Roscoe Boulevard frontage.

APPENDIX E

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 and ≤ 20
C	> 20 and ≤ 35
D	> 35 and ≤ 55
E	> 55 and ≤ 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 and ≤ 15
C	> 15 and ≤ 25
D	> 25 and ≤ 35
E	> 35 and ≤ 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.

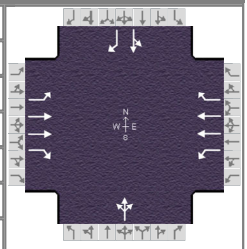
LOS D describes operations with control delay greater than 25 and up to 35 seconds per vehicle.

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

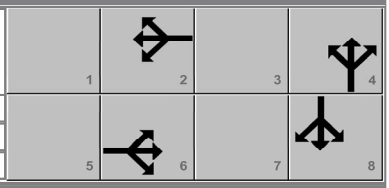
General Information				Intersection Information	
Agency	Linscott, Law & Greenspan			Duration, h	0.250
Analyst	JAS	Analysis Date	Aug 6, 2021	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Existing - AM	PHF	0.95
Urban Street	Roscoe Boulevard	Analysis Year	2021	Analysis Period	1> 8:30
Intersection	Lena / Roscoe	File Name	01AM - Existing.xus		
Project Description	Fallbrook Point				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	8	467	7	11	446	15	3	1	14	9	0	3

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	55.2	24.7	0.0	0.0	0.0	0.0
Yellow	4.3	3.2	0.0	0.0	0.0	0.0
Red	0.5	2.1	0.0	0.0	0.0	0.0



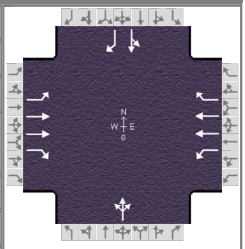
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2		4		8
Case Number		5.0		5.0		8.0		7.0
Phase Duration, s		60.0		60.0		30.0		30.0
Change Period, (*Y+R c*), s		4.8		4.8		5.3		5.3
Max Allow Headway (*MAH*), s		0.0		0.0		4.4		4.4
Queue Clearance Time (*g s*), s						2.8		2.4
Green Extension Time (*g e*), s		0.0		0.0		0.1		0.1
Phase Call Probability						1.00		1.00
Max Out Probability						0.00		0.00

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	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	8	492	7	12	469	16		19			9	3
Adjusted Saturation Flow Rate (*s*), veh/h/ln	938	1809	1610	919	1809	1610		1619			1420	1610
Queue Service Time (*g s*), s	0.4	5.5	0.2	0.5	5.2	0.3		0.0			0.0	0.1
Cycle Queue Clearance Time (*g c*), s	5.6	5.5	0.2	6.0	5.2	0.3		0.8			0.4	0.1
Green Ratio (*g/C*)	0.61	0.61	0.61	0.61	0.61	0.61		0.27			0.27	0.27
Capacity (*c*), veh/h	601	2219	988	588	2219	988		491			470	442
Volume-to-Capacity Ratio (*X*)	0.014	0.222	0.007	0.020	0.212	0.016		0.039			0.020	0.007
Back of Queue (*Q*), ft/ln (95 th percentile)	3.3	84.3	2.3	4.6	79.9	4.9		13.5			6.7	2.2
Back of Queue (*Q*), veh/ln (95 th percentile)	0.1	3.4	0.1	0.2	3.2	0.2		0.5			0.3	0.1
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
Uniform Delay (*d 1*), s/veh	9.0	7.8	6.8	9.1	7.7	6.8		24.0			23.8	23.7
Incremental Delay (*d 2*), s/veh	0.0	0.2	0.0	0.1	0.2	0.0		0.0			0.0	0.0
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
Control Delay (*d*), s/veh	9.0	8.0	6.8	9.2	7.9	6.8		24.0			23.9	23.7
Level of Service (LOS)	A	A	A	A	A	A		C			C	C
Approach Delay, s/veh / LOS	8.0	A		7.9	A		24.0	C		23.8	C	
Intersection Delay, s/veh / LOS	8.5						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.71	B	1.94	B	2.45	B	2.45	B
Bicycle LOS Score / LOS	0.91	A	0.90	A	0.52	A	0.51	A

HCS7 Signalized Intersection Results Summary

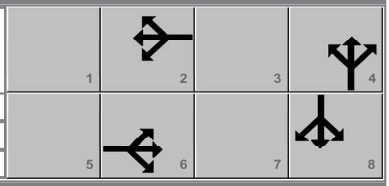
General Information				Intersection Information	
Agency	Linscott, Law & Greenspan			Duration, h	0.250
Analyst	JAS	Analysis Date	Aug 6, 2021	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Existing with Project - AM	PHF	0.95
Urban Street	Roscoe Boulevard	Analysis Year	2021	Analysis Period	1> 8:30
Intersection	Lena / Roscoe	File Name	01AM - Existing with Project.xus		
Project Description	Fallbrook Point				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	12	475	7	11	448	15	3	1	14	9	0	4

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	55.2	24.7	0.0	0.0	0.0	0.0
Yellow	4.3	3.2	0.0	0.0	0.0	0.0
Red	0.5	2.1	0.0	0.0	0.0	0.0



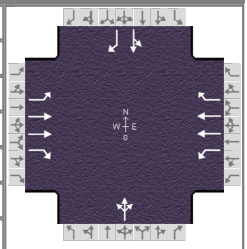
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2		4		8
Case Number		5.0		5.0		8.0		7.0
Phase Duration, s		60.0		60.0		30.0		30.0
Change Period, ($Y+R_c$), s		4.8		4.8		5.3		5.3
Max Allow Headway (*MAH*), s		0.0		0.0		4.4		4.4
Queue Clearance Time (g_s), s						2.8		2.4
Green Extension Time (g_e), s		0.0		0.0		0.1		0.1
Phase Call Probability						1.00		1.00
Max Out Probability						0.00		0.00

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	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	13	500	7	12	472	16		19			9	4
Adjusted Saturation Flow Rate (*s*), veh/h/ln	937	1809	1610	912	1809	1610		1619			1420	1610
Queue Service Time (g_s), s	0.5	5.6	0.2	0.5	5.2	0.3		0.0			0.0	0.2
Cycle Queue Clearance Time (g_c), s	5.8	5.6	0.2	6.1	5.2	0.3		0.8			0.4	0.2
Green Ratio (*g/C*)	0.61	0.61	0.61	0.61	0.61	0.61		0.27			0.27	0.27
Capacity (*c*), veh/h	600	2219	988	583	2219	988		491			470	442
Volume-to-Capacity Ratio (*X*)	0.021	0.225	0.007	0.020	0.213	0.016		0.039			0.020	0.010
Back of Queue (*Q*), ft/ln (95 th percentile)	5	86.1	2.3	4.6	80.3	4.9		13.5			6.7	3
Back of Queue (*Q*), veh/ln (95 th percentile)	0.2	3.4	0.1	0.2	3.2	0.2		0.5			0.3	0.1
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
Uniform Delay (d_1), s/veh	9.0	7.8	6.8	9.2	7.7	6.8		24.0			23.8	23.8
Incremental Delay (d_2), s/veh	0.1	0.2	0.0	0.1	0.2	0.0		0.0			0.0	0.0
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
Control Delay (*d*), s/veh	9.1	8.0	6.8	9.2	8.0	6.8		24.0			23.9	23.8
Level of Service (LOS)	A	A	A	A	A	A		C			C	C
Approach Delay, s/veh / LOS	8.1	A		7.9	A		24.0	C		23.8	C	
Intersection Delay, s/veh / LOS	8.5						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.71	B	1.94	B	2.45	B	2.45	B
Bicycle LOS Score / LOS	0.92	A	0.90	A	0.52	A	0.51	A

HCS7 Signalized Intersection Results Summary

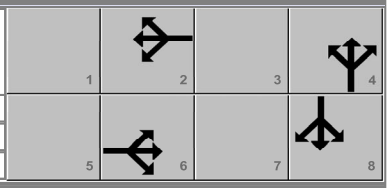
General Information				Intersection Information	
Agency	Linscott, Law & Greenspan			Duration, h	0.250
Analyst	JAS	Analysis Date	Aug 6, 2021	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future - AM	PHF	0.95
Urban Street	Roscoe Boulevard	Analysis Year	2023	Analysis Period	1> 8:30
Intersection	Lena / Roscoe	File Name	01AM - Future.xus		
Project Description	Fallbrook Point				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	8	481	7	11	470	15	3	1	14	9	0	3

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	55.2	24.7	0.0	0.0	0.0	0.0
Yellow	4.3	3.2	0.0	0.0	0.0	0.0
Red	0.5	2.1	0.0	0.0	0.0	0.0



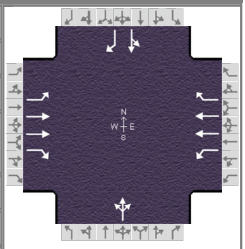
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2		4		8
Case Number		5.0		5.0		8.0		7.0
Phase Duration, s		60.0		60.0		30.0		30.0
Change Period, (*Y+R c*), s		4.8		4.8		5.3		5.3
Max Allow Headway (*MAH*), s		0.0		0.0		4.4		4.4
Queue Clearance Time (*g s*), s						2.8		2.4
Green Extension Time (*g e*), s		0.0		0.0		0.1		0.1
Phase Call Probability						1.00		1.00
Max Out Probability						0.00		0.00

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	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	8	506	7	12	495	16		19			9	3
Adjusted Saturation Flow Rate (*s*), veh/h/ln	917	1809	1610	907	1809	1610		1619			1420	1610
Queue Service Time (*g s*), s	0.4	5.7	0.2	0.5	5.5	0.3		0.0			0.0	0.1
Cycle Queue Clearance Time (*g c*), s	5.9	5.7	0.2	6.2	5.5	0.3		0.8			0.4	0.1
Green Ratio (*g/C*)	0.61	0.61	0.61	0.61	0.61	0.61		0.27			0.27	0.27
Capacity (*c*), veh/h	586	2219	988	579	2219	988		491			470	442
Volume-to-Capacity Ratio (*X*)	0.014	0.228	0.007	0.020	0.223	0.016		0.039			0.020	0.007
Back of Queue (*Q*), ft/ln (95 th percentile)	3.3	87.5	2.3	4.6	85.2	4.9		13.5			6.7	2.2
Back of Queue (*Q*), veh/ln (95 th percentile)	0.1	3.5	0.1	0.2	3.4	0.2		0.5			0.3	0.1
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
Uniform Delay (*d 1*), s/veh	9.1	7.8	6.8	9.2	7.8	6.8		24.0			23.8	23.7
Incremental Delay (*d 2*), s/veh	0.0	0.2	0.0	0.1	0.2	0.0		0.0			0.0	0.0
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
Control Delay (*d*), s/veh	9.2	8.1	6.8	9.3	8.0	6.8		24.0			23.9	23.7
Level of Service (LOS)	A	A	A	A	A	A		C			C	C
Approach Delay, s/veh / LOS	8.1	A		8.0	A		24.0	C		23.8	C	
Intersection Delay, s/veh / LOS	8.5						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.71	B	1.94	B	2.45	B	2.45	B
Bicycle LOS Score / LOS	0.92	A	0.92	A	0.52	A	0.51	A

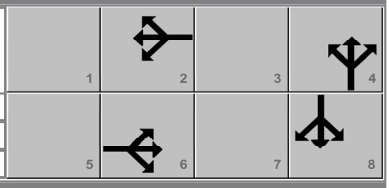
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Linscott, Law & Greenspan			Duration, h	0.250
Analyst	JAS	Analysis Date	Aug 6, 2021	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future with Project - AM	PHF	0.95
Urban Street	Roscoe Boulevard	Analysis Year	2023	Analysis Period	1> 8:30
Intersection	Lena / Roscoe	File Name	01AM - Future with Project.xus		
Project Description	Fallbrook Point				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	12	489	7	11	472	15	3	1	14	9	0	4

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

							
Green	55.2	24.7	0.0	0.0	0.0	0.0	
Yellow	4.3	3.2	0.0	0.0	0.0	0.0	
Red	0.5	2.1	0.0	0.0	0.0	0.0	

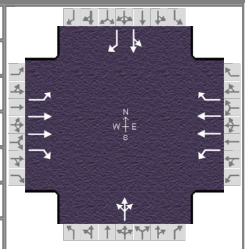
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2		4		8
Case Number		5.0		5.0		8.0		7.0
Phase Duration, s		60.0		60.0		30.0		30.0
Change Period, ($Y+R_c$), s		4.8		4.8		5.3		5.3
Max Allow Headway (*MAH*), s		0.0		0.0		4.4		4.4
Queue Clearance Time (g_s), s						2.8		2.4
Green Extension Time (g_e), s		0.0		0.0		0.1		0.1
Phase Call Probability						1.00		1.00
Max Out Probability						0.00		0.00

