

LEGALLY REQUIRED OFFICIAL POSTING – PLEASE DO NOT REMOVE UNTIL AFTER BELOW DATE AND TIME



NORTH HILLS WEST NEIGHBORHOOD COUNCIL GENERAL BOARD MEETING AGENDA

Posted 72 hours prior to meeting - All Meetings are open to the Public



Thursday, February 21, 2019 from 7:00 - 9:30 pm

NEW HORIZONS - SAM'S CAFÉ @ 15725 PARTHENIA STREET NORTH HILLS, CA 91343

Refreshments and Meet & Greet @ 6:30 PM

EXECUTIVE OFFICERS

Dan Gibson - President, Jay Beeber- Vice President, Madlena Minasian - Treasurer, Dave Brown - Secretary

BOARD MEMBERS

Pat Crone, Maggie Elliott, Garry Fordyce, Punam Gohel, Carol Hart, David Hyman,
Sam Kwasman, Carlos Pelaez, Kreshell Ramey

**ALL AGENDA ITEMS ARE SUBJECT TO DISCUSSION AND POSSIBLE ACTION BY THE BOARD.
PLEASE NOTE THE PRESIDING OFFICER OF THE BOARD MAY TAKE ITEMS OUT OF ORDER.
ALL SPEAKER CARDS MUST BE SUBMITTED TO THE SECRETARY BEFORE THE MEETING BEGINS.**

The public is requested to fill out a "Speaker Card" to address the Board on any agenda item before the Board takes action. Public comment is limited to 2 minutes per speaker, but the Board has the discretion to modify the amount of time for any speaker.

**Supporting documents available on our website at
www.nhwnc.net**

- 1. Welcome and Pledge of Allegiance.**
- 2. Roll Call and the announcement of Quorum and Voting Eligibility.**
- 3. Announcements and Comments - President.**
- 4. Public Agency Speakers and Announcements.**
- 5. General Public Comments - 2 minutes per Speaker**

The public may provide comments to the Board on non-agenda items within the Board's subject matter jurisdiction. However, please note that under the Brown Act, the Board is prevented from acting on the issue you bring to its attention until the matter is agendaized for discussion at a future public meeting.

6. Update from Budget Advocates.

7. Update from Homelessness Liaison Kreshell Ramey

8. Update from Ad-committee chair Carol Hart concerning Haskell/Aqueduct parking issues.

9. Review of parliamentary procedure, Rosenberg's Rules of Order, and NHWNC Standing Rules.

Vice President Beeber will provide a brief review of these items, including procedures for: a motion to amend, a motion to call the question, a "Point of Order", appealing the Chair's ruling, as well as general decorum and requirements for discussions to be relevant and germane to the topic at hand.

10. Discussion and possible action to ratify the President's recommended Chair and Member appointments and changes to Standing and Ad Hoc committees as well as NHWNC liaisons.

11. Discussion and possible action to approve the January 17, 2019 General Board Meeting Minutes.

12. Discussion and possible action to approve the January 2019 Monthly Expenditure Report.

(available on NC Funding System online portal: <https://cityclerk.lacity.org/NCFundPortal/Dashboard.html>)

13. Motion and possible action to approve up to \$750.00 to participate as a Lunch Sponsor for the ONEgeneration Senior Symposium to be held May 18, 2019.

The sponsorship includes Booth, Canopy, table with two chairs, and lunch for 2. Also, the NHWNC logo will be displayed on all flyers, banners, programs and other outreach materials for the event. Supporting documents available at www.nhwnc.net

14. Discussion and possible action to approve a Neighborhood Purposes Grant in the amount of up to \$1,000 to the Southern California Preparedness Foundation for the 12th Annual Valley Disaster Preparedness Fair to be held on or about Saturday, October 12, 2019.

Supporting documents available on our website at www.nhwnc.net

15. Discussion and possible action regarding the Board's position on the proposed construction of a 1-story 31,355 sf., 24-classroom, administration, and multipurpose room building to relocate Valor Academy Elementary School, serving 458 students in grades pk-4, with 24

parking spaces, at 8618-8630 N. Haskell Ave. (Case No. CPC-2018-6009-CU-F-SPR & ENV-2018-6010-EAF). Applicant is requesting a conditional use permit for construction of a 1-story 31,355 sf., 24-classroom, administration, and multipurpose room building to relocate Valor Academy Elementary school, a public charter school that will serve 520 students in grades TK-4, with 24 parking spaces, at 8618-8630 N. Haskell Ave. The following zoning approvals are being requested for this project in Case No. CPC-2018-6009-CU-F-SPR:

- (1) a conditional use permit per LAMC §12.24.U.24 for a public charter elementary school in the RA-1 zone;
- (2) area adjustments per LAMC §12.24.F to increase the Residential Floor Area (RFA) to permit 33,564 sf. of RFA on the site, in lieu of the maximum of 13,220.68 sf of RFA permitted by LAMC §12.07.C.5, and a rear yard reduction to 11 ft. in lieu of the 25 ft. required;
- (3) a 20% reduction of bicycle parking per LAMC §12.24.S;
- (4) an over in height fence of 8 ft. in the front yard in lieu of the maximum 6 ft. required per LAMC §12.24.X.7;
- (5) a Site Plan Review per LAMC §16.05 for a project resulting in a net increase of 1,000 or more average daily trips.

The proposed school site is an approximately 1.51-acre (approx. 66,103.4 sf parcel on the east side of Haskell Avenue, between Parthenia Street and Chase Street, comprised of 3 lots zoned RA-1. The two northern lots of the school site (approximately 43% of the 1.51-acre site) are vacant and unpaved, having been used for the storage of wood mulch, commercial trucks, and employee parking for the landscaping business that existed on the site for many years. The southern lot is improved with a single family dwelling that has been converted to an office for the landscaping business and storage areas and sheds for materials and equipment used in the landscaping business.

Supporting documents available on our website at www.nhwnc.net

Recommendation from the PLUM Committee - By unanimous vote, the PLUM Committee expresses the following concerns about the project:

1. **Parking** - The project does not provide sufficient on-site parking for all staff and visitors. While the applicant has attempted to contract with another entity to provide additional off-street parking, no agreement has yet been reached. The committee believes that this issue should be definitively resolved prior to project approval.
2. **Traffic** - The committee has concerns regarding additional traffic that will be drawn to the area and the effect it will have on the residents who live there. As of the February 11th hearing, the committee does not believe that the applicant has provided sufficient plans to mitigate these additional traffic impacts and asked the applicant to provide the full board with additional mitigation plans.
3. **Security** - Members of the committee expressed concerns regarding security measures for the school site from the hours of 9 pm to 5 am when the no-one will be present on-site. The committee asked the applicant to address this issue.
4. **Noise** - Current plans call for a meal delivery to be made to the school in the early hours of the morning prior to student arrival. The committee expressed concerns about noise from the truck entering and exiting the property, voices of the delivery personnel, and any Backup Reverse Beeper Warning Alarm emanating from the truck. The committee asked the applicant to address this issue.

Please Note - This item was heard in public meetings of the PLUM Committee on January 3 and February 11, 2019. Extensive time for public comment was provided. To provide sufficient time for all members of the public to provide public comment, each member of the public wishing to provide public comment on this item will be allotted 1 minute. More extensive written comments may be provided to the Board prior to the meeting either by email or in hard copy format.

16. Discussion and possible action to approve an expenditure of up to \$760.00 per monthly board meeting for security to be provided by LAPD Security Services Division.

NHWNC previously approved the expenditure of up to \$350.00 per monthly board meeting for one security officer at the Special Board Meeting of December 4, 2018. Sgt. Torres has since proposed that Devonshire Division assign two security officers for the NHWNC meeting at \$95.00 per hour for each officer. Therefore, 2 officers x \$95.00 an Hr x 4 hours = \$760.00.

17. Discussion and possible action regarding the Board's position on Senate Bill 50 (Weiner), a proposal to eliminate much of the current zoning rules near transit stops and other designated areas. The Board will discuss possible action to submit a Community Impact Statement (CIS) to the LA City Council to include in the City's 2019-2020 Legislative Program OPPOSITION to SB50.

Senate Bill 50 (Weiner), has been introduced in the California State Legislature that would override local zoning regulations and require approval of high density, increased height, development projects in any zone, including single family residential zones, within a half mile of a "job-rich area" or "major transit stop". The bill raises height limits to 45 feet, about four stories, within a half-mile radius of a major transit stop, and 55 feet or five stories within a quarter mile radius of a major transit stop. It also eliminates minimum parking requirements for new developments. The text of the bill can be found here: https://leginfo.ca.gov/faces/billTextClient.xhtml?bill_id=201920200SB50

Recommendation from the PLUM Committee - By unanimous vote, the PLUM committee recommends that the board approve this item.