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	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	13	515	7	12	497	16		19			9	4
Adjusted Saturation Flow Rate (*s*), veh/h/ln	915	1809	1610	900	1809	1610		1619			1420	1610
Queue Service Time (g_s), s	0.6	5.8	0.2	0.5	5.5	0.3		0.0			0.0	0.2
Cycle Queue Clearance Time (g_c), s	6.1	5.8	0.2	6.3	5.5	0.3		0.8			0.4	0.2
Green Ratio (*g/C*)	0.61	0.61	0.61	0.61	0.61	0.61		0.27			0.27	0.27
Capacity (*c*), veh/h	585	2219	988	574	2219	988		491			470	442
Volume-to-Capacity Ratio (*X*)	0.022	0.232	0.007	0.020	0.224	0.016		0.039			0.020	0.010
Back of Queue (*Q*), ft/ln (95 th percentile)	5	89	2.3	4.6	85.2	4.9		13.5			6.7	3
Back of Queue (*Q*), veh/ln (95 th percentile)	0.2	3.6	0.1	0.2	3.4	0.2		0.5			0.3	0.1
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
Uniform Delay (d_1), s/veh	9.2	7.8	6.8	9.3	7.8	6.8		24.0			23.8	23.8
Incremental Delay (d_2), s/veh	0.1	0.2	0.0	0.1	0.2	0.0		0.0			0.0	0.0
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
Control Delay (*d*), s/veh	9.2	8.1	6.8	9.3	8.0	6.8		24.0			23.9	23.8
Level of Service (LOS)	A	A	A	A	A	A		C			C	C
Approach Delay, s/veh / LOS	8.1	A		8.0	A		24.0	C		23.8	C	
Intersection Delay, s/veh / LOS	8.5						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.71	B	1.94	B	2.45	B	2.45	B
Bicycle LOS Score / LOS	0.93	A	0.92	A	0.52	A	0.51	A

HCS7 Signalized Intersection Results Summary

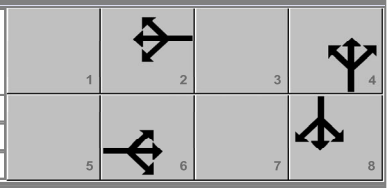
General Information				Intersection Information	
Agency	Linscott, Law & Greenspan			Duration, h	0.250
Analyst	JAS	Analysis Date	Aug 9, 2021	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Existing - PM	PHF	0.91
Urban Street	Roscoe Boulevard	Analysis Year	2021	Analysis Period	1> 17:00
Intersection	Lena / Roscoe	File Name	01PM - Existing.xus		
Project Description	Fallbrook Point				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	8	548	9	24	558	13	5	0	12	35	0	9

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	55.2	24.7	0.0	0.0	0.0	0.0
Yellow	4.3	3.2	0.0	0.0	0.0	0.0
Red	0.5	2.1	0.0	0.0	0.0	0.0



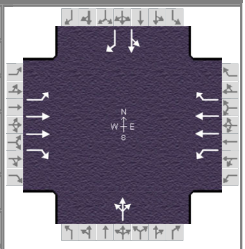
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2		4		8
Case Number		5.0		5.0		8.0		7.0
Phase Duration, s		60.0		60.0		30.0		30.0
Change Period, (*Y+R c*), s		4.8		4.8		5.3		5.3
Max Allow Headway (*MAH*), s		0.0		0.0		4.3		4.3
Queue Clearance Time (*g s*), s						2.7		3.8
Green Extension Time (*g e*), s		0.0		0.0		0.2		0.2
Phase Call Probability						1.00		1.00
Max Out Probability						0.00		0.00

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	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	9	602	10	26	613	14		19			38	10
Adjusted Saturation Flow Rate (*s*), veh/h/ln	822	1809	1610	830	1809	1610		1581			1423	1610
Queue Service Time (*g s*), s	0.5	6.9	0.2	1.4	7.1	0.3		0.0			1.1	0.4
Cycle Queue Clearance Time (*g c*), s	7.6	6.9	0.2	8.3	7.1	0.3		0.7			1.8	0.4
Green Ratio (*g/C*)	0.61	0.61	0.61	0.61	0.61	0.61		0.27			0.27	0.27
Capacity (*c*), veh/h	519	2219	988	525	2219	988		486			471	442
Volume-to-Capacity Ratio (*X*)	0.017	0.271	0.010	0.050	0.276	0.014		0.038			0.082	0.022
Back of Queue (*Q*), ft/ln (95 th percentile)	3.7	106.9	3.1	11.3	109.7	4.4		13.3			27.9	7
Back of Queue (*Q*), veh/ln (95 th percentile)	0.1	4.3	0.1	0.5	4.4	0.2		0.5			1.1	0.3
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
Uniform Delay (*d 1*), s/veh	9.9	8.1	6.8	10.0	8.1	6.8		24.0			24.3	23.8
Incremental Delay (*d 2*), s/veh	0.1	0.3	0.0	0.2	0.3	0.0		0.0			0.1	0.0
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
Control Delay (*d*), s/veh	9.9	8.4	6.8	10.2	8.4	6.8		24.0			24.4	23.9
Level of Service (LOS)	A	A	A	B	A	A		C			C	C
Approach Delay, s/veh / LOS	8.4	A		8.4	A		24.0	C		24.3	C	
Intersection Delay, s/veh / LOS	9.2						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.71	B	1.94	B	2.45	B	2.45	B
Bicycle LOS Score / LOS	1.00	A	1.03	A	0.52	A	0.57	A

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Linscott, Law & Greenspan			Duration, h	0.250
Analyst	JAS	Analysis Date	Aug 9, 2021	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Existing with Project - PM	PHF	0.91
Urban Street	Roscoe Boulevard	Analysis Year	2021	Analysis Period	1> 17:00
Intersection	Lena / Roscoe	File Name	01PM - Existing with Project.xus		
Project Description	Fallbrook Point				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	9	550	9	24	566	13	5	0	12	35	0	13

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

							1	2	3	4
Green	55.2	24.7	0.0	0.0	0.0	0.0	5	6	7	8
Yellow	4.3	3.2	0.0	0.0	0.0	0.0				
Red	0.5	2.1	0.0	0.0	0.0	0.0				

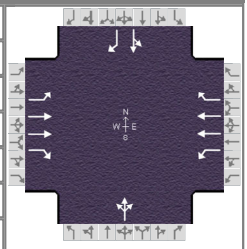
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2		4		8
Case Number		5.0		5.0		8.0		7.0
Phase Duration, s		60.0		60.0		30.0		30.0
Change Period, ($Y+R_c$), s		4.8		4.8		5.3		5.3
Max Allow Headway (*MAH*), s		0.0		0.0		4.3		4.3
Queue Clearance Time (g_s), s						2.7		3.8
Green Extension Time (g_e), s		0.0		0.0		0.2		0.2
Phase Call Probability						1.00		1.00
Max Out Probability						0.00		0.00

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	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	10	604	10	26	622	14		19			38	14
Adjusted Saturation Flow Rate (*s*), veh/h/ln	815	1809	1610	828	1809	1610		1581			1423	1610
Queue Service Time (g_s), s	0.5	7.0	0.2	1.4	7.2	0.3		0.0			1.1	0.6
Cycle Queue Clearance Time (g_c), s	7.7	7.0	0.2	8.4	7.2	0.3		0.7			1.8	0.6
Green Ratio (*g/C*)	0.61	0.61	0.61	0.61	0.61	0.61		0.27			0.27	0.27
Capacity (*c*), veh/h	514	2219	988	524	2219	988		486			471	442
Volume-to-Capacity Ratio (*X*)	0.019	0.272	0.010	0.050	0.280	0.014		0.038			0.082	0.032
Back of Queue (*Q*), ft/ln (95 th percentile)	4.2	107.7	3.1	11.3	111.7	4.4		13.3			27.9	10.2
Back of Queue (*Q*), veh/ln (95 th percentile)	0.2	4.3	0.1	0.5	4.5	0.2		0.5			1.1	0.4
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
Uniform Delay (d_1), s/veh	9.9	8.1	6.8	10.0	8.1	6.8		24.0			24.3	23.9
Incremental Delay (d_2), s/veh	0.1	0.3	0.0	0.2	0.3	0.0		0.0			0.1	0.0
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
Control Delay (*d*), s/veh	10.0	8.4	6.8	10.2	8.4	6.8		24.0			24.4	23.9
Level of Service (LOS)	B	A	A	B	A	A		C			C	C
Approach Delay, s/veh / LOS	8.4	A		8.5	A		24.0	C		24.3	C	
Intersection Delay, s/veh / LOS	9.3						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.71	B	1.94	B	2.45	B	2.45	B
Bicycle LOS Score / LOS	1.00	A	1.03	A	0.52	A	0.57	A

HCS7 Signalized Intersection Results Summary

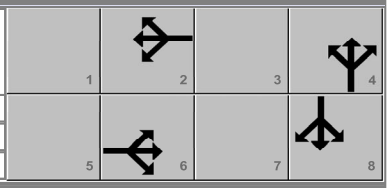
General Information				Intersection Information	
Agency	Linscott, Law & Greenspan			Duration, h	0.250
Analyst	JAS	Analysis Date	Aug 9, 2021	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future - PM	PHF	0.91
Urban Street	Roscoe Boulevard	Analysis Year	2023	Analysis Period	1> 17:00
Intersection	Lena / Roscoe	File Name	01PM - Future.xus		
Project Description	Fallbrook Point				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	8	576	9	24	579	13	5	0	12	36	0	9

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	55.2	24.7	0.0	0.0	0.0	0.0
Yellow	4.3	3.2	0.0	0.0	0.0	0.0
Red	0.5	2.1	0.0	0.0	0.0	0.0



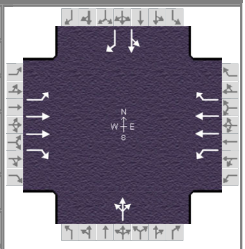
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2		4		8
Case Number		5.0		5.0		8.0		7.0
Phase Duration, s		60.0		60.0		30.0		30.0
Change Period, ($Y+R_c$), s		4.8		4.8		5.3		5.3
Max Allow Headway (*MAH*), s		0.0		0.0		4.3		4.3
Queue Clearance Time (g_s), s						2.7		3.9
Green Extension Time (g_e), s		0.0		0.0		0.2		0.2
Phase Call Probability						1.00		1.00
Max Out Probability						0.00		0.00

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	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	9	633	10	26	636	14		19			40	10
Adjusted Saturation Flow Rate (*s*), veh/h/ln	804	1809	1610	807	1809	1610		1581			1423	1610
Queue Service Time (g_s), s	0.5	7.4	0.2	1.4	7.4	0.3		0.0			1.1	0.4
Cycle Queue Clearance Time (g_c), s	7.9	7.4	0.2	8.8	7.4	0.3		0.7			1.9	0.4
Green Ratio (*g/C*)	0.61	0.61	0.61	0.61	0.61	0.61		0.27			0.27	0.27
Capacity (*c*), veh/h	507	2219	988	509	2219	988		486			471	442
Volume-to-Capacity Ratio (*X*)	0.017	0.285	0.010	0.052	0.287	0.014		0.038			0.084	0.022
Back of Queue (*Q*), ft/ln (95 th percentile)	3.7	113.7	3.1	11.5	114.7	4.4		13.3			28.7	7
Back of Queue (*Q*), veh/ln (95 th percentile)	0.1	4.5	0.1	0.5	4.6	0.2		0.5			1.1	0.3
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
Uniform Delay (d_1), s/veh	10.0	8.2	6.8	10.2	8.2	6.8		24.0			24.4	23.8
Incremental Delay (d_2), s/veh	0.1	0.3	0.0	0.2	0.3	0.0		0.0			0.1	0.0
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
Control Delay (*d*), s/veh	10.1	8.5	6.8	10.4	8.5	6.8		24.0			24.4	23.9
Level of Service (LOS)	B	A	A	B	A	A		C			C	C
Approach Delay, s/veh / LOS	8.5	A		8.5	A		24.0	C		24.3	C	
Intersection Delay, s/veh / LOS	9.3						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.71	B	1.94	B	2.45	B	2.45	B
Bicycle LOS Score / LOS	1.03	A	1.05	A	0.52	A	0.57	A

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Linscott, Law & Greenspan			Duration, h	0.250
Analyst	JAS	Analysis Date	Aug 9, 2021	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future with Project - PM	PHF	0.91
Urban Street	Roscoe Boulevard	Analysis Year	2023	Analysis Period	1> 17:00
Intersection	Lena / Roscoe	File Name	01PM - Future with Project.xus		
Project Description	Fallbrook Point				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	9	578	9	24	587	13	5	0	12	36	0	13

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

							1	2	3	4
Green	55.2	24.7	0.0	0.0	0.0	0.0	5	6	7	8
Yellow	4.3	3.2	0.0	0.0	0.0	0.0				
Red	0.5	2.1	0.0	0.0	0.0	0.0				

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2		4		8
Case Number		5.0		5.0		8.0		7.0
Phase Duration, s		60.0		60.0		30.0		30.0
Change Period, ($Y+R_c$), s		4.8		4.8		5.3		5.3
Max Allow Headway (*MAH*), s		0.0		0.0		4.3		4.3
Queue Clearance Time (g_s), s						2.7		3.9
Green Extension Time (g_e), s		0.0		0.0		0.2		0.2
Phase Call Probability						1.00		1.00
Max Out Probability						0.00		0.00

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	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	10	635	10	26	645	14		19			40	14
Adjusted Saturation Flow Rate (*s*), veh/h/ln	798	1809	1610	805	1809	1610		1581			1423	1610
Queue Service Time (g_s), s	0.5	7.4	0.2	1.4	7.6	0.3		0.0			1.1	0.6
Cycle Queue Clearance Time (g_c), s	8.1	7.4	0.2	8.8	7.6	0.3		0.7			1.9	0.6
Green Ratio (*g/C*)	0.61	0.61	0.61	0.61	0.61	0.61		0.27			0.27	0.27
Capacity (*c*), veh/h	502	2219	988	507	2219	988		486			471	442
Volume-to-Capacity Ratio (*X*)	0.020	0.286	0.010	0.052	0.291	0.014		0.038			0.084	0.032
Back of Queue (*Q*), ft/ln (95 th percentile)	4.2	114.5	3.1	11.5	116.7	4.4		13.3			28.7	10.2
Back of Queue (*Q*), veh/ln (95 th percentile)	0.2	4.6	0.1	0.5	4.7	0.2		0.5			1.1	0.4
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
Uniform Delay (d_1), s/veh	10.1	8.2	6.8	10.2	8.2	6.8		24.0			24.4	23.9
Incremental Delay (d_2), s/veh	0.1	0.3	0.0	0.2	0.3	0.0		0.0			0.1	0.0
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
Control Delay (*d*), s/veh	10.2	8.5	6.8	10.4	8.5	6.8		24.0			24.4	23.9
Level of Service (LOS)	B	A	A	B	A	A		C			C	C
Approach Delay, s/veh / LOS	8.5	A		8.6	A		24.0	C		24.3	C	
Intersection Delay, s/veh / LOS	9.3						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.71	B	1.94	B	2.45	B	2.45	B
Bicycle LOS Score / LOS	1.03	A	1.05	A	0.52	A	0.58	A

HCS7 Two-Way Stop-Control Report

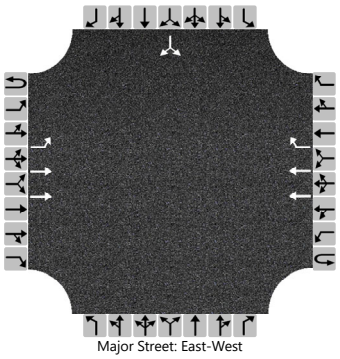
General Information

Analyst	JAS
Agency/Co.	Linscott, Law & Greenspan
Date Performed	8/9/2021
Analysis Year	2021
Time Analyzed	Existing - AM
Intersection Orientation	East-West
Project Description	Fallbrook Point

Site Information

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

Lanes


Major Street: East-West

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	0	2	1		0	0	0		0	1	0
Configuration		L	T				T	R							LR	
Volume (veh/h)	0	36	454				466	36						6		6
Percent Heavy Vehicles (%)	3	3												3		3
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized							No									
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.5		6.9
Critical Headway (sec)		4.16												6.86		6.96
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		39													13	
Capacity, c (veh/h)		1013													421	
v/c Ratio		0.04													0.03	
95% Queue Length, Q_{95} (veh)		0.1													0.1	
Control Delay (s/veh)		8.7													13.8	
Level of Service (LOS)		A													B	
Approach Delay (s/veh)		0.6												13.8		
Approach LOS														B		

HCS7 Two-Way Stop-Control Report

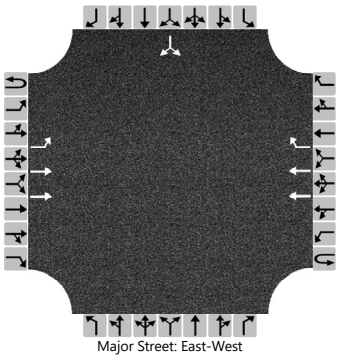
General Information

Analyst	JAS
Agency/Co.	Linscott, Law & Greenspan
Date Performed	8/9/2021
Analysis Year	2021
Time Analyzed	Existing + Project - AM
Intersection Orientation	East-West
Project Description	Fallbrook Point

Site Information

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

Lanes


Major Street: East-West

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	0	2	1		0	0	0		0	1	0
Configuration		L	T				T	R							LR	
Volume (veh/h)	0	44	454				466	44						8		8
Percent Heavy Vehicles (%)	3	3												3		3
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized							No									
Median Type | Storage							Undivided									

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.5		6.9
Critical Headway (sec)		4.16												6.86		6.96
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		48													17	
Capacity, c (veh/h)		1005													411	
v/c Ratio		0.05													0.04	
95% Queue Length, Q_{95} (veh)		0.1													0.1	
Control Delay (s/veh)		8.8													14.2	
Level of Service (LOS)		A													B	
Approach Delay (s/veh)		0.8												14.2		
Approach LOS														B		

HCS7 Two-Way Stop-Control Report

General Information

Analyst	JAS
Agency/Co.	Linscott, Law & Greenspan
Date Performed	8/9/2021
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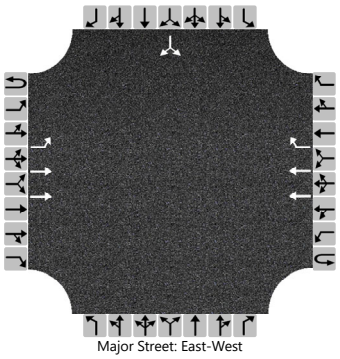
Time Analyzed	Future - AM
Intersection Orientation	East-West
Project Description	Fallbrook Point

Site Information

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

Lanes


Major Street: East-West

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	0	2	1		0	0	0		0	1	0
Configuration		L	T				T	R							LR	
Volume (veh/h)	0	37	468				490	37						6		6
Percent Heavy Vehicles (%)	3	3												3		3
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized							No									
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.5		6.9
Critical Headway (sec)		4.16												6.86		6.96
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		40													13	
Capacity, c (veh/h)		989													403	
v/c Ratio		0.04													0.03	
95% Queue Length, Q_{95} (veh)		0.1													0.1	
Control Delay (s/veh)		8.8													14.2	
Level of Service (LOS)		A													B	
Approach Delay (s/veh)		0.6												14.2		
Approach LOS														B		

HCS7 Two-Way Stop-Control Report

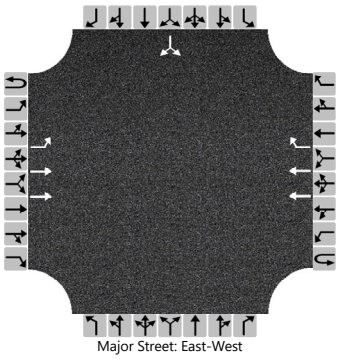
General Information

Analyst	JAS
Agency/Co.	Linscott, Law & Greenspan
Date Performed	8/9/2021
Analysis Year	2023
Time Analyzed	Future + Project - AM
Intersection Orientation	East-West
Project Description	Fallbrook Point

Site Information

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

Lanes


Major Street: East-West

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	0	2	1		0	0	0		0	1	0
Configuration		L	T				T	R							LR	
Volume (veh/h)	0	45	468				490	45						8		8
Percent Heavy Vehicles (%)	3	3												3		3
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized							No									
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.5		6.9
Critical Headway (sec)		4.16												6.86		6.96
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

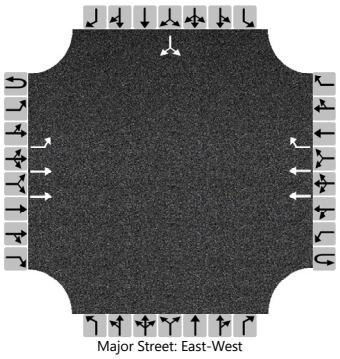
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		49													17	
Capacity, c (veh/h)		982													392	
v/c Ratio		0.05													0.04	
95% Queue Length, Q_{95} (veh)		0.2													0.1	
Control Delay (s/veh)		8.9													14.6	
Level of Service (LOS)		A													B	
Approach Delay (s/veh)		0.8												14.6		
Approach LOS														B		

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	JAS	Intersection	Roscoe Dwy/Roscoe
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	8/9/2021	East/West Street	Roscoe Boulevard
Analysis Year	2021	North/South Street	Roscoe Boulevard Dwy
Time Analyzed	Existing - PM	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Fallbrook Point		

Lanes


Major Street: East-West

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	0	2	1		0	0	0		0	1	0
Configuration		L	T				T	R							LR	
Volume (veh/h)	0	7	588				560	7						35		35
Percent Heavy Vehicles (%)	3	3												3		3
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized							No									
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.5		6.9
Critical Headway (sec)		4.16												6.86		6.96
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		8													76	
Capacity, c (veh/h)		953													374	
v/c Ratio		0.01													0.20	
95% Queue Length, Q_{95} (veh)		0.0													0.8	
Control Delay (s/veh)		8.8													17.1	
Level of Service (LOS)		A													C	
Approach Delay (s/veh)		0.1												17.1		
Approach LOS														C		

HCS7 Two-Way Stop-Control Report

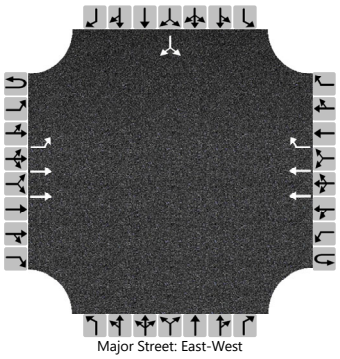
General Information

Analyst	JAS
Agency/Co.	Linscott, Law & Greenspan
Date Performed	8/9/2021
Analysis Year	2021
Time Analyzed	Existing + Project - PM
Intersection Orientation	East-West
Project Description	Fallbrook Point

Site Information

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

Lanes


Major Street: East-West

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	0	2	1		0	0	0		0	1	0
Configuration		L	T				T	R							LR	
Volume (veh/h)	0	9	588				560	9						43		43
Percent Heavy Vehicles (%)	3	3												3		3
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized							No									
Median Type | Storage							Undivided									

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.5		6.9
Critical Headway (sec)		4.16												6.86		6.96
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		10													93	
Capacity, c (veh/h)		951													372	
v/c Ratio		0.01													0.25	
95% Queue Length, Q_{95} (veh)		0.0													1.0	
Control Delay (s/veh)		8.8													17.9	
Level of Service (LOS)		A													C	
Approach Delay (s/veh)		0.1												17.9		
Approach LOS														C		

HCS7 Two-Way Stop-Control Report

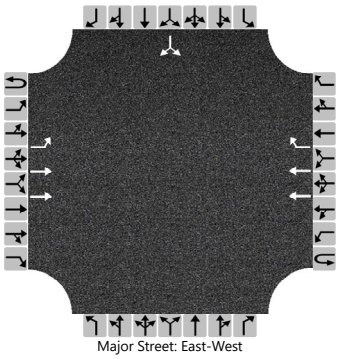
General Information

Analyst	JAS
Agency/Co.	Linscott, Law & Greenspan
Date Performed	8/9/2021
Analysis Year	2023
Time Analyzed	Future - PM
Intersection Orientation	East-West
Project Description	Fallbrook Point

Site Information

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

Lanes


Major Street: East-West

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	0	2	1		0	0	0		0	1	0
Configuration		L	T				T	R							LR	
Volume (veh/h)	0	7	617				581	7						36		36
Percent Heavy Vehicles (%)	3	3												3		3
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized							No									
Median Type | Storage							Undivided									

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.5		6.9
Critical Headway (sec)		4.16												6.86		6.96
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		8													78	
Capacity, c (veh/h)		934													357	
v/c Ratio		0.01													0.22	
95% Queue Length, Q_{95} (veh)		0.0													0.8	
Control Delay (s/veh)		8.9													17.9	
Level of Service (LOS)		A													C	
Approach Delay (s/veh)		0.1												17.9		
Approach LOS														C		