18. Committee Reports

19. Adjournment

The North Hills West Neighborhood Council Agenda is posted for public review at the following North Hills West locations: Uncle Joe's Donuts - 8704 Woodley Avenue and on our website at www.nhwnc.net

PUBLIC INPUT AT NEIGHBORHOOD COUNCIL MEETINGS – The public is requested to fill out a "Speaker Card" to address the Board on any item on the Agenda PRIOR to the Board taking action on an item. Comments from the public on Agenda items will be heard only when the respective item is being considered. Comments on other matters, not appearing on the Agenda that are within the Board's subject matter jurisdiction, will be heard during the Public Comment on Non-Agendized Items period.

THE AMERICAN WITH DISABILITIES ACT - As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability and, upon request, will provide reasonable accommodation to ensure equal access to its programs, services and activities. Sign language interpreters, assistive listening devices and other auxiliary aids and/or services, may be provided upon request. To ensure availability of services, please make your request at least 3 business days (72 hours) prior to the meeting you wish to attend by contacting Dan Gibson, Board President, via email at dgibson.nhwnc@gmail.com or by phone 818-903-2259.

RECONSIDERATION PROCESS - Reconsideration of a vote by the Board may be called as a Motion by the Board members that voted on the prevailing side of the decision.

GRIEVANCE PROCESS - A stakeholder or group of stakeholders may present a grievance concerning the legality of actions by the Board during public comment. Substantive grievances will be examined by a panel set by the Board and the decisions may be appealed to the Department of Neighborhood Empowerment.

PUBLIC ACCESS OF RECORDS - In compliance with Government Code Section 54957.5, non-exempt writings that are distributed to a majority or all of the Board in advance of a meeting, may be viewed at the scheduled meeting. In addition, if you would like a copy of any record related to an item on the agenda please contact Dan Gibson, Board President, via email at dgibson.nhwnc@gmail.com, by phone 818-903-2259 or mail to NHWNC – PO Box 2091 – North Hills – CA – 91393.

NHWNC BYLAWS - Please be advised that the Bylaws of the North Hills West Neighborhood Council provide a process for reconsideration of actions as well as a grievance procedure. For your convenience, the Bylaws are available during every meeting.

SI REQUIERE SERVICIOS DE TRADUCCION, FAVOR DE NOTIFICAR AL CONCEJO VECINAL 3 DÍAS DE TRABAJO (72 HORAS) ANTES DEL EVENTO. SI NECESITA ASISTENCIA CON ESTA NOTIFICACION, POR FAVOR CONTACTE A DAN GIBSON, PRESIDENTE DE LA MESA, POR EMAIL A dgibson.nhwnc@gmail.com O POR TELEFONO 818-903-2259.

Please Do Not Remove Before February 22, 2019



INVOICE

January 13, 2019

North Hills West Neighborhood Council

REMIT PAYMENT TO:

ONEgeneration Senior Enrichment Center
18255 Victory Blvd.
Reseda, CA 91335
818-705-2345

2019 Senior Symposium

Item	Amount
Senior Symposium Participation – Booth, Canopy, Table with 2 chairs, and inclusion of logo on flyers, banners, programs and other outreach materials for the May 18, 2019 Senior Symposium	\$750.00
Balance Due	\$750.00

Neighborhood Council Funding Program

APPLICATION for Neighborhood Purposes Grant (NPG)



This form is to be completed by the applicant seeking the Neighborhood Purposes Grant and submitted to the Neighborhood Council from whom the grant is being sought. All applications for grants must be reviewed and approved in a public meeting. Upon approval of the application the Neighborhood Council (NC) shall submit the application along with all required documentation to the Office of the City Clerk, NC Funding Program.

Name of NC from which you are seeking this grant: North Hills West

SECTION I - APPLICANT INFORMATION

1a)	<u>Southern California Preparedness Foundation</u> <i>Organization Name</i>	<u>47-2811120</u> <i>Federal I.D. # (EIN#)</i>	<u>CA</u> <i>State of Incorporation</i>	<u>01/21/2015</u> <i>Date of 501(c)(3) Status (if applicable)</i>
1b)	<u>19300 Rinaldi St. Unit 7333</u> <i>Organization Mailing Address</i>	<u>Northridge</u> <i>City</i>	<u>CA</u> <i>State</i>	<u>91327-8818</u> <i>Zip Code</i>
1c)	<u></u> <i>Business Address (If different)</i>	<u></u> <i>City</i>	<u></u> <i>State</i>	<u></u> <i>Zip Code</i>
1d)	PRIMARY CONTACT INFORMATION:			
	<u>William (Bill) Hopkins, Jr.</u> <i>Name</i>	<u>818-835-5384</u> <i>Phone</i>	<u>Bill.Hopkins@SoCalPrep.us</u> <i>Email</i>	
2)	Type of Organization- Please select one: ☐ Public School <i>(not to include private schools)</i> or ☒ 501(c)(3) Non-Profit <i>(other than religious institutions)</i> Attach Signed letter on School Letterhead Attach IRS Determination Letter			
3)	<u></u> <i>Name / Address of Affiliated Organization (if applicable)</i>	<u></u> <i>City</i>	<u></u> <i>State</i>	<u></u> <i>Zip Code</i>

SECTION II - PROJECT DESCRIPTION

4) Please describe the purpose and intent of the grant.

Participation in the 12th Annual Valley Disaster Preparedness Fair on or about Saturday, October 12, 2019, sponsored by the Southern California Preparedness Foundation. A 10ft x10ft space will be provided to the neighborhood council for Outreach operations. Neighborhood Council name, meeting location, and website address will appear on the event flyer and Fair website (www.ValleyDisasterFair.com). Neighborhood Council participation and information may also appear on various additional Fair promotional materials. Family registration information is requested of Fair attendees, and to the extent it is obtained, will be provided to participating neighborhood councils to assist with NC Outreach efforts. Venue is ADA compliant.

5) How will this grant be used to primarily support or serve a public purpose and benefit the public at-large. (Grants cannot be used as rewards or prizes for individuals)

This Emergency and Disaster Preparedness Fair, which had attendance averaging 6,000 over the last two years, benefits the Neighborhood Council stakeholders and surrounding communities by increasing family and neighborhood awareness, providing education and training, and enhancing whole community disaster preparedness. This event is family-friendly, open to the public, and free to attendees. Free Family Emergency Preparedness (EP) Starter kits (while supplies last), will be given to registered families attending the Fair. Additionally, a free lunch is offered while supplies last. The grant money will be used to procure supplies, services, and rentals in support of the Annual Valley Disaster Preparedness Fair which provides Family Emergency Preparedness Starter Kits, informative presentations, displays and basic trainings, in a family-friendly and accessible environment.

SECTION III - PROJECT BUDGET OUTLINE

You may also provide the Budget Outline on a separate sheet if necessary or requested.

6a)	Personnel Related Expenses	Requested of NC	Total Projected Cost
		\$	\$
		\$	\$
		\$	\$

6b)	Non-Personnel Related Expenses	Requested of NC	Total Projected Cost
	Supplies, services, and rentals for Annual Valley Disaster Preparedness Fair	\$ 1000.00	\$ 54,000.00
		\$	\$
		\$	\$

7) Have you (applicant) applied to any other Neighborhood Councils requesting funds for this project?

☐ No

☒ Yes

If Yes, please list names of NCs: Various Neighborhood Councils

8) Is the implementation of this specific program or purpose described in Question 4 contingent on any other factors or sources or funding? (Including NPG applications to other NCs) ☐ No ☐ Yes If Yes, please describe:

Source of Funding	Amount	Total Projected Cost
	\$	\$
	\$	\$
	\$	\$

9) What is the TOTAL amount of the grant funding requested with this application: \$ 1000.00

10a) Start date: 01 / 18 / 19 10b) Date Funds Required: 06 / 05 / 19 10c) Expected Completion Date: 10 / 12 / 19
(After completion of the project, the applicant should submit a Project Completion Report to the Neighborhood Council)

SECTION IV - POTENTIAL CONFLICTS OF INTEREST

11a) Do you (applicant) have a current or former relationship with a Board Member of the NC?

☐ No ☐ Yes

If Yes, please describe below:

Name of NC Board Member	Relationship to Applicant

11b) If yes, did you request that the board member consult the Office of the City Attorney before filing this application?

☐ Yes ☐ No

*(Please note that if a Board Member of the NC has a conflict of interest and completes this form, or participates in the discussion and voting of this NPG, the NC Funding Program will deny the payment of this grant in its entirety.)