HCS7 Two-Way Stop-Control Report

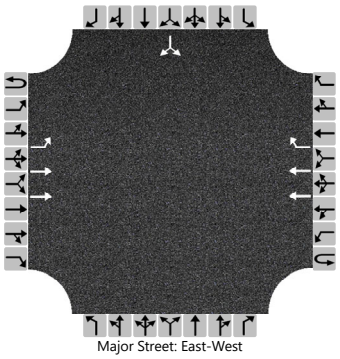
General Information

Analyst	JAS
Agency/Co.	Linscott, Law & Greenspan
Date Performed	8/9/2021
Analysis Year	2023
Time Analyzed	Future + Project - PM
Intersection Orientation	East-West
Project Description	Fallbrook Point

Site Information

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

Lanes


Major Street: East-West

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	0	2	1		0	0	0		0	1	0
Configuration		L	T				T	R							LR	
Volume (veh/h)	0	9	617				581	9						44		44
Percent Heavy Vehicles (%)	3	3												3		3
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized							No									
Median Type | Storage							Undivided									

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.5		6.9
Critical Headway (sec)		4.16												6.86		6.96
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		10													96	
Capacity, c (veh/h)		932													355	
v/c Ratio		0.01													0.27	
95% Queue Length, Q_{95} (veh)		0.0													1.1	
Control Delay (s/veh)		8.9													18.9	
Level of Service (LOS)		A													C	
Approach Delay (s/veh)		0.1												18.9		
Approach LOS														C		

HCS7 Two-Way Stop-Control Report

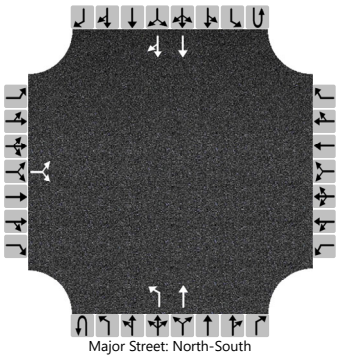
General Information

Analyst	JAS
Agency/Co.	Linscott, Law & Greenspan
Date Performed	8/5/2021
Analysis Year	2021
Time Analyzed	Existing - AM
Intersection Orientation	North-South
Project Description	Fallbrook Point

Site Information

Intersection	Fallbrook/Fallbrook Dwy
Jurisdiction	City of Los Angeles
East/West Street	Fallbrook Avenue Driveway
North/South Street	Fallbrook 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		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	1	1	0	0	0	2	0
Configuration			LR							L	T				T	TR
Volume (veh/h)		0		15					0	90	167				254	0
Percent Heavy Vehicles (%)		3		3					3	3						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5		6.9						4.1						
Critical Headway (sec)		6.86		6.96						4.16						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.53		3.33						2.23						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			16							98						
Capacity, c (veh/h)			882							1277						
v/c Ratio			0.02							0.08						
95% Queue Length, Q_{95} (veh)			0.1							0.2						
Control Delay (s/veh)			9.2							8.1						
Level of Service (LOS)			A							A						
Approach Delay (s/veh)		9.2								2.8						
Approach LOS		A														

HCS7 Two-Way Stop-Control Report

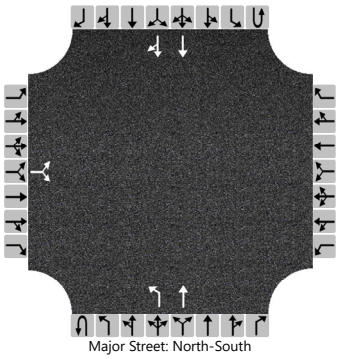
General Information

Analyst	JAS
Agency/Co.	Linscott, Law & Greenspan
Date Performed	8/5/2021
Analysis Year	2021
Time Analyzed	Existing + Project - AM
Intersection Orientation	North-South
Project Description	Fallbrook Point

Site Information

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

Lanes


Major Street: North-South

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		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	1	1	0	0	0	2	0
Configuration			LR							L	T				T	TR
Volume (veh/h)		0		20					0	110	167				254	0
Percent Heavy Vehicles (%)		3		3					3	3						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5		6.9						4.1						
Critical Headway (sec)		6.86		6.96						4.16						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.53		3.33						2.23						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			22							120						
Capacity, c (veh/h)			882							1277						
v/c Ratio			0.02							0.09						
95% Queue Length, Q_{95} (veh)			0.1							0.3						
Control Delay (s/veh)			9.2							8.1						
Level of Service (LOS)			A							A						
Approach Delay (s/veh)	9.2								3.2							
Approach LOS	A															

HCS7 Two-Way Stop-Control Report

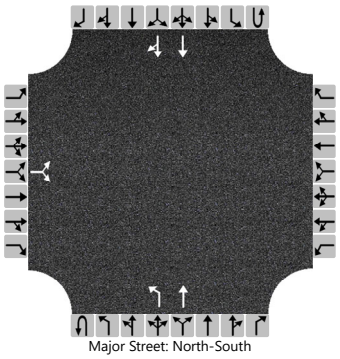
General Information

Analyst	JAS
Agency/Co.	Linscott, Law & Greenspan
Date Performed	8/31/2021
Analysis Year	2023
Time Analyzed	Future - AM
Intersection Orientation	North-South
Project Description	Fallbrook Point

Site Information

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

Lanes


Major Street: North-South

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		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	1	1	0	0	0	2	0
Configuration			LR							L	T				T	TR
Volume (veh/h)		0		15					0	92	187				322	0
Percent Heavy Vehicles (%)		3		3					3	3						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5		6.9						4.1						
Critical Headway (sec)		6.86		6.96						4.16						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.53		3.33						2.23						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			16							100						
Capacity, c (veh/h)			835							1198						
v/c Ratio			0.02							0.08						
95% Queue Length, Q_{95} (veh)			0.1							0.3						
Control Delay (s/veh)			9.4							8.3						
Level of Service (LOS)			A							A						
Approach Delay (s/veh)	9.4								2.7							
Approach LOS	A															

HCS7 Two-Way Stop-Control Report

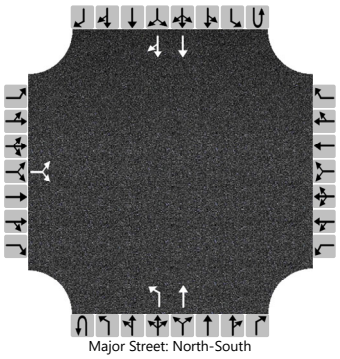
General Information

Analyst	JAS
Agency/Co.	Linscott, Law & Greenspan
Date Performed	8/31/2021
Analysis Year	2023
Time Analyzed	Future + Project - AM
Intersection Orientation	North-South
Project Description	Fallbrook Point

Site Information

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

Lanes


Major Street: North-South

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		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	1	1	0	0	0	2	0
Configuration			LR							L	T				T	TR
Volume (veh/h)		0		20					0	112	187				322	0
Percent Heavy Vehicles (%)		3		3					3	3						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5		6.9						4.1						
Critical Headway (sec)		6.86		6.96						4.16						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.53		3.33						2.23						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			22							122						
Capacity, c (veh/h)			835							1198						
v/c Ratio			0.03							0.10						
95% Queue Length, Q_{95} (veh)			0.1							0.3						
Control Delay (s/veh)			9.4							8.3						
Level of Service (LOS)			A							A						
Approach Delay (s/veh)		9.4								3.1						
Approach LOS		A														

HCS7 Two-Way Stop-Control Report

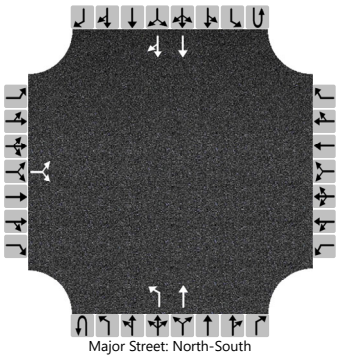
General Information

Analyst	JAS
Agency/Co.	Linscott, Law & Greenspan
Date Performed	8/5/2021
Analysis Year	2021
Time Analyzed	Existing - PM
Intersection Orientation	North-South
Project Description	Fallbrook Point

Site Information

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

Lanes


Major Street: North-South

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		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	1	1	0	0	0	2	0
Configuration			LR							L	T				T	TR
Volume (veh/h)		0		87					0	17	124				233	0
Percent Heavy Vehicles (%)		3		3					3	3						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5		6.9						4.1						
Critical Headway (sec)		6.86		6.96						4.16						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.53		3.33						2.23						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			95							18						
Capacity, c (veh/h)			897							1302						
v/c Ratio			0.11							0.01						
95% Queue Length, Q_{95} (veh)			0.4							0.0						
Control Delay (s/veh)			9.5							7.8						
Level of Service (LOS)			A							A						
Approach Delay (s/veh)		9.5								0.9						
Approach LOS		A														

HCS7 Two-Way Stop-Control Report

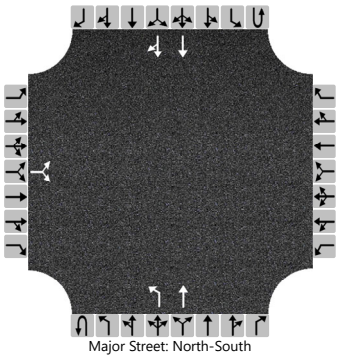
General Information

Analyst	JAS
Agency/Co.	Linscott, Law & Greenspan
Date Performed	8/5/2021
Analysis Year	2021
Time Analyzed	Existing + Project - PM
Intersection Orientation	North-South
Project Description	Fallbrook Point

Site Information

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

Lanes


Major Street: North-South

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		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	1	1	0	0	0	2	0
Configuration			LR							L	T				T	TR
Volume (veh/h)		0		107					0	23	124				233	0
Percent Heavy Vehicles (%)		3		3					3	3						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5		6.9						4.1						
Critical Headway (sec)		6.86		6.96						4.16						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.53		3.33						2.23						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			116							25						
Capacity, c (veh/h)			897							1302						
v/c Ratio			0.13							0.02						
95% Queue Length, Q_{95} (veh)			0.4							0.1						
Control Delay (s/veh)			9.6							7.8						
Level of Service (LOS)			A							A						
Approach Delay (s/veh)		9.6								1.2						
Approach LOS		A														

HCS7 Two-Way Stop-Control Report

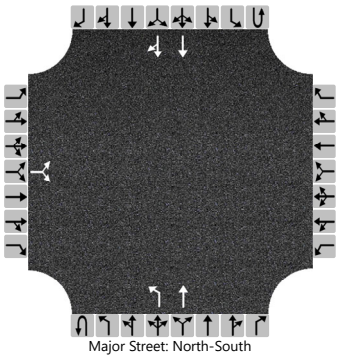
General Information

Analyst	JAS
Agency/Co.	Linscott, Law & Greenspan
Date Performed	8/31/2021
Analysis Year	2023
Time Analyzed	Future - PM
Intersection Orientation	North-South
Project Description	Fallbrook Point

Site Information

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

Lanes


Major Street: North-South

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		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	1	1	0	0	0	2	0
Configuration			LR							L	T				T	TR
Volume (veh/h)		0		89					0	17	183				306	0
Percent Heavy Vehicles (%)		3		3					3	3						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5		6.9						4.1						
Critical Headway (sec)		6.86		6.96						4.16						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.53		3.33						2.23						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			97							18						
Capacity, c (veh/h)			846							1216						
v/c Ratio			0.11							0.02						
95% Queue Length, Q_{95} (veh)			0.4							0.0						
Control Delay (s/veh)			9.8							8.0						
Level of Service (LOS)			A							A						
Approach Delay (s/veh)	9.8								0.7							
Approach LOS	A															

HCS7 Two-Way Stop-Control Report

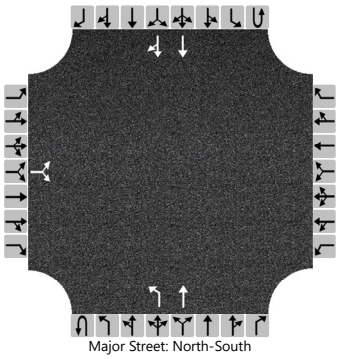
General Information

Analyst	JAS
Agency/Co.	Linscott, Law & Greenspan
Date Performed	8/31/2021
Analysis Year	2023
Time Analyzed	Future + Project - PM
Intersection Orientation	North-South
Project Description	Fallbrook Point

Site Information

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

Lanes


Major Street: North-South

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		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	1	1	0	0	0	2	0
Configuration			LR							L	T				T	TR
Volume (veh/h)		0		109					0	23	183				306	0
Percent Heavy Vehicles (%)		3		3					3	3						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5		6.9						4.1						
Critical Headway (sec)		6.86		6.96						4.16						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.53		3.33						2.23						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			118							25						
Capacity, c (veh/h)			846							1216						
v/c Ratio			0.14							0.02						
95% Queue Length, Q_{95} (veh)			0.5							0.1						
Control Delay (s/veh)			9.9							8.0						
Level of Service (LOS)			A							A						
Approach Delay (s/veh)		9.9							0.9							
Approach LOS		A														