SECTION V - DECLARATION AND SIGNATURE

I hereby affirm that, to the best of my knowledge, the information provided herein and communicated otherwise is truly and accurately stated. I further affirm that I have read the documents "What is a Public Benefit," and "Conflicts of Interest" of this application and affirm that the proposed project(s) and/or program(s) fall within the criteria of a public benefit project/program and that no conflict of interest exist that would prevent the awarding of the Neighborhood Purposes Grant. I affirm that I am not a current Board Member of the Neighborhood Council to whom I am submitting this application. I further affirm that if the grant received is not used in accordance with the terms of the application stated here, said funds shall be returned immediately to the Neighborhood Council.

12a) Executive Director of Non-Profit Corporation or School Principal - REQUIRED*

William J. Hopkins, Jr.

President & Director



1/23/19

PRINT Name

Title

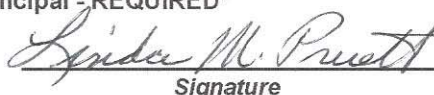
Signature

Date

12b) Secretary of Non-profit Corporation or Assistant School Principal - REQUIRED*

Linda M. Pruett

Corporate Secretary & Director



1/23/19

PRINT Name

Title

Signature

Date

* If a current Board Member holds the position of Executive Director or Secretary, please contact the NC Funding Program at (213) 978-1058 or clerk.ncfunding@lacity.org for instructions on completing this form



**Southern
California
Preparedness
Foundation**
A 501(c)(3) nonprofit

Valley Disaster Preparedness Fair 2019



WWW.VALLEYDISASTERFAIR.COM

Saturday, October 12, 2019 9:00 am – 1:30 pm

QUESTIONS? INFO@VALLEYDISASTERFAIR.COM

FASTER FAIR CHECK-IN WITH ONLINE REGISTRATION • OPENS JULY 1
REGISTRATION ALSO AVAILABLE AT THE FAIR

Northridge Fashion Center—Pacific Theaters Parking Lot
[\(9400 Shirley Ave., south of Plummer St.\)](#)

**A FUN AND FREE FAMILY EVENT THAT JUST MIGHT SAVE YOUR
LIFE, YOUR PET'S LIFE, OR THE LIFE OF A LOVED ONE.**



**Exhibits • Demonstrations • Displays • Speakers • Special Events • Bloodmobile
Pet Preparedness • Free Parking • Free Admission • Free Lunch* • It's All Free!**

Complimentary **Family Emergency Preparedness (EP) Starter Kit*** for registered families
attending the Fair. One kit per registered family. (While supplies last.)



*While supplies last. EP Kits to attending registered families only.
Events, exhibitors, and features subject to availability and may change.



January 21, 2019

To Whom It May Concern:

Re: Neighborhood Purposes Grant Request by Southern California Preparedness Foundation in Support of the 12th Annual Valley Disaster Preparedness Fair

Please be advised that the following persons are on the Board of Directors of the Southern California Preparedness Foundation, a 501(c)(3) nonprofit corporation (EIN: 47-2811120):

Name	Foundation Position	Neighborhood Council
William J. Hopkins, Jr.	President and Director	Granada Hills North board member
Dave Brown	Logistics and Director	North Hills West board member
Linda M. Pruett	Corporate Secretary and Director	Lake Balboa board member

Please direct any questions to William Hopkins at Bill.Hopkins@SoCalPrep.us.

Sincerely,

A handwritten signature in black ink, appearing to read "William J. Hopkins, Jr.", written in a cursive style.

William J. Hopkins, Jr.
President and Director

INTERNAL REVENUE SERVICE
P. O. BOX 2508
CINCINNATI, OH 45201

DEPARTMENT OF THE TREASURY

Date: **JAN 21 2015**

SOUTHERN CALIFORNIA PREPAREDNESS
FOUNDATION
19300 RINALDI ST UNIT 7333
NORTHRIDGE, CA 91327-8818

Employer Identification Number:
47-2811120
DLN:
26053420004015
Contact Person:
CUSTOMER SERVICE ID# 31954
Contact Telephone Number:
(877) 829-5500
Accounting Period Ending:
December 31
Public Charity Status:
170(b)(1)(A)(vi)
Form 990/990-EZ/990-N Required:
Yes
Effective Date of Exemption:
December 29, 2014
Contribution Deductibility:
Yes
Addendum Applies:
No

Dear Applicant:

We're pleased to tell you we determined you're exempt from federal income tax under Internal Revenue Code (IRC) Section 501(c)(3). Donors can deduct contributions they make to you under IRC Section 170. You're also qualified to receive tax deductible bequests, devises, transfers or gifts under Section 2055, 2106, or 2522. This letter could help resolve questions on your exempt status. Please keep it for your records.

Organizations exempt under IRC Section 501(c)(3) are further classified as either public charities or private foundations. We determined you're a public charity under the IRC Section listed at the top of this letter.

If we indicated at the top of this letter that you're required to file Form 990/990-EZ/990-N, our records show you're required to file an annual information return (Form 990 or Form 990-EZ) or electronic notice (Form 990-N, the e-Postcard). If you don't file a required return or notice for three consecutive years, your exempt status will be automatically revoked.

If we indicated at the top of this letter that an addendum applies, the enclosed addendum is an integral part of this letter.

For important information about your responsibilities as a tax-exempt organization, go to www.irs.gov/charities. Enter "4221-PC" in the search bar to view Publication 4221-PC, Compliance Guide for 501(c)(3) Public Charities, which describes your recordkeeping, reporting, and disclosure requirements.

Letter 5436

SOUTHERN CALIFORNIA PREPAREDNESS

Sincerely,

A handwritten signature in black ink that reads "Tamera Rippanda". The script is fluid and cursive, with the first name "Tamera" and last name "Rippanda" clearly distinguishable.

Director, Exempt Organizations



BRIGHT STAR SCHOOLS

2018 IMPACT REPORT

OUR SCHOOLS



WEST ADAMS/BALDWIN VILLAGE SCHOOLS

1. **NEW IN 2018!** Stella Elementary Charter Academy
2. **BRAND NEW PERMANENT FACILITY IN 2019!** Stella Middle Charter Academy
3. Bright Star Secondary Charter Academy

KOREATOWN

4. **OPENS FALL 2019!** Rise Kohyang Elementary School
5. Rise Kohyang Middle School
6. Rise Kohyang High School

SAN FERNANDO VALLEY

7. Valor Academy Elementary School
8. Valor Academy Middle School
9. **BRAND NEW PERMANENT FACILITY IN 2018!** Valor Academy High School

A NOTE FROM OUR DIRECTOR



SINCE OUR FOUNDING IN 2003, BRIGHT STAR SCHOOLS HAS ENVISIONED A MORE EQUITABLE TOMORROW.

A tomorrow filled with possibilities for every student who walks through our doors, no matter their circumstances.

A tomorrow where parents know their children are getting an excellent education and are on the path to higher education and career success.

A tomorrow where teachers feel empowered and supported to excel in their craft and to fuel their lessons with endless passion.

At **Bright Star Schools**, we know where we're going and we need your support to get there. We invite you to learn more about how we're realizing our vision and to support our critical work on behalf of students and communities.

A handwritten signature in black ink, appearing to read 'Hrag Hamalian'.

Hrag Hamalian
Executive Director of Bright Star Schools



ABOUT BRIGHT STAR SCHOOLS

AT BRIGHT STAR SCHOOLS, OUR MISSION IS TO PROVIDE HOLISTIC, INCLUSIVE SUPPORT FOR ALL STUDENTS TO ACHIEVE ACADEMIC EXCELLENCE AND GROW THEIR UNIQUE TALENTS SO THAT THEY FIND JOY AND FULFILLMENT IN HIGHER EDUCATION, CAREER, AND LIFE.

WHAT GUIDES US

BRIGHT STAR'S CORE VALUES

INTEGRIDAD

means we need to be the best versions of ourselves, to speak our own truth, and to advocate for those whose voices are not heard.

UBUNTU

means that our humanity is shared, that we value kindness, and that we support one another to become the people we strive to be.

고향 (KOHYANG)

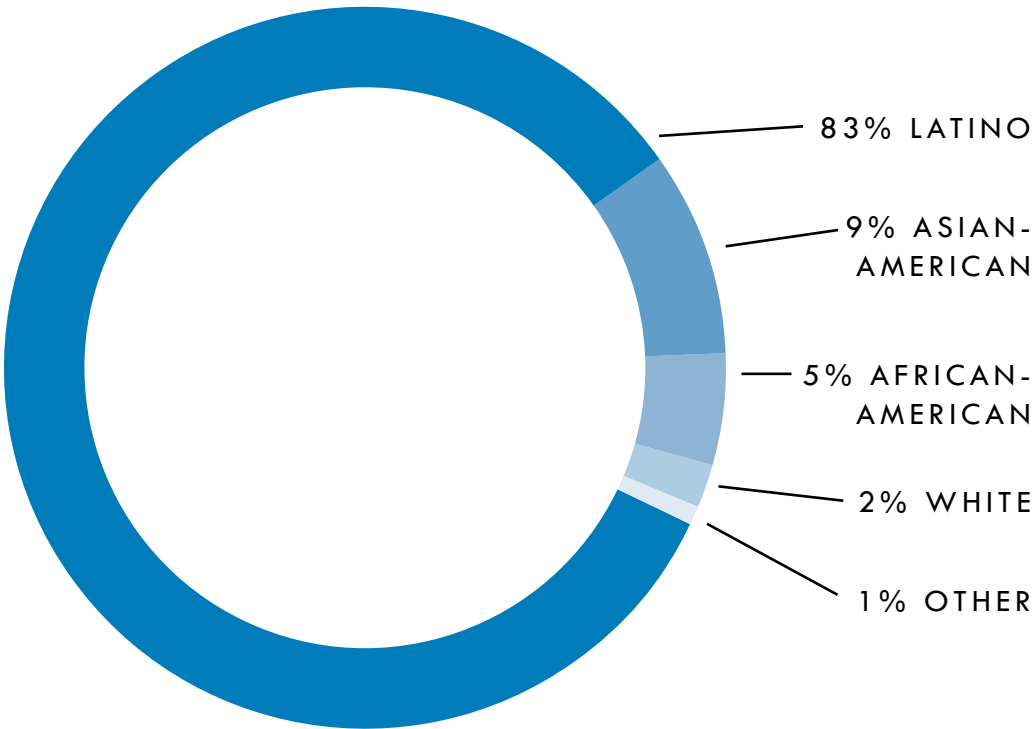
means hometown and encourages us to build meaningful connections and strong community ties, because our hometowns are integral to our identities.

GROWTH

means having a mindset that allows us to achieve excellence and gain fulfillment through our pursuit of learning and development.



SCHOOL DEMOGRAPHICS



3,000
STUDENTS

ACROSS
OUR SCHOOLS

8
SCHOOLS

THROUGHOUT
LOS ANGELES

3
COMMUNITIES

WEST ADAMS,
KOREATOWN,
AND THE
SAN FERNANDO
VALLEY

92%

ARE ELIGIBLE FOR
FREE REDUCED
LUNCH

19%

ARE ENGLISH
LEARNERS

11%

ARE PART OF
THE INCLUSIVE
(SPECIAL)
EDUCATION
POPULATION

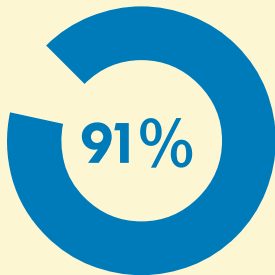


BRIGHT STAR CREATES LEADERS

ALUMNI SUCCESS

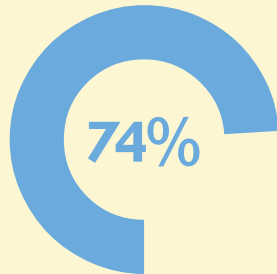
Through Bright Star's Alumni Support and College Success Program, we help all students identify a personally meaningful and financially viable post-graduate pathway, and provide **up to six years of individualized support** for our high school graduates.

COLLEGE PERSISTENCE



Percentage of Bright Star's Class of 2016 who began their second year of college

Percentage of nationwide Class of 2016 students who began their second year of college¹



HIGH SCHOOL GRADUATION RATE

Bright Star Schools

88%

LAUSD Schools²

80%

GRADUATES WHO MET ADMISSION REQUIREMENTS FOR UC AND CAL STATE SCHOOLS

Bright Star Schools

100%

LAUSD Schools²

56%

ALUMNI SPOTLIGHT: IVAN LAMAS-SANCHEZ



After graduating from Bright Star in 2010, Ivan Lamas-Sanchez went on to earn his bachelor's and master's degrees. The first in his family to graduate from high school and college, Ivan has committed his career to education. **His goal is to increase the number of students of color, first-generation students, women, and LGBTQ students in competitive universities.**

In 2018, Ivan was awarded the prestigious Fulbright English Teaching Assistantship, and travels to Brazil in 2019 to teach English to college students.

IVAN LAMAS-SANCHEZ

Bright Star Secondary Charter Academy,
Class of 2010

BA, UCSB, Class of 2014

MA, University of Maryland, Class of 2018

Fulbright English Teaching Assistantship 2019

ACADEMIC ACHIEVEMENT

Academically, our students—the majority of whom are growing up in culturally-rich but under-resourced communities in Los Angeles—outperform their peers in district schools.

MIDDLE AND HIGH SCHOOL STUDENTS (GRADES 5—11) MEETING OR EXCEEDING STANDARDS ³		
	English Language Arts	Math
BRIGHT STAR SCHOOLS	46 %	38 %
LAUSD SCHOOLS	42 %	28 %
STATEWIDE RESULTS	50 %	36 %

WHOLE CHILD DEVELOPMENT

THE CONNECTIONS PROGRAM

From transitional-kindergarten through higher education, Bright Star stands side-by-side with our students and families. We integrate social-emotional learning, provide positive behavior intervention support, and embrace restorative justice practices.

BEYOND-THE-CLASSROOM OPPORTUNITIES

Through “Life Experience Lessons” and “College Experience Lessons” our students travel across the country to see colleges; explore national parks; and visit new cities.

Through partnerships with community organizations like Harvard-Westlake School and private sector businesses like Boston Consulting Group Digital Ventures, our students access enriching experiences, internships, and mentorships.

COUNSELORS FOR STUDENTS

STUDENT TO COUNSELOR AVERAGES⁴

133:1

BRIGHT STAR
RATIO

482:1

NATIONWIDE

760:1

IN CALIFORNIA

1. National Student Clearinghouse: “Persistence & Retention - 2018.” <https://nscresearchcenter.org/snapshotreport33-first-year-persistence-and-retention/>
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At Bright Star, we provide teachers with over 260 hours of differentiated professional development annually, offer an in-house teacher mentorship program that is free of cost, and deliver instructional coaching, evaluation, and teacher leadership opportunities to support our teachers to become experts in their craft.

TEACHER INNOVATION LAB

Through our Teacher Innovation Lab—a group of educators who meet with executive leaders monthly—we empower educators to raise and address key issues at Bright Star so we can rapidly evolve our practices to meet educators' needs.

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To make teaching a sustainable, lifelong profession, we offer staff fitness classes during work hours, stock healthy snacks, offer nursing pods for new moms, and provide childcare subsidies and additional paid family leave.

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SUPPORT FOR EVERYONE.
TRUST IS EVERYWHERE AND
BUILDING RELATIONSHIPS
IS THE MOST IMPORTANT
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YOGESHWARI PATEL

Science Teacher
Valor Academy High School





“THE BRIGHT STAR WELLNESS PROGRAM AND COACHES ARE EMPOWERING ME TO CREATE A BETTER ME, TO BETTER SERVE MY STUDENTS, STAFF, AND SCHOOL COMMUNITY AS WELL AS MY OWN FAMILY!”

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Music Teacher and Performing Arts Director at
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**WHO WANT
TO CHANGE
THINGS AND
WHO DON'T
CONFORM TO
THE STATUS
QUO.”**

MELISSA ESPARZA

Valor Academy High School,
Class of 2018

Kayne Scholar, University of California,
Berkeley, Class of 2022 (anticipated)