HCS7 Two-Way Stop-Control Report

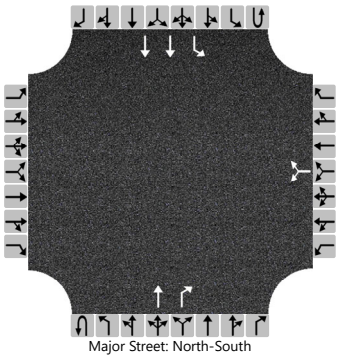
General Information

Analyst	JAS
Agency/Co.	Linscott, Law & Greenspan
Date Performed	8/5/2021
Analysis Year	2021
Time Analyzed	Existing - AM
Intersection Orientation	North-South
Project Description	Fallbrook Point

Site Information

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

Lanes


Major Street: North-South

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		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	1	0	1	2	0
Configuration							LR				T	R		L	T	
Volume (veh/h)						23		70			187	24		0	269	
Percent Heavy Vehicles (%)						3		3						3		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized										No						
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)						7.5		6.2						4.1		
Critical Headway (sec)						6.86		6.26						4.16		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.53		3.33						2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							101							0		
Capacity, c (veh/h)							767							1329		
v/c Ratio							0.13							0.00		
95% Queue Length, Q_{95} (veh)							0.5							0.0		
Control Delay (s/veh)							10.4							7.7		
Level of Service (LOS)							B							A		
Approach Delay (s/veh)						10.4								0.0		
Approach LOS						B										

HCS7 Two-Way Stop-Control Report

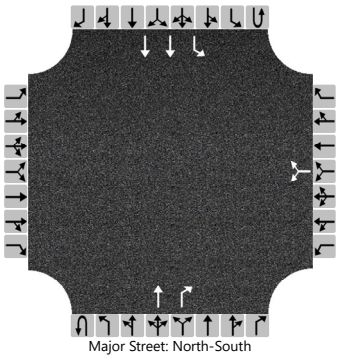
General Information

Analyst	JAS
Agency/Co.	Linscott, Law & Greenspan
Date Performed	8/5/2021
Analysis Year	2021
Time Analyzed	Existing + Project - AM
Intersection Orientation	North-South
Project Description	Fallbrook Point

Site Information

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

Lanes


Major Street: North-South

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		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	1	0	1	2	0
Configuration							LR				T	R		L	T	
Volume (veh/h)						23		70			207	24		0	274	
Percent Heavy Vehicles (%)						3		3						3		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized										No						
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)						7.5		6.2						4.1		
Critical Headway (sec)						6.86		6.26						4.16		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.53		3.33						2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							101							0		
Capacity, c (veh/h)							744							1304		
v/c Ratio							0.14							0.00		
95% Queue Length, Q_{95} (veh)							0.5							0.0		
Control Delay (s/veh)							10.6							7.8		
Level of Service (LOS)							B							A		
Approach Delay (s/veh)						10.6								0.0		
Approach LOS						B										

HCS7 Two-Way Stop-Control Report

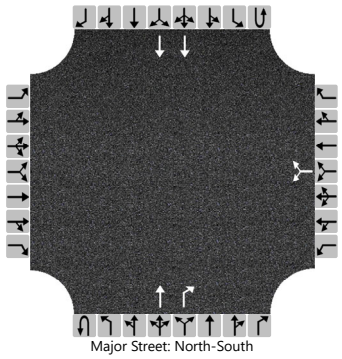
General Information

Analyst	JAS
Agency/Co.	Linscott, Law & Greenspan
Date Performed	8/31/2021
Analysis Year	2023
Time Analyzed	Future - AM
Intersection Orientation	North-South
Project Description	Fallbrook Point

Site Information

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

Lanes


Major Street: North-South

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		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	1	0	0	2	0
Configuration							LR				T	R			T	
Volume (veh/h)						23		71			208	24			337	
Percent Heavy Vehicles (%)						3		3								
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized										No						
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)						7.5		6.2								
Critical Headway (sec)						6.86		6.26								
Base Follow-Up Headway (sec)						3.5		3.3								
Follow-Up Headway (sec)						3.53		3.33								

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							102									
Capacity, c (veh/h)							733									
v/c Ratio							0.14									
95% Queue Length, Q_{95} (veh)							0.5									
Control Delay (s/veh)							10.7									
Level of Service (LOS)							B									
Approach Delay (s/veh)						10.7										
Approach LOS						B										

HCS7 Two-Way Stop-Control Report

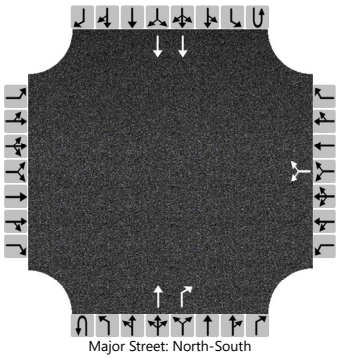
General Information

Analyst	JAS
Agency/Co.	Linscott, Law & Greenspan
Date Performed	8/31/2021
Analysis Year	2023
Time Analyzed	Future + Project - AM
Intersection Orientation	North-South
Project Description	Fallbrook Point

Site Information

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

Lanes


Major Street: North-South

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		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	1	0	0	2	0
Configuration							LR				T	R			T	
Volume (veh/h)						23		71			228	24			342	
Percent Heavy Vehicles (%)						3		3								
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized										No						
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)						7.5		6.2								
Critical Headway (sec)						6.86		6.26								
Base Follow-Up Headway (sec)						3.5		3.3								
Follow-Up Headway (sec)						3.53		3.33								

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							102									
Capacity, c (veh/h)							711									
v/c Ratio							0.14									
95% Queue Length, Q_{95} (veh)							0.5									
Control Delay (s/veh)							10.9									
Level of Service (LOS)							B									
Approach Delay (s/veh)						10.9										
Approach LOS						B										

HCS7 Two-Way Stop-Control Report

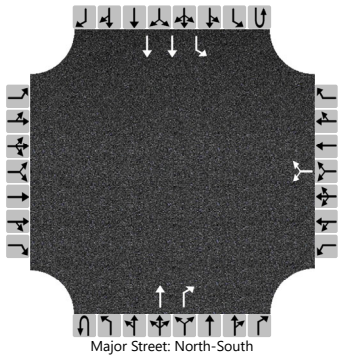
General Information

Analyst	JAS
Agency/Co.	Linscott, Law & Greenspan
Date Performed	8/5/2021
Analysis Year	2021
Time Analyzed	Existing - PM
Intersection Orientation	North-South
Project Description	Fallbrook Point

Site Information

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

Lanes


Major Street: North-South

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		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	1	0	1	2	0
Configuration							LR				T	R		L	T	
Volume (veh/h)						33		3			138	37		89	231	
Percent Heavy Vehicles (%)						3		3						3		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized										No						
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)						7.5		6.2						4.1		
Critical Headway (sec)						6.86		6.26						4.16		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.53		3.33						2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							39							97		
Capacity, c (veh/h)							503							1374		
v/c Ratio							0.08							0.07		
95% Queue Length, Q_{95} (veh)							0.3							0.2		
Control Delay (s/veh)							12.8							7.8		
Level of Service (LOS)							B							A		
Approach Delay (s/veh)						12.8								2.2		
Approach LOS						B										

HCS7 Two-Way Stop-Control Report

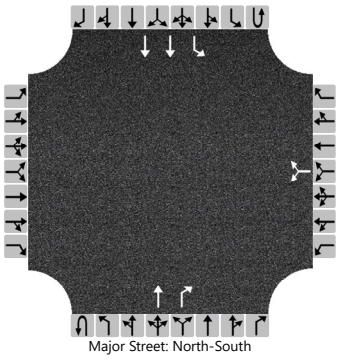
General Information

Analyst	JAS
Agency/Co.	Linscott, Law & Greenspan
Date Performed	8/5/2021
Analysis Year	2021
Time Analyzed	Existing + Project - PM
Intersection Orientation	North-South
Project Description	Fallbrook Point

Site Information

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

Lanes


Major Street: North-South

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		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	1	0	1	2	0
Configuration							LR				T	R		L	T	
Volume (veh/h)						33		3			144	37		89	251	
Percent Heavy Vehicles (%)						3		3						3		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized										No						
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)						7.5		6.2						4.1		
Critical Headway (sec)						6.86		6.26						4.16		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.53		3.33						2.23		

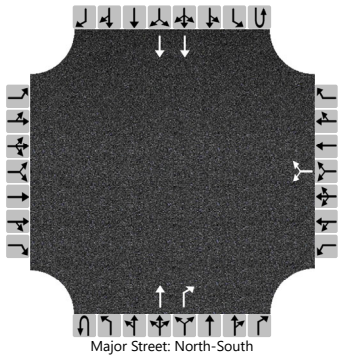
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							39							97		
Capacity, c (veh/h)							491							1366		
v/c Ratio							0.08							0.07		
95% Queue Length, Q_{95} (veh)							0.3							0.2		
Control Delay (s/veh)							13.0							7.8		
Level of Service (LOS)							B							A		
Approach Delay (s/veh)						13.0								2.1		
Approach LOS						B										

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	JAS	Intersection	Fallbrook/Schoenborn
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	8/31/2021	East/West Street	Schoenborn Street
Analysis Year	2023	North/South Street	Fallbrook Avenue
Time Analyzed	Future - PM	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Fallbrook Point		

Lanes


Major Street: North-South

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		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	1	0	0	2	0
Configuration							LR				T	R			T	
Volume (veh/h)						34		3			198	38			486	
Percent Heavy Vehicles (%)						3		3								
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized										No						
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)						7.5		6.2								
Critical Headway (sec)						6.86		6.26								
Base Follow-Up Headway (sec)						3.5		3.3								
Follow-Up Headway (sec)						3.53		3.33								

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							40									
Capacity, c (veh/h)							529									
v/c Ratio							0.08									
95% Queue Length, Q_{95} (veh)							0.2									
Control Delay (s/veh)							12.4									
Level of Service (LOS)							B									
Approach Delay (s/veh)						12.4										
Approach LOS						B										

HCS7 Two-Way Stop-Control Report

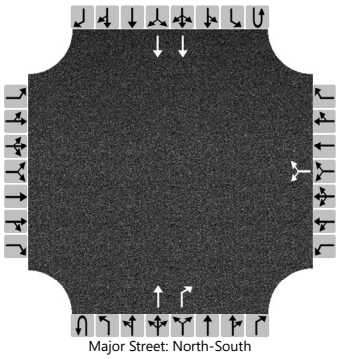
General Information

Analyst	JAS
Agency/Co.	Linscott, Law & Greenspan
Date Performed	8/31/2021
Analysis Year	2023
Time Analyzed	Future + Project - PM
Intersection Orientation	North-South
Project Description	Fallbrook Point

Site Information

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

Lanes


Major Street: North-South

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		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	1	0	0	2	0
Configuration							LR				T	R			T	
Volume (veh/h)						34		3			204	38			506	
Percent Heavy Vehicles (%)						3		3								
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized										No						
Median Type | Storage						Undivided										

Critical and Follow-up Headways

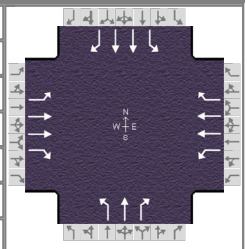
Base Critical Headway (sec)						7.5		6.2								
Critical Headway (sec)						6.86		6.26								
Base Follow-Up Headway (sec)						3.5		3.3								
Follow-Up Headway (sec)						3.53		3.33								

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							40									
Capacity, c (veh/h)							516									
v/c Ratio							0.08									
95% Queue Length, Q_{95} (veh)							0.3									
Control Delay (s/veh)							12.6									
Level of Service (LOS)							B									
Approach Delay (s/veh)						12.6										
Approach LOS						B										

HCS7 Signalized Intersection Results Summary

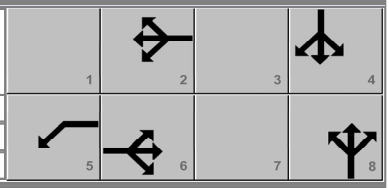
General Information				Intersection Information	
Agency	Linscott, Law & Greenspan			Duration, h	0.250
Analyst	JAS	Analysis Date	Aug 9, 2021	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Existing - AM	PHF	0.97
Urban Street	Roscoe Boulevard	Analysis Year	2021	Analysis Period	1> 7:30
Intersection	Fallbrook / Roscoe	File Name	05AM - Existing.xus		
Project Description	Fallbrook Point				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	6	352	90	447	461	102	49	65	247	35	61	21

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	11.0	24.7	39.4	0.0	0.0	0.0
Yellow	3.0	4.3	4.3	0.0	0.0	0.0
Red	1.0	1.0	1.3	0.0	0.0	0.0