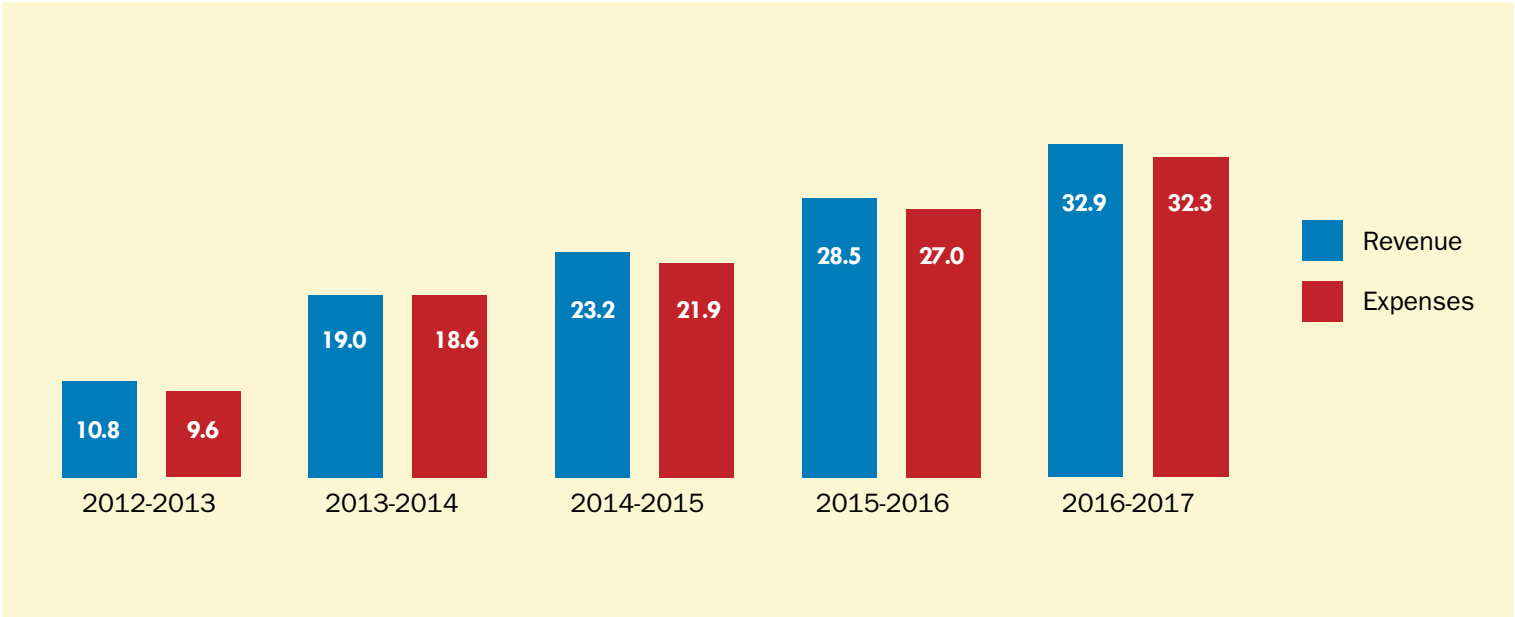
At Berkeley, Melissa is pursuing a triple major in ethnic studies, legal studies, and political science, and plans to go to law school to improve the immigration and healthcare systems for underrepresented people.

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At Bright Star, we believe that realizing our vision for our students requires organizational equity, efficiency, and sustainability. We practice equitable school funding across our network, while giving schools substantial freedom to budget according to their goals and student needs. As much as possible, we remove operational burdens from our school staff through home office support so that they can focus on instruction.

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The support of partners and champions like you is crucial to our success. For Bright Star to provide access and opportunities for our students to see and realize endless possibilities for their lives, we rely on your partnership.

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Vermont (highest): \$20,795

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NOW

3,000 STUDENTS

**2 PERMANENT
FACILITIES**

138 TEACHERS

**40 LIFE EXPERIENCE LESSONS
AND ELEMENTARY SCHOOL
FIELD TRIPS**

**530 ALUMNI SUPPORTED
TO COMPLETE HIGHER
EDUCATION PATHWAY**



BY 2025

4,500 STUDENTS

**8 PERMANENT
FACILITIES**

204 TEACHERS

**107 LIFE EXPERIENCE LESSONS
AND ELEMENTARY SCHOOL
FIELD TRIPS**

**1,600+ ALUMNI SUPPORTED
TO COMPLETE HIGHER
EDUCATION PATHWAY**

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THANK YOU TO ALL OF OUR CHAMPIONS AND SUPPORTERS

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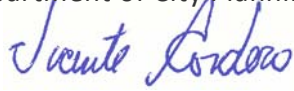
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**CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE**

8618 Haskell Av.
DOT Case № SFV18-47506

Date: December 21, 2018

To: Jordann Turner, City Planner
Department of City Planning



From: **Vicente Cordero**, Transportation Engineer
Department of Transportation

**Subject: REVISED TRANSPORTATION IMPACT ASSESSMENT FOR CPC-2018-6009-CU-F-SPR
FOR PROPOSED CHARTER SCHOOL AT 8618 HASKELL AVENUE**

The Department of Transportation (DOT) has completed an assessment of transportation impacts for the aforementioned project, located in the community of North Hills. This assessment included a review of a professional Transportation Impact Study prepared by LINSOTT, LAW & GREENSPAN, engineers (LLG), dated December 20, 2018.

This study's parameters, methodology and base assumptions were based upon a scoping agreement between DOT and LLG executed on September 6, 2018, DOT's prior assessment of this project dated December 11, 2018 and supplemental correspondence with DOT. The study included the detailed analysis of nine signalized intersections. DOT verified that the intersections in the study were correctly analyzed pursuant to LADOT Traffic Impact Study guidelines, and conducted independent field studies and research to validate the supporting data collected. The study adequately evaluated potential project-related transportation impacts to the surrounding region and found none of the studied intersections to be significantly impacted.

DISCUSSION AND FINDINGS

A. Project Description

The proposed project consists of a new 458-student elementary charter school, which will replace a one existing single-family residence. The proposed project is expected to be completed and occupied by year 2020.

B. Trip Generation

The proposed project is estimated to generate a net increase of up to 1,136 weekday trips, a net increase of up to 366 a.m. peak hour trips and a net increase of up to 78 p.m. peak hour trips. The trip generation estimates are based on formulas published by the Institute of Transportation Engineers (ITE) Trip Generation, 10th Edition, 2017. The trip generation table is included in **Attachment 1**.

C. Study Methodology

The study analyzed nine signalized intersections for traffic impacts using the Critical Movement Analysis as published by the Transportation Research Board to find the net change to their volume-to-capacity (v/c) ratios and levels of service (LOS) due to the project. Impacts were analyzed under two baseline scenarios:

- Year 2018 (Existing) Conditions
- Year 2020 (Future) Projected Conditions

D. Findings

Using DOT's traffic impact criteria¹, the study found that the proposed project will not produce a significant impact at any of the studied intersections in either baseline scenario. These findings are summarized in **Attachment 2**, which shows the existing and project-related impacts in the study area for each study scenario.

LADOT RECOMMENDATIONS

The Department of Transportation recommends that the following measures be adopted as conditions of project approval:

A. Site Access

Pursuant to L.A.M.C. Section 12.21, the project's conceptual parking area and driveway plan (see **Attachment 3**), proposed drop-off/pick-up scheme and existing traffic controls near the project were examined to evaluate their capacity to accommodate potential site access queues without affecting safety or emergency services.

The site plan provides a loading zone queue reservoir capacity of eight vehicles and a parking queue reservoir capacity of two vehicles. A queueing analysis found that queues of up to nine vehicles may develop during normal drop-off and pick-up periods. Accordingly, DOT finds that existing traffic controls will adequately serve project site access under normal conditions.

The developer shall consult the DOT West Valley District Office to determine if school warning and speed limit signs, school crosswalk and pavement markings, passenger loading zones and school bus loading zones are needed.

B. Construction Impacts

A work site traffic control plan should be approved by DOT's plan processing unit prior to the start of construction. The plan should show the location of any roadway or sidewalk closures, detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. Construction traffic should be limited to off-peak hours.

¹ Per DOT Traffic Study Policies and Procedures, a significant impact is identified as an increase in the Critical Movement Analysis (CMA) value, due to project related traffic, of 0.010 or more when the final ("with project") Level of Service (LOS) is E or F; an increase of 0.020 or more when the final LOS is D; or an increase of 0.040 or more when the final LOS is C.

C. Street Dedications and Improvements pursuant to L.A.M.C. Section 12.37

The segment of Haskell Avenue fronting the project has a designation in the Streets and Highways element of the city's general plan of Avenue II, which has a standard 43-foot half right-of-way and a 28-foot half-roadway. This segment currently has a 43-foot half right-of-way and has been developed with a 33-foot half roadway, curb and gutter and a sidewalk, which meets or exceeds the aforementioned standard.

Consult the Bureau of Engineering to determine if there are any other applicable highway dedication, street widening and/or sidewalk requirements for this project.

D. Driveways and Internal Circulation

This assessment does not constitute an approval of project access, driveways or on-site vehicle circulation, which shall conform to design standards and guidelines listed in the Los Angeles Municipal Code and DOT Manual of Policies and Procedures, Section 321 and should address the following:

1. The gate to the parking area shall remain open during student drop-off and pick-up periods, and an attendant shall be present to coordinate drop-off and pick-up of kindergarten through 2nd grade students and other students having special needs within the parking area as may be necessary to keep the main drop-off and pick-up queue from encroaching onto Haskell Avenue.
2. DOT recommends a driveway apron width "W", as detailed in BOE Standard Plan S-440-4, of 16 feet for one-way access, but may be adjusted to meet emergency access and street lighting requirements. Signs, striping, pavement markings, removable bollards and/or other positive controls should be provided to reinforce the direction of flow at each driveway.