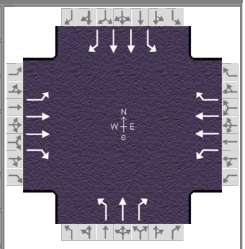
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6	5	2		8		4
Case Number		5.3	1.0	3.0		5.0		5.0
Phase Duration, s		30.0	15.0	45.0		45.0		45.0
Change Period, ($Y+R_c$), s		5.3	4.0	5.3		5.6		5.6
Max Allow Headway (*MAH*), s		0.0	4.1	0.0		4.2		4.2
Queue Clearance Time (g_s), s			13.0			11.5		5.3
Green Extension Time (g_e), s		0.0	0.0	0.0		1.9		1.9
Phase Call Probability			1.00			1.00		1.00
Max Out Probability			1.00			0.00		0.00

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	6	363	93	461	475	105	51	67	255	36	63	22
Adjusted Saturation Flow Rate (*s*), veh/h/ln	933	1809	1610	1810	1809	1610	1360	1900	1610	1355	1809	1610
Queue Service Time (g_s), s	0.4	7.3	4.0	11.0	7.6	3.5	2.0	1.8	9.5	1.4	0.9	0.7
Cycle Queue Clearance Time (g_c), s	0.4	7.3	4.0	11.0	7.6	3.5	2.9	1.8	9.5	3.3	0.9	0.7
Green Ratio (*g/C*)	0.27	0.27	0.27	0.42	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44
Capacity (*c*), veh/h	336	993	442	501	1596	710	662	832	705	645	1584	705
Volume-to-Capacity Ratio (*X*)	0.018	0.366	0.210	0.919	0.298	0.148	0.076	0.081	0.361	0.056	0.040	0.031
Back of Queue (*Q*), ft/ln (95 th percentile)	4.6	140.5	71.4	286.3	136.1	57.7	25.7	33.2	145.7	19.4	15.9	11
Back of Queue (*Q*), veh/ln (95 th percentile)	0.2	5.6	2.9	11.5	5.4	2.3	1.0	1.3	5.8	0.8	0.6	0.4
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	23.8	26.3	25.1	25.8	16.2	15.0	15.3	14.7	16.9	15.7	14.5	14.4
Incremental Delay (d_2), s/veh	0.1	1.0	1.1	22.1	0.5	0.4	0.0	0.0	0.3	0.0	0.0	0.0
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	23.9	27.4	26.2	47.9	16.7	15.5	15.3	14.8	17.2	15.7	14.5	14.4
Level of Service (LOS)	C	C	C	D	B	B	B	B	B	B	B	B
Approach Delay, s/veh / LOS	27.1	C		30.4	C		16.5	B		14.9	B	
Intersection Delay, s/veh / LOS	26.1						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.30	B	2.30	B	2.45	B	2.45	B
Bicycle LOS Score / LOS	0.87	A	1.35	A	1.10	A	0.59	A

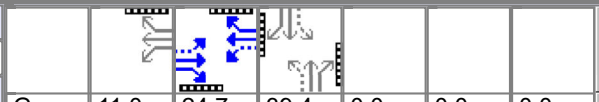
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Linscott, Law & Greenspan			Duration, h	0.250
Analyst	JAS	Analysis Date	Aug 31, 2021	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Existing with Project - AM	PHF	0.97
Urban Street	Roscoe Boulevard	Analysis Year	2021	Analysis Period	1> 7:30
Intersection	Fallbrook / Roscoe	File Name	05AM - Existing with Project.xus		
Project Description	Fallbrook Point				

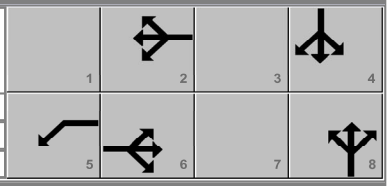


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	6	353	90	447	467	112	51	75	247	37	63	21

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	11.0	24.7	39.4	0.0	0.0	0.0
Yellow	3.0	4.3	4.3	0.0	0.0	0.0
Red	1.0	1.0	1.3	0.0	0.0	0.0



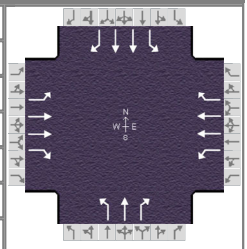
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6	5	2		8		4
Case Number		5.3	1.0	3.0		5.0		5.0
Phase Duration, s		30.0	15.0	45.0		45.0		45.0
Change Period, ($Y+R_c$), s		5.3	4.0	5.3		5.6		5.6
Max Allow Headway (*MAH*), s		0.0	4.1	0.0		4.2		4.2
Queue Clearance Time (g_s), s			13.0			11.5		5.7
Green Extension Time (g_e), s		0.0	0.0	0.0		1.9		1.9
Phase Call Probability			1.00			1.00		1.00
Max Out Probability			1.00			0.00		0.00

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	6	364	93	461	481	115	53	77	255	38	65	22
Adjusted Saturation Flow Rate (*s*), veh/h/ln	928	1809	1610	1810	1809	1610	1358	1900	1610	1343	1809	1610
Queue Service Time (g_s), s	0.4	7.3	4.0	11.0	7.7	3.9	2.1	2.1	9.5	1.5	0.9	0.7
Cycle Queue Clearance Time (g_c), s	0.4	7.3	4.0	11.0	7.7	3.9	3.0	2.1	9.5	3.7	0.9	0.7
Green Ratio (*g/C*)	0.27	0.27	0.27	0.42	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44
Capacity (*c*), veh/h	335	993	442	501	1596	710	660	832	705	636	1584	705
Volume-to-Capacity Ratio (*X*)	0.018	0.367	0.210	0.920	0.302	0.163	0.080	0.093	0.361	0.060	0.041	0.031
Back of Queue (*Q*), ft/ln (95 th percentile)	4.6	141.1	71.4	287.8	137.6	63.8	26.8	38.6	145.7	20.7	16.4	11
Back of Queue (*Q*), veh/ln (95 th percentile)	0.2	5.6	2.9	11.5	5.5	2.6	1.1	1.5	5.8	0.8	0.7	0.4
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	23.8	26.3	25.1	25.8	16.2	15.1	15.3	14.8	16.9	15.9	14.5	14.4
Incremental Delay (d_2), s/veh	0.1	1.0	1.1	22.3	0.5	0.5	0.1	0.0	0.3	0.0	0.0	0.0
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	23.9	27.4	26.2	48.0	16.7	15.6	15.4	14.9	17.2	15.9	14.5	14.4
Level of Service (LOS)	C	C	C	D	B	B	B	B	B	B	B	B
Approach Delay, s/veh / LOS	27.1	C		30.2	C		16.5	B		14.9	B	
Intersection Delay, s/veh / LOS	26.0						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.30	B	2.30	B	2.45	B	2.45	B
Bicycle LOS Score / LOS	0.87	A	1.36	A	1.12	A	0.59	A

HCS7 Signalized Intersection Results Summary

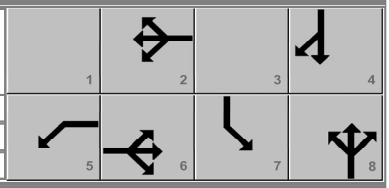
General Information				Intersection Information	
Agency	Linscott, Law & Greenspan			Duration, h	0.250
Analyst	JAS	Analysis Date	Aug 31, 2021	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future - AM	PHF	0.97
Urban Street	Roscoe Boulevard	Analysis Year	2023	Analysis Period	1> 7:30
Intersection	Fallbrook / Roscoe	File Name	05AM - Future.xus		
Project Description	Fallbrook Point				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	11	359	92	456	470	111	50	71	252	68	77	36

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	8.0	27.7	8.0	27.4	0.0	0.0
Yellow	3.0	4.3	3.0	4.3	0.0	0.0
Red	1.0	1.0	1.0	1.3	0.0	0.0



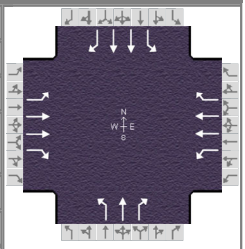
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6	5	2		8	7	4
Case Number		5.3	1.0	3.0		5.3	2.0	3.0
Phase Duration, s		33.0	12.0	45.0		33.0	12.0	45.0
Change Period, ($Y+R_c$), s		5.3	4.0	5.3		5.6	4.0	5.6
Max Allow Headway (*MAH*), s		0.0	4.1	0.0		4.2	3.1	4.2
Queue Clearance Time (g_s), s			10.0			14.0	5.3	3.2
Green Extension Time (g_e), s		0.0	0.0	0.0		1.6	0.0	1.9
Phase Call Probability			1.00			1.00	1.00	1.00
Max Out Probability			1.00			0.03	1.00	0.00

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	11	370	95	470	485	114	52	73	260	70	79	37
Adjusted Saturation Flow Rate (*s*), veh/h/ln	925	1809	1610	1810	1809	1610	1340	1900	1610	1810	1809	1610
Queue Service Time (g_s), s	0.8	7.1	3.9	8.0	7.8	3.8	2.5	2.5	12.0	3.3	1.1	1.2
Cycle Queue Clearance Time (g_c), s	0.8	7.1	3.9	8.0	7.8	3.8	2.5	2.5	12.0	3.3	1.1	1.2
Green Ratio (*g/C*)	0.31	0.31	0.31	0.42	0.44	0.44	0.30	0.30	0.30	0.09	0.44	0.44
Capacity (*c*), veh/h	365	1113	496	476	1596	710	488	578	490	161	1584	705
Volume-to-Capacity Ratio (*X*)	0.031	0.332	0.191	0.987	0.304	0.161	0.106	0.127	0.530	0.436	0.050	0.053
Back of Queue (*Q*), ft/ln (95 th percentile)	7.9	135.4	68.6	416.1	139.1	63.2	33.9	48	196.9	65.9	20.1	19
Back of Queue (*Q*), veh/ln (95 th percentile)	0.3	5.4	2.7	16.6	5.6	2.5	1.4	1.9	7.9	2.6	0.8	0.8
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	21.8	24.0	22.9	28.3	16.2	15.1	22.6	22.6	26.0	38.9	14.5	14.6
Incremental Delay (d_2), s/veh	0.2	0.8	0.9	37.8	0.5	0.5	0.1	0.1	1.1	0.7	0.0	0.0
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	22.0	24.8	23.8	66.1	16.7	15.6	22.7	22.7	27.0	39.6	14.6	14.6
Level of Service (LOS)	C	C	C	E	B	B	C	C	C	D	B	B
Approach Delay, s/veh / LOS	24.5	C		38.3	D		25.6	C		24.0	C	
Intersection Delay, s/veh / LOS	31.7						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.30	B	2.30	B	2.45	B	2.45	B
Bicycle LOS Score / LOS	0.88	A	1.37	A	1.12	A	0.64	A

HCS7 Signalized Intersection Results Summary

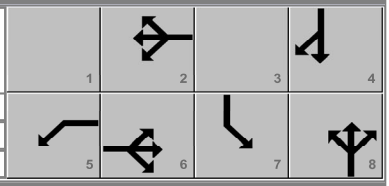
General Information				Intersection Information	
Agency	Linscott, Law & Greenspan			Duration, h	0.250
Analyst	JAS	Analysis Date	Aug 31, 2021	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future with Project - AM	PHF	0.97
Urban Street	Roscoe Boulevard	Analysis Year	2023	Analysis Period	1> 7:30
Intersection	Fallbrook / Roscoe	File Name	05AM - Future with Project.xus		
Project Description	Fallbrook Point				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	11	360	92	456	476	121	52	81	252	70	79	36

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	8.0	27.7	8.0	27.4	0.0	0.0
Yellow	3.0	4.3	3.0	4.3	0.0	0.0
Red	1.0	1.0	1.0	1.3	0.0	0.0



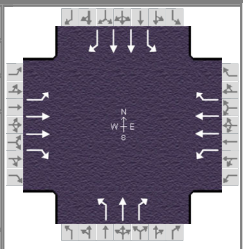
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6	5	2		8	7	4
Case Number		5.3	1.0	3.0		5.3	2.0	3.0
Phase Duration, s		33.0	12.0	45.0		33.0	12.0	45.0
Change Period, (*Y+R c*), s		5.3	4.0	5.3		5.6	4.0	5.6
Max Allow Headway (*MAH*), s		0.0	4.1	0.0		4.2	3.1	4.2
Queue Clearance Time (*g s*), s			10.0			14.0	5.4	3.2
Green Extension Time (*g e*), s		0.0	0.0	0.0		1.6	0.0	2.0
Phase Call Probability			1.00			1.00	1.00	1.00
Max Out Probability			1.00			0.03	1.00	0.00

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	11	371	95	470	491	125	54	84	260	72	81	37
Adjusted Saturation Flow Rate (*s*), veh/h/ln	920	1809	1610	1810	1809	1610	1338	1900	1610	1810	1809	1610
Queue Service Time (*g s*), s	0.8	7.1	3.9	8.0	7.9	4.2	2.6	2.9	12.0	3.4	1.2	1.2
Cycle Queue Clearance Time (*g c*), s	0.8	7.1	3.9	8.0	7.9	4.2	2.6	2.9	12.0	3.4	1.2	1.2
Green Ratio (*g/C*)	0.31	0.31	0.31	0.42	0.44	0.44	0.30	0.30	0.30	0.09	0.44	0.44
Capacity (*c*), veh/h	363	1113	496	476	1596	710	487	578	490	161	1584	705
Volume-to-Capacity Ratio (*X*)	0.031	0.333	0.191	0.988	0.308	0.176	0.110	0.144	0.530	0.449	0.051	0.053
Back of Queue (*Q*), ft/ln (95 th percentile)	7.9	135.5	68.6	417.1	140.9	69.5	35.3	55.1	196.9	67.9	20.7	19
Back of Queue (*Q*), veh/ln (95 th percentile)	0.3	5.4	2.7	16.7	5.6	2.8	1.4	2.2	7.9	2.7	0.8	0.8
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	21.8	24.0	22.9	28.3	16.3	15.2	22.7	22.8	26.0	38.9	14.6	14.6
Incremental Delay (*d 2*), s/veh	0.2	0.8	0.9	38.1	0.5	0.5	0.1	0.1	1.1	0.7	0.0	0.0
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	22.0	24.8	23.8	66.4	16.8	15.8	22.8	22.9	27.0	39.6	14.6	14.6
Level of Service (LOS)	C	C	C	E	B	B	C	C	C	D	B	B
Approach Delay, s/veh / LOS	24.6	C		38.1	D		25.6	C		24.1	C	
Intersection Delay, s/veh / LOS	31.6						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.30	B	2.30	B	2.45	B	2.45	B
Bicycle LOS Score / LOS	0.88	A	1.38	A	1.14	A	0.64	A

HCS7 Signalized Intersection Results Summary

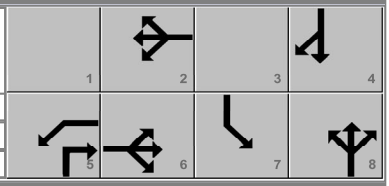
General Information				Intersection Information	
Agency	Linscott, Law & Greenspan			Duration, h	0.250
Analyst	JAS	Analysis Date	Sep 1, 2021	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future with Project + Improvements - AM	PHF	0.97
Urban Street	Roscoe Boulevard	Analysis Year	2023	Analysis Period	1> 7:30
Intersection	Fallbrook / Roscoe	File Name	05AM - Future with Project + Improvements.xus		
Project Description	Fallbrook Point				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	11	360	92	456	476	121	52	81	252	70	79	36

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	17.0	37.7	6.0	10.4	0.0	0.0
Yellow	3.0	4.3	3.0	4.3	0.0	0.0
Red	1.0	1.0	1.0	1.3	0.0	0.0



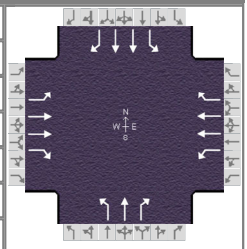
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6	5	2		8	7	4
Case Number		5.3	1.0	3.0		5.3	2.0	3.0
Phase Duration, s		43.0	21.0	64.0		16.0	10.0	26.0
Change Period, (*Y+R c*), s		5.3	4.0	5.3		5.6	4.0	5.6
Max Allow Headway (*MAH*), s		0.0	4.1	0.0		4.2	3.1	4.2
Queue Clearance Time (*g s*), s			13.7			12.4	5.5	3.6
Green Extension Time (*g e*), s		0.0	0.6	0.0		0.0	0.0	1.8
Phase Call Probability			1.00			1.00	1.00	1.00
Max Out Probability			1.00			1.00	1.00	0.01

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	11	371	95	470	491	125	54	84	260	72	81	37
Adjusted Saturation Flow Rate (*s*), veh/h/ln	920	1809	1610	1810	1809	1610	1338	1900	1610	1810	1809	1610
Queue Service Time (*g s*), s	0.7	6.0	3.3	11.7	4.9	2.6	3.3	3.7	10.4	3.5	1.6	1.6
Cycle Queue Clearance Time (*g c*), s	0.7	6.0	3.3	11.7	4.9	2.6	3.3	3.7	10.4	3.5	1.6	1.6
Green Ratio (*g/C*)	0.42	0.42	0.42	0.63	0.65	0.65	0.12	0.12	0.30	0.07	0.23	0.23
Capacity (*c*), veh/h	465	1515	674	784	2359	1050	235	220	490	121	820	365
Volume-to-Capacity Ratio (*X*)	0.024	0.245	0.141	0.600	0.208	0.119	0.229	0.380	0.530	0.598	0.099	0.102
Back of Queue (*Q*), ft/ln (95 th percentile)	6.3	107.8	54.4	179.9	71.3	35.6	48	75.8	196.9	76.9	30.7	28.3
Back of Queue (*Q*), veh/ln (95 th percentile)	0.3	4.3	2.2	7.2	2.9	1.4	1.9	3.0	7.9	3.1	1.2	1.1
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	15.4	16.9	16.1	9.0	6.3	5.9	36.7	36.8	26.0	40.8	27.5	27.5
Incremental Delay (*d 2*), s/veh	0.1	0.4	0.4	1.3	0.2	0.2	0.5	1.1	1.1	5.6	0.1	0.1
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	15.5	17.3	16.6	10.2	6.5	6.1	37.2	37.9	27.0	46.4	27.6	27.7
Level of Service (LOS)	B	B	B	B	A	A	D	D	C	D	C	C
Approach Delay, s/veh / LOS	17.1	B		8.1	A		30.7	C		34.7	C	
Intersection Delay, s/veh / LOS	16.6						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.30	B	2.30	B	2.45	B	2.45	B
Bicycle LOS Score / LOS	0.88	A	1.38	A	1.14	A	0.64	A

HCS7 Signalized Intersection Results Summary

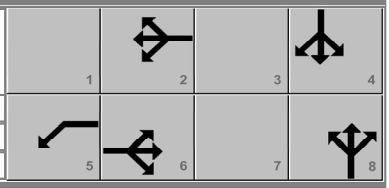
General Information				Intersection Information	
Agency	Linscott, Law & Greenspan			Duration, h	0.250
Analyst	JAS	Analysis Date	Aug 10, 2021	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Existing - PM	PHF	0.97
Urban Street	Roscoe Boulevard	Analysis Year	2021	Analysis Period	1> 17:00
Intersection	Fallbrook / Roscoe	File Name	05PM - Existing.xus		
Project Description	Fallbrook Point				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	16	532	97	391	457	32	112	56	533	75	89	29

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	11.0	24.7	39.4	0.0	0.0	0.0
Yellow	3.0	4.3	4.3	0.0	0.0	0.0
Red	1.0	1.0	1.3	0.0	0.0	0.0



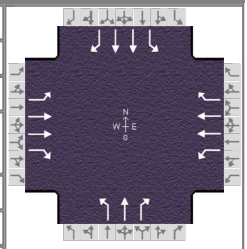
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6	5	2		8		4
Case Number		5.3	1.0	3.0		5.0		5.0
Phase Duration, s		30.0	15.0	45.0		45.0		45.0
Change Period, ($Y+R_c$), s		5.3	4.0	5.3		5.6		5.6
Max Allow Headway (*MAH*), s		0.0	4.1	0.0		4.2		4.2
Queue Clearance Time (g_s), s			13.0			28.2		6.7
Green Extension Time (g_e), s		0.0	0.0	0.0		3.0		4.1
Phase Call Probability			1.00			1.00		1.00
Max Out Probability			1.00			0.24		0.00

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	16	548	100	403	471	33	115	58	549	77	92	30
Adjusted Saturation Flow Rate (*s*), veh/h/ln	937	1809	1610	1810	1809	1610	1325	1900	1610	1367	1809	1610
Queue Service Time (g_s), s	1.2	11.7	4.3	11.0	7.5	1.1	5.0	1.6	26.2	3.1	1.3	1.0
Cycle Queue Clearance Time (g_c), s	1.2	11.7	4.3	11.0	7.5	1.1	6.3	1.6	26.2	4.7	1.3	1.0
Green Ratio (*g/C*)	0.27	0.27	0.27	0.42	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44
Capacity (*c*), veh/h	337	993	442	427	1596	710	641	832	705	654	1584	705
Volume-to-Capacity Ratio (*X*)	0.049	0.552	0.226	0.943	0.295	0.046	0.180	0.069	0.780	0.118	0.058	0.042
Back of Queue (*Q*), ft/ln (95 th percentile)	12.3	219.5	77.4	273.8	134.6	17.2	62.8	28.4	374.6	42.6	23.4	15.2
Back of Queue (*Q*), veh/ln (95 th percentile)	0.5	8.8	3.1	11.0	5.4	0.7	2.5	1.1	15.0	1.7	0.9	0.6
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	24.1	27.9	25.3	25.3	16.2	14.4	16.4	14.7	21.6	16.0	14.6	14.5
Incremental Delay (d_2), s/veh	0.3	2.2	1.2	29.5	0.5	0.1	0.1	0.0	5.6	0.1	0.0	0.0
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	24.4	30.1	26.4	54.8	16.6	14.5	16.5	14.7	27.2	16.1	14.6	14.5
Level of Service (LOS)	C	C	C	D	B	B	B	B	C	B	B	B
Approach Delay, s/veh / LOS	29.4	C		33.5	C		24.5	C		15.2	B	
Intersection Delay, s/veh / LOS	28.3						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.30	B	2.30	B	2.45	B	2.45	B
Bicycle LOS Score / LOS	1.04	A	1.24	A	1.68	B	0.65	A

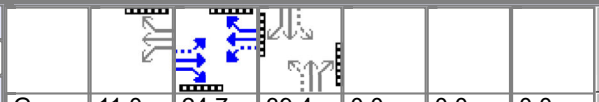
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Linscott, Law & Greenspan			Duration, h	0.250
Analyst	JAS	Analysis Date	Aug 31, 2021	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Existing with Project - PM	PHF	0.97
Urban Street	Roscoe Boulevard	Analysis Year	2021	Analysis Period	1> 17:00
Intersection	Fallbrook / Roscoe	File Name	05PM - Existing with Project.xus		
Project Description	Fallbrook Point				

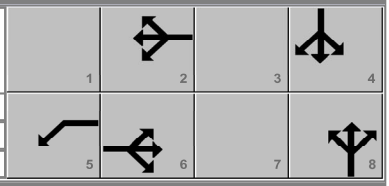


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	16	538	99	391	459	35	113	59	533	85	99	29

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	11.0	24.7	39.4	0.0	0.0	0.0
Yellow	3.0	4.3	4.3	0.0	0.0	0.0
Red	1.0	1.0	1.3	0.0	0.0	0.0



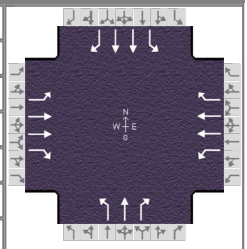
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6	5	2		8		4
Case Number		5.3	1.0	3.0		5.0		5.0
Phase Duration, s		30.0	15.0	45.0		45.0		45.0
Change Period, ($Y+R_c$), s		5.3	4.0	5.3		5.6		5.6
Max Allow Headway (*MAH*), s		0.0	4.1	0.0		4.2		4.2
Queue Clearance Time (g_s), s			13.0			28.2		7.3
Green Extension Time (g_e), s		0.0	0.0	0.0		3.1		4.2
Phase Call Probability			1.00			1.00		1.00
Max Out Probability			1.00			0.25		0.00

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	16	555	102	403	473	36	116	61	549	88	102	30
Adjusted Saturation Flow Rate (*s*), veh/h/ln	935	1809	1610	1810	1809	1610	1313	1900	1610	1363	1809	1610
Queue Service Time (g_s), s	1.2	11.8	4.4	11.0	7.6	1.2	5.1	1.7	26.2	3.6	1.5	1.0
Cycle Queue Clearance Time (g_c), s	1.2	11.8	4.4	11.0	7.6	1.2	6.5	1.7	26.2	5.3	1.5	1.0
Green Ratio (*g/C*)	0.27	0.27	0.27	0.42	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44
Capacity (*c*), veh/h	337	993	442	425	1596	710	633	832	705	651	1584	705
Volume-to-Capacity Ratio (*X*)	0.049	0.559	0.231	0.948	0.297	0.051	0.184	0.073	0.780	0.135	0.064	0.042
Back of Queue (*Q*), ft/ln (95 th percentile)	12.3	222.1	79.2	277.7	134.9	18.8	63.7	30	374.6	48.8	26.1	15.2
Back of Queue (*Q*), veh/ln (95 th percentile)	0.5	8.9	3.2	11.1	5.4	0.8	2.5	1.2	15.0	2.0	1.0	0.6
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	24.1	28.0	25.3	25.4	16.2	14.4	16.5	14.7	21.6	16.2	14.6	14.5
Incremental Delay (d_2), s/veh	0.3	2.3	1.2	30.6	0.5	0.1	0.1	0.0	5.6	0.1	0.0	0.0
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	24.4	30.2	26.5	56.0	16.6	14.5	16.7	14.7	27.2	16.3	14.7	14.5
Level of Service (LOS)	C	C	C	E	B	B	B	B	C	B	B	B
Approach Delay, s/veh / LOS	29.5	C		33.9	C		24.5	C		15.3	B	
Intersection Delay, s/veh / LOS	28.4						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.30	B	2.30	B	2.45	B	2.45	B
Bicycle LOS Score / LOS	1.04	A	1.24	A	1.69	B	0.67	A