Final DOT approval is normally required prior to the issuance of building permits and entails submitting an acceptable parking area and driveway plan, fulfillment or guarantee of all applicable conditions of approval, and payment of fees required by LAMC Section 19.15 to the DOT Developer Services at 6262 Van Nuys Blvd., suite 320.

If you have any questions, you may contact Ken Aitchison of my staff at 818-374-4692.

- c: Hannah Lee, Twelfth Council District
Ken Firoozmand, DOT District Operations
Quyen Phan, BOE Land Development Group
Ali Nahass, BOE Valley District
Jason Shender, LINS COTT, LAW & GREENSPAN, engineers
Hrag Hamalian, Bright Star Schools

Attachment 1: Project Trip Generation Estimates

			Weekday	a.m. Peak Trips			p.m. Peak Trips		
Land Use Description	Size	Unit	Total	In	Out	Total	In	Out	Total
<u>Proposed Use:</u>									
Charter Elementary School ¹	458	Students	1136	223	143	366	34	44	78
Net Project Totals:			1136	223	143	366	34	44	78

Source: ITE Trip Generation Manual, 10th Edition, 2017.

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

¹ ITE Land Use Code 536 (Private-School K-12) trip generation average rates per student.

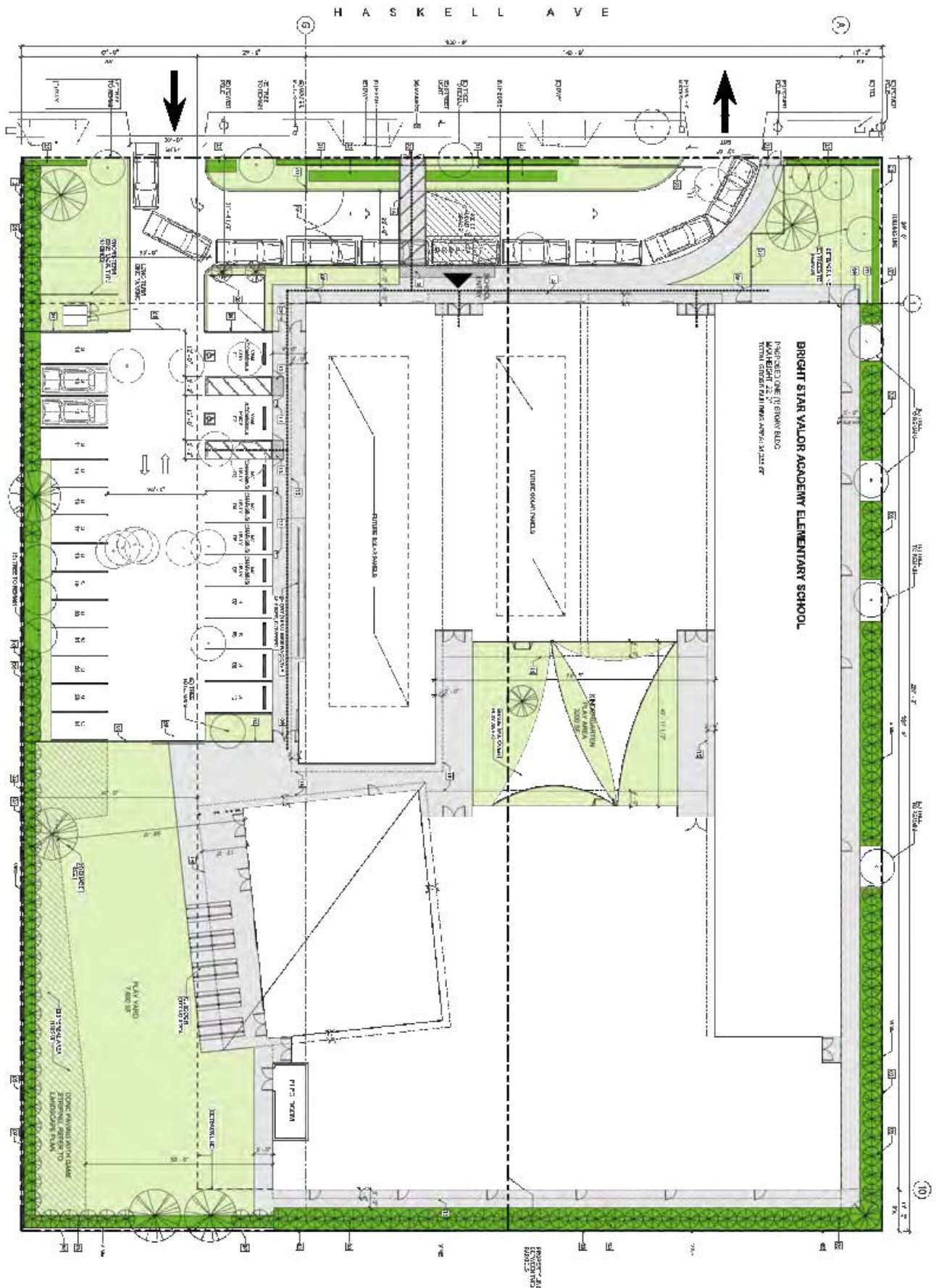
- Weekday trip rate: 2.48 trips/student
- a.m. peak hour trip rate: 0.80 trips/student; 61% inbound, 39% outbound
- p.m. peak hour trip rate: 0.17 trips/student; 43% inbound, 57% outbound

Attachment 2: Volume to Capacity Ratios (V/C) and Levels of Service (LOS)

Intersection	Peak Hour	2018 conditions		2018 + Project		Project Impact	2020, no project		2020 + Project		Project Impact
		v/c	LOS	v/c	LOS	$\Delta v/c$	v/c	LOS	v/c	LOS	$\Delta v/c$
Woodley Av & Parthenia St	AM	0.977	E	0.986	E	0.009	1.006	F	1.015	F	0.009
	PM	0.857	D	0.860	D	0.003	0.885	D	0.888	D	0.003
Haskell Av & Nordhoff St	AM	0.707	C	0.715	C	0.008	0.733	C	0.741	C	0.008
	PM	0.681	B	0.683	B	0.002	0.704	B	0.706	B	0.002
Haskell Av & Parthenia St	AM	0.787	C	0.806	D	0.019	0.811	D	0.830	D	0.019
	PM	0.677	B	0.690	B	0.013	0.699	B	0.712	C	0.013
Haskell Av & Roscoe Bl	AM	0.639	B	0.678	B	0.039	0.661	B	0.700	C	0.039
	PM	0.494	A	0.501	A	0.007	0.512	A	0.521	A	0.009
I-405 SB Ramps & Nordhoff St	AM	0.784	C	0.789	C	0.005	0.821	D	0.827	D	0.006
	PM	0.860	D	0.860	D	0.000	0.881	D	0.882	D	0.001
I-405 SB Ramps & Roscoe Bl	AM	0.719	C	0.734	C	0.015	0.750	C	0.766	C	0.016
	PM	0.562	A	0.563	A	0.001	0.595	A	0.596	A	0.001
I-405 NB Ramps & Nordhoff St	AM	0.691	B	0.694	B	0.003	0.716	C	0.718	C	0.002
	PM	0.500	A	0.501	A	0.001	0.515	A	0.516	A	0.001
I-405 NB Ramps & Roscoe Bl	AM	0.660	B	0.664	B	0.004	0.694	B	0.699	B	0.005
	PM	0.631	B	0.632	B	0.001	0.668	B	0.668	B	0.000
Sepulveda Bl & Parthenia St	AM	0.778	C	0.788	C	0.010	0.829	D	0.839	D	0.010
	PM	0.727	C	0.730	C	0.003	0.771	C	0.773	C	0.002

* Denotes significant impact

Attachment 3: Conceptual Parking Area and Driveway Plan

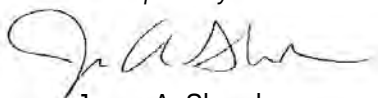


TRAFFIC IMPACT STUDY
8618-8630 HASKELL AVENUE
CHARTER SCHOOL PROJECT
City of Los Angeles, California
December 20, 2018

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

LLG Ref. 5-18-0424-1



Prepared by:

Jason A. Shender
Transportation Planner II

Under the Supervision of:

David S. Shender, P.E.
Principal

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APPENDIX

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TRAFFIC IMPACT STUDY
8618-8630 HASKELL AVENUE CHARTER SCHOOL PROJECT
City of Los Angeles, California
December 20, 2018

1.0 INTRODUCTION

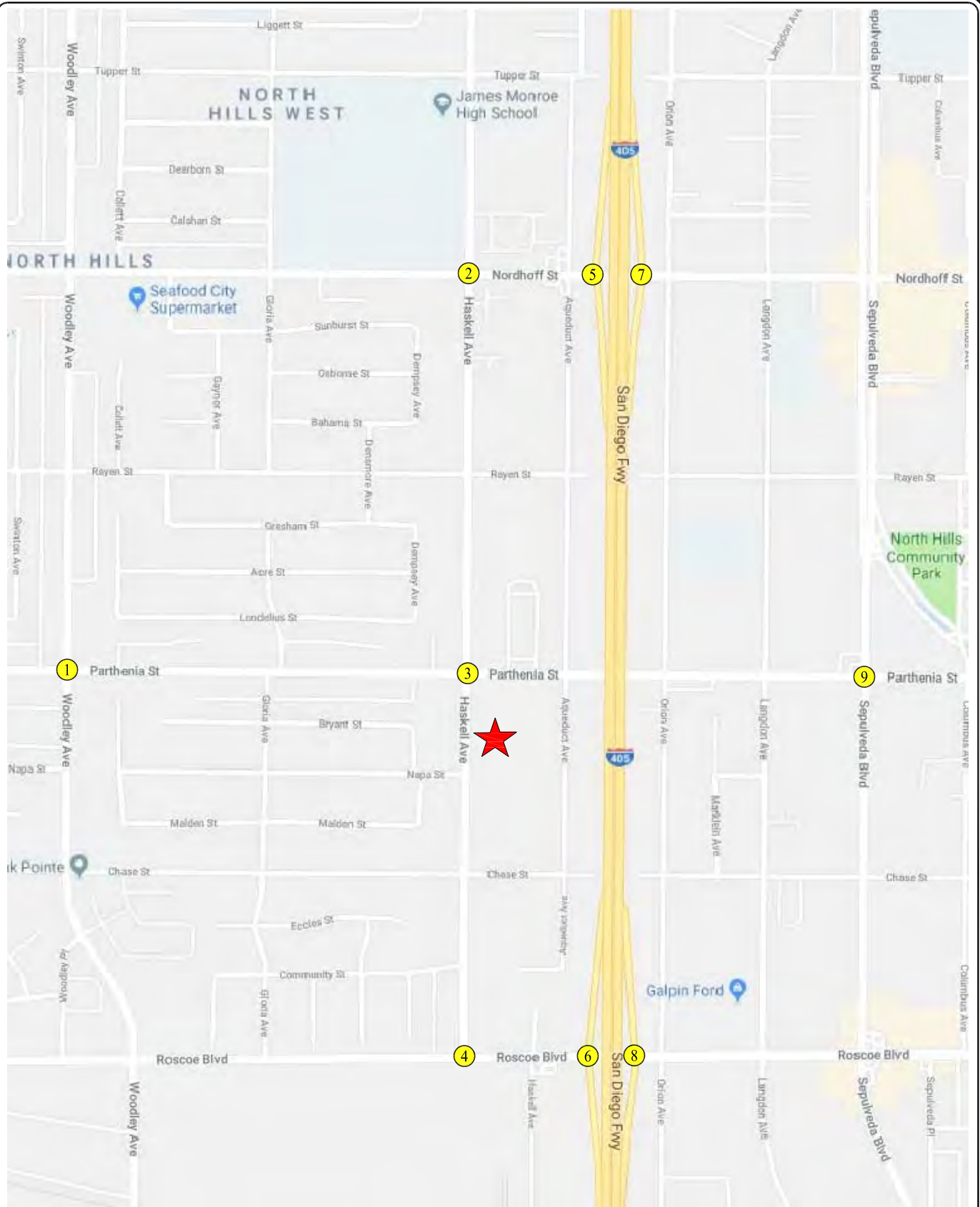
This traffic analysis has been conducted to identify and evaluate the potential traffic impacts generated by the proposed 8618-8630 Haskell Avenue Charter School project (the “Project”). The Project site is located at 8618-8630 Haskell Avenue located in the North Hills area of the City of Los Angeles. The Project proposes the construction of a charter elementary school (grades K-4) with a maximum enrollment of 458 students. The Project site is bounded by an existing multi-family residential building to the north, existing single-family residential dwelling units to the south and east, and Haskell Avenue to the west. The Project site location and general vicinity are shown in **Figure 1-1**.

The traffic analysis follows City of Los Angeles traffic study guidelines¹ and is consistent with traffic impact assessment guidelines set forth in the Los Angeles County Congestion Management Program². This traffic analysis evaluates potential Project-related impacts at nine (9) key intersections in the vicinity of the Project site. The study intersections were determined in consultation with City of Los Angeles Department of Transportation (LADOT) staff. The Critical Movement Analysis method was used to determine Volume-to-Capacity ratios and corresponding Levels of Service for all nine signalized study intersections. A review also was conducted of Los Angeles County Metropolitan Transportation Authority freeway and intersection monitoring stations to determine if a Congestion Management Program transportation impact assessment analysis is required for the proposed Project.

This study (i) presents existing traffic volumes, (ii) includes existing traffic volumes with the forecast net new traffic volumes from the proposed Project, (iii) recommends mitigation measures, where necessary, (iv) forecasts future cumulative baseline traffic volumes, (v) forecasts future traffic volumes with the proposed Project, (vi) determines future forecast with Project-related impacts, and (vii) recommends mitigation measures, where necessary.

¹ *Transportation Impact Study Guidelines*, City of Los Angeles Department of Transportation, December 2016.

² *2010 Congestion Management Program for Los Angeles County*, Los Angeles County Metropolitan Transportation Authority, 2010.



MAP SOURCE: GOOGLE MAPS
 ★ PROJECT SITE
 ● STUDY INTERSECTION

FIGURE 1-1
VICINITY MAP

LINSCOTT, LAW & GREENSPAN, engineers

8618-8630 HASKELL AVENUE CHARTER SCHOOL PROJECT

1.1 Study Area

Upon coordination with LADOT staff, nine study intersections have been identified for evaluation during the weekday morning and afternoon peak hours. The nine study intersections provide local access to the study area and define the extent of the boundaries for this traffic impact analysis. Further discussion of the existing street system and study area is provided in Section 4.0.

The general location of the Project in relation to the study locations and surrounding street system is presented in *Figure 1-1*. The traffic analysis study area is generally comprised of those locations which have the greatest potential to experience significant traffic impacts due to the proposed Project as defined by the Lead Agency. In the traffic engineering practice, the study area generally includes those intersections that are:

- a. Immediately adjacent or in close proximity to the Project site;
- b. In the vicinity of the Project site that are documented to have current or Projected future adverse operational issues; and
- c. In the vicinity of the Project site that are forecast to experience a relatively greater percentage of Project-related vehicular turning movements (e.g., at freeway ramp intersections).

The locations selected for analysis were based on the above criteria, proposed Project peak hour vehicle trip generation, the anticipated distribution of Project vehicular trips, and existing intersection/corridor operations.

2.0 PROJECT DESCRIPTION

2.1 Site Location

The proposed Project site is located at 8618-8630 Haskell Avenue in the North Hills area of the City of Los Angeles. The Project site is generally bounded by an existing multi-family residential building to the north, existing single-family residential dwelling units to the south and east, and Haskell Avenue to the west. The Project site location and general vicinity are shown in *Figure 1-1*.

2.2 Existing Project Site

The Project site is currently occupied by a single-family residential dwelling unit. Vehicular access to the Project site is provided via two driveways along the east side of Haskell Avenue.

2.3 Proposed Project Description

The Project applicant proposes to construct a charter elementary school (Grades K-4) to accommodate enrollment of up to 458 students. Vehicular access will be provided via one inbound driveway along the east side of Haskell Avenue, at the southerly end of the Project site, as well as one outbound driveway at the northerly end of the site. Construction and occupancy of the proposed Project is planned to be completed by year 2020. The site plan for the proposed Project is illustrated in *Figure 2-1*. Further discussion of the proposed Project site access and circulation scheme is provided in Section 3.0.

3.0 SITE ACCESS AND CIRCULATION

The proposed site access scheme for the Project is displayed in *Figure 2-1*. A description of the proposed site access and circulation scheme is provided in the following subsections.

3.1 Existing Vehicular Site Access

Vehicular access to the existing Project site is currently provided via two driveways along the east side of Haskell Avenue.

3.2 Vehicular Project Site Access

Vehicular access to the Project site will be provided via the existing driveway located along the east side of Haskell Avenue, at the southerly end of the Project site. Traffic will enter the southerly driveway, travel northbound within the site in the proposed drop-off/pick-up lane, and will exit onto Haskell Avenue via the northerly site driveway. Student pick-up and drop-off operations will be conducted on the Project site.