HCS7 Signalized Intersection Results Summary

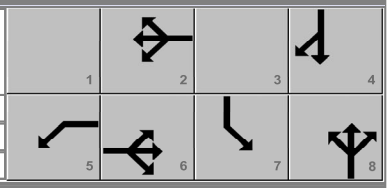
General Information				Intersection Information	
Agency	Linscott, Law & Greenspan			Duration, h	0.250
Analyst	JAS	Analysis Date	Sep 1, 2021	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future - PM	PHF	0.97
Urban Street	Roscoe Boulevard	Analysis Year	2023	Analysis Period	1> 17:00
Intersection	Fallbrook / Roscoe	File Name	05PM - Future.xus		
Project Description	Fallbrook Point				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	33	543	99	399	466	56	114	74	544	216	101	40

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	8.0	27.7	8.0	27.4	0.0	0.0
Yellow	3.0	4.3	3.0	4.3	0.0	0.0
Red	1.0	1.0	1.0	1.3	0.0	0.0



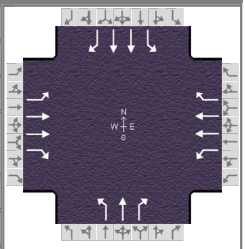
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6	5	2		8	7	4
Case Number		5.3	1.0	3.0		5.3	2.0	3.0
Phase Duration, s		33.0	12.0	45.0		33.0	12.0	45.0
Change Period, ($Y+R_c$), s		5.3	4.0	5.3		5.6	4.0	5.6
Max Allow Headway (*MAH*), s		0.0	4.1	0.0		4.2	3.1	4.2
Queue Clearance Time (g_s), s			10.0			29.4	10.0	3.5
Green Extension Time (g_e), s		0.0	0.0	0.0		0.0	0.0	4.0
Phase Call Probability			1.00			1.00	1.00	1.00
Max Out Probability			1.00			1.00	1.00	0.00

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	34	560	102	411	480	58	118	76	561	223	104	41
Adjusted Saturation Flow Rate (*s*), veh/h/ln	929	1809	1610	1810	1809	1610	1311	1900	1610	1810	1809	1610
Queue Service Time (g_s), s	2.4	11.4	4.2	8.0	7.7	1.9	6.2	2.6	27.4	8.0	1.5	1.3
Cycle Queue Clearance Time (g_c), s	2.4	11.4	4.2	8.0	7.7	1.9	6.2	2.6	27.4	8.0	1.5	1.3
Green Ratio (*g/C*)	0.31	0.31	0.31	0.42	0.44	0.44	0.30	0.30	0.30	0.09	0.44	0.44
Capacity (*c*), veh/h	366	1113	496	397	1596	710	479	578	490	161	1584	705
Volume-to-Capacity Ratio (*X*)	0.093	0.503	0.206	1.036	0.301	0.081	0.245	0.132	1.144	1.384	0.066	0.059
Back of Queue (*Q*), ft/ln (95 th percentile)	24.5	212.5	74.3	404.6	137.6	30.6	81.9	50.1	790.1	515.7	26.6	21.2
Back of Queue (*Q*), veh/ln (95 th percentile)	1.0	8.5	3.0	16.2	5.5	1.2	3.3	2.0	31.6	20.6	1.1	0.8
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	22.4	25.5	23.0	28.1	16.2	14.6	23.9	22.7	31.3	41.0	14.6	14.6
Incremental Delay (d_2), s/veh	0.5	1.6	0.9	54.7	0.5	0.2	0.3	0.1	86.6	206.7	0.0	0.0
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	22.9	27.1	24.0	82.8	16.7	14.8	24.2	22.8	117.9	247.7	14.7	14.6
Level of Service (LOS)	C	C	C	F	B	B	C	C	F	F	B	B
Approach Delay, s/veh / LOS	26.5	C		45.2	D		93.7	F		155.7	F	
Intersection Delay, s/veh / LOS	68.4						E					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.30	B	2.30	B	2.45	B	2.45	B
Bicycle LOS Score / LOS	1.06	A	1.27	A	1.73	B	0.79	A

HCS7 Signalized Intersection Results Summary

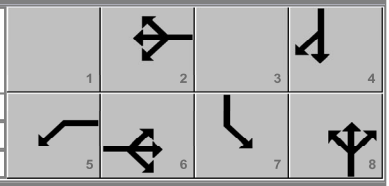
General Information				Intersection Information	
Agency	Linscott, Law & Greenspan			Duration, h	0.250
Analyst	JAS	Analysis Date	Sep 1, 2021	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future with Project - PM	PHF	0.97
Urban Street	Roscoe Boulevard	Analysis Year	2023	Analysis Period	1> 17:00
Intersection	Fallbrook / Roscoe	File Name	05PM - Future with Project.xus		
Project Description	Fallbrook Point				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	33	549	101	399	468	59	115	77	544	226	111	40

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	8.0	27.7	8.0	27.4	0.0	0.0
Yellow	3.0	4.3	3.0	4.3	0.0	0.0
Red	1.0	1.0	1.0	1.3	0.0	0.0



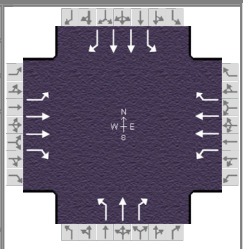
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6	5	2		8	7	4
Case Number		5.3	1.0	3.0		5.3	2.0	3.0
Phase Duration, s		33.0	12.0	45.0		33.0	12.0	45.0
Change Period, (*Y+R c*), s		5.3	4.0	5.3		5.6	4.0	5.6
Max Allow Headway (*MAH*), s		0.0	4.1	0.0		4.2	3.1	4.2
Queue Clearance Time (*g s*), s			10.0			29.4	10.0	3.7
Green Extension Time (*g e*), s		0.0	0.0	0.0		0.0	0.0	4.1
Phase Call Probability			1.00			1.00	1.00	1.00
Max Out Probability			1.00			1.00	1.00	0.00

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	34	566	104	411	482	61	119	79	561	233	114	41
Adjusted Saturation Flow Rate (*s*), veh/h/ln	927	1809	1610	1810	1809	1610	1298	1900	1610	1810	1809	1610
Queue Service Time (*g s*), s	2.4	11.6	4.3	8.0	7.7	2.0	6.3	2.7	27.4	8.0	1.7	1.3
Cycle Queue Clearance Time (*g c*), s	2.4	11.6	4.3	8.0	7.7	2.0	6.3	2.7	27.4	8.0	1.7	1.3
Green Ratio (*g/C*)	0.31	0.31	0.31	0.42	0.44	0.44	0.30	0.30	0.30	0.09	0.44	0.44
Capacity (*c*), veh/h	365	1113	496	395	1596	710	475	578	490	161	1584	705
Volume-to-Capacity Ratio (*X*)	0.093	0.508	0.210	1.042	0.302	0.086	0.249	0.137	1.144	1.449	0.072	0.059
Back of Queue (*Q*), ft/ln (95 th percentile)	24.5	215	75.9	409.4	138.2	32.4	82.8	52.3	790.1	562.5	29.3	21.2
Back of Queue (*Q*), veh/ln (95 th percentile)	1.0	8.6	3.0	16.4	5.5	1.3	3.3	2.1	31.6	22.5	1.2	0.8
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	22.4	25.6	23.1	28.1	16.2	14.6	24.0	22.7	31.3	41.0	14.7	14.6
Incremental Delay (*d 2*), s/veh	0.5	1.7	1.0	56.6	0.5	0.2	0.3	0.1	86.6	233.1	0.0	0.0
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	22.9	27.2	24.0	84.7	16.7	14.8	24.2	22.8	117.9	274.1	14.7	14.6
Level of Service (LOS)	C	C	C	F	B	B	C	C	F	F	B	B
Approach Delay, s/veh / LOS	26.5	C		45.9	D		93.3	F		170.2	F	
Intersection Delay, s/veh / LOS	71.1						E					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.30	B	2.30	B	2.45	B	2.45	B
Bicycle LOS Score / LOS	1.07	A	1.28	A	1.74	B	0.81	A

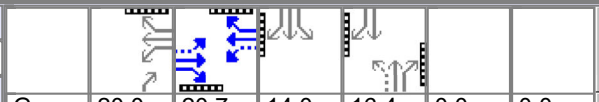
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Linscott, Law & Greenspan			Duration, h	0.250
Analyst	JAS	Analysis Date	Sep 1, 2021	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future with Project + Improvements - PM	PHF	0.97
Urban Street	Roscoe Boulevard	Analysis Year	2023	Analysis Period	1> 17:00
Intersection	Fallbrook / Roscoe	File Name	05PM - Future with Project + Improvements.xus		
Project Description	Fallbrook Point				

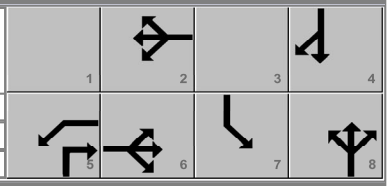


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	33	549	101	399	468	59	115	77	544	226	111	40

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	20.0	20.7	14.0	16.4	0.0	0.0
Yellow	3.0	4.3	3.0	4.3	0.0	0.0
Red	1.0	1.0	1.0	1.3	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6	5	2		8	7	4
Case Number		5.3	1.0	3.0		5.3	2.0	3.0
Phase Duration, s		26.0	24.0	50.0		22.0	18.0	40.0
Change Period, (*Y+R c*), s		5.3	4.0	5.3		5.6	4.0	5.6
Max Allow Headway (*MAH*), s		0.0	4.1	0.0		4.2	3.1	4.2
Queue Clearance Time (*g s*), s			15.9			18.4	13.2	3.8
Green Extension Time (*g e*), s		0.0	0.6	0.0		0.0	0.0	4.0
Phase Call Probability			1.00			1.00	1.00	1.00
Max Out Probability			0.99			1.00	1.00	0.00

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	34	566	104	411	482	61	119	79	561	233	114	41
Adjusted Saturation Flow Rate (*s*), veh/h/ln	927	1809	1610	1810	1809	1610	1298	1900	1610	1810	1809	1610
Queue Service Time (*g s*), s	2.6	12.9	4.8	13.9	7.0	1.8	7.4	3.2	16.4	11.2	1.8	1.5
Cycle Queue Clearance Time (*g c*), s	2.6	12.9	4.8	13.9	7.0	1.8	7.4	3.2	16.4	11.2	1.8	1.5
Green Ratio (*g/C*)	0.23	0.23	0.23	0.47	0.50	0.50	0.18	0.18	0.40	0.16	0.38	0.38
Capacity (*c*), veh/h	293	832	370	557	1797	800	317	346	651	281	1383	615
Volume-to-Capacity Ratio (*X*)	0.116	0.680	0.281	0.739	0.269	0.076	0.374	0.229	0.861	0.828	0.083	0.067
Back of Queue (*Q*), ft/ln (95 th percentile)	28.2	245.5	88.3	250	119.9	28.2	102	64.4	436	255.5	33	23.9
Back of Queue (*Q*), veh/ln (95 th percentile)	1.1	9.8	3.5	10.0	4.8	1.1	4.1	2.6	17.4	10.2	1.3	1.0
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	27.7	31.6	28.5	18.2	13.2	11.8	33.1	31.4	24.5	36.8	17.7	17.6
Incremental Delay (*d 2*), s/veh	0.8	4.5	1.9	5.2	0.4	0.2	0.7	0.3	11.4	17.2	0.0	0.0
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	28.5	36.1	30.4	23.4	13.5	12.0	33.9	31.7	35.8	54.0	17.8	17.7
Level of Service (LOS)	C	D	C	C	B	B	C	C	D	D	B	B
Approach Delay, s/veh / LOS	34.9	C		17.7	B		35.1	D		39.5	D	
Intersection Delay, s/veh / LOS	29.7						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.30	B	2.30	B	2.45	B	2.45	B
Bicycle LOS Score / LOS	1.07	A	1.28	A	1.74	B	0.81	A