3.3 Proposed Student Drop-Off and Pick-Up Operations

The proposed student drop-off/pick-up area is shown in *Figure 2-1*. Vehicles destined to the Project to drop-off or pick-up students will enter the site via southerly Haskell Avenue driveway, circulate northbound through the drop-off/pick-up lane located on the west end of the Project site, complete the student drop-off or pick-up, and then exit via the northerly driveway onto Haskell Avenue. The proposed drop-off/pick-up lane can accommodate approximately ten vehicles queued within the Project site. As shown, the proposed on-site drop-off/pick-up area lane is approximately 20 feet in width, which is sufficient to accommodate one lane of queued vehicles, plus a bypass lane to allow vehicles to bypass the queue should there be delay related to the passenger loading/unloading of one or more of the queued vehicles.

3.3.1 Estimated Peak Vehicle Queue

Private vehicles are the main component that contributes to the vehicle queuing analysis during the peak student drop-off and pick-up periods. The analysis focuses on the morning student drop-off period as the pick-up of students tends to be dispersed on a relative basis throughout the afternoon, particularly as students are involved with after-school activities.

The proposed Project is forecast to generate 223 inbound trips and 143 outbound trips during the AM peak hour (refer to Section 7.0, Traffic Forecasting Methodology, for a discussion of the Project's trip generation forecasts). While the ITE trip rates do not distinguish between trips related to staff arrivals and student drop-offs in the morning, it can be generally assumed that the 143 outbound trips during the AM peak hour would correlate with at least 143 inbound trips during this period related to student drop-off operations. The remaining inbound vehicle trips during the AM peak hour are likely due to administrative staff, visitors, etc., at the campus. Therefore, for this queuing analysis, it has been assumed that approximately 143 vehicles would utilize the on-site vehicle queue area as part of the student drop-off operations.

While the ITE forecasts are made for a peak one hour (i.e., 60-minute) period, it has been observed that student drop-offs are typically concentrated in shorter timeframes leading up to the start of classes for the day. Thus, for this analysis it has been conservatively (i.e., worst case) assumed that the 143 vehicles would arrive in a 30-minute period, which is equivalent to approximately five vehicles per minute. Multiplying this average arrival by two to approximate the 95th percentile confidence level of a Poisson distribution (which is typically used by traffic engineers in planning the lengths of left and right-turn pockets at intersections) results in an estimated maximum of ten vehicles per minute. As previously noted, the on-site vehicle queue area can accommodate ten queued vehicles. Project-related trips are not expected to queue onto Haskell Avenue. Therefore, it is concluded that the planned on-site vehicle queue area can adequately accommodate the forecast peak demand of ten queued vehicles during the morning student drop-off operation.

4.0 EXISTING STREET SYSTEM

4.1 Regional Highway System

Regional access to the Project site is provided by the I-405 (San Diego) Freeway as shown in *Figure 1-1*. A brief description of the I-405 is provided in the following paragraph:

I-405 (San Diego) Freeway is a north-south freeway that extends from the San Fernando area of the City of Los Angeles to the north and the San Diego area to the south. In the Project vicinity, five mainline freeway lanes (four mixed flow lanes and one carpool lane) are generally provided in each direction. Northbound and southbound ramps are provided on the I-405 Freeway at Nordhoff Street and Roscoe Boulevard in the Project vicinity.

4.2 Local Roadway System

Immediate access to the Project site is provided via Haskell Avenue. The following study intersections were selected in consultation with LADOT staff for analysis of potential impacts due to the proposed Project:

1. Woodley Avenue / Parthenia Street
2. Haskell Avenue / Nordhoff Street
3. Haskell Avenue / Parthenia Street
4. Haskell Avenue / Roscoe Boulevard
5. I-405 Southbound Ramps / Nordhoff Street
6. I-405 Southbound Ramps / Roscoe Boulevard
7. I-405 Northbound Ramps / Nordhoff Street
8. I-405 Northbound Ramps / Roscoe Boulevard
9. Sepulveda Boulevard / Parthenia Street

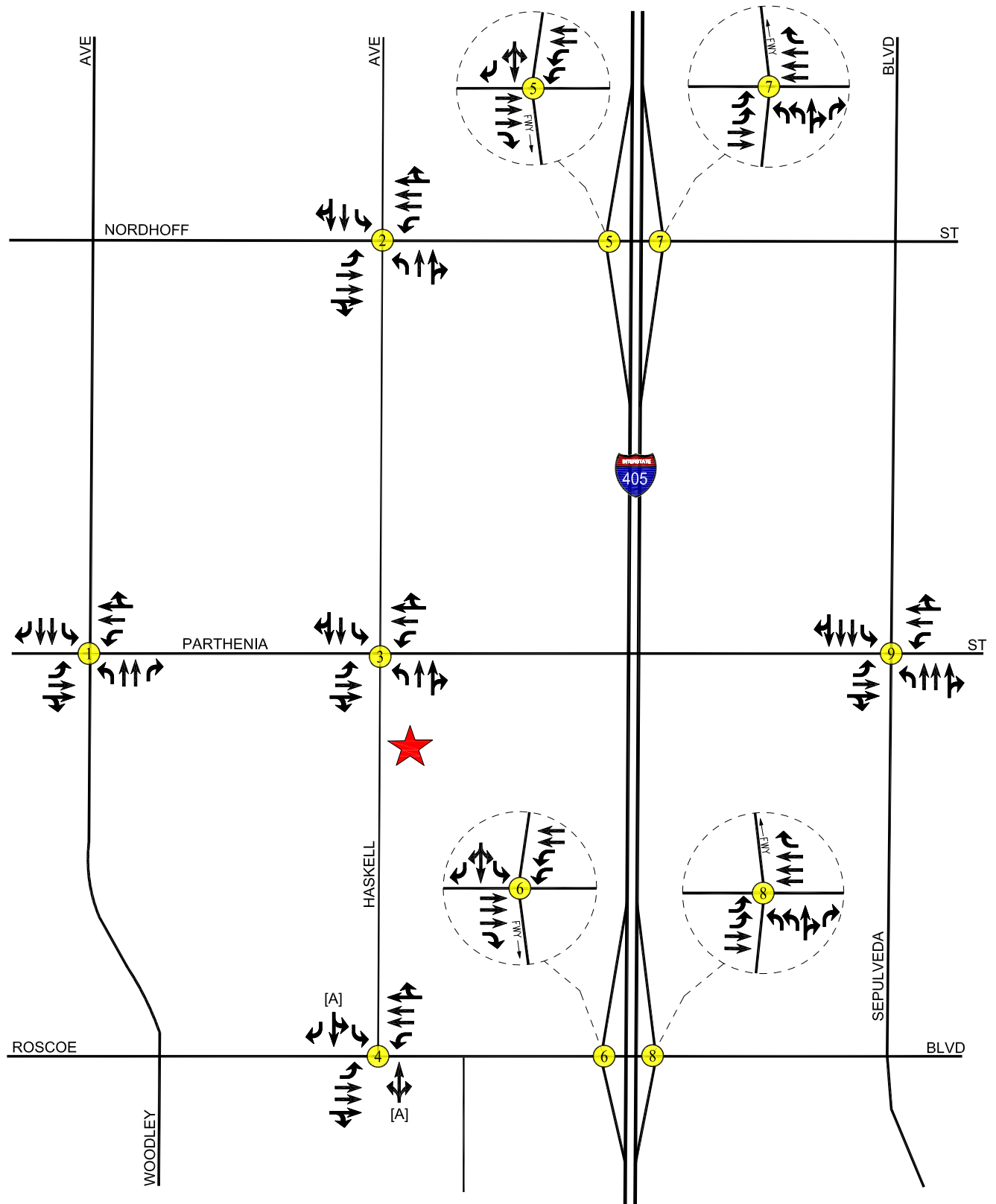
All nine study intersections selected for analysis are presently controlled by traffic signals. The existing lane configurations at the study intersections are displayed in *Figure 4-1*.

4.3 Roadway Descriptions

A brief description of the important roadways in the Project vicinity is provided in the following paragraphs.

Woodley Avenue is a north-south oriented roadway located west of the Project site. Within the Project study area, Woodley Avenue is designated as an Avenue II by the City of Los Angeles. Two through travel lanes are provided in each direction on Woodley Avenue within the Project study area. Separate exclusive left-turn lanes are provided on Woodley Avenue at major

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- ★ PROJECT SITE
- STUDY INTERSECTION
- [A] SPLIT PHASING

FIGURE 4-1
EXISTING LANE CONFIGURATIONS

intersections. Woodley Avenue is posted for a speed limit of 40 miles per hour within the Project study area.

Haskell Avenue is a north-south oriented roadway that borders the Project site to the west. Within the Project study area, Haskell Avenue is designated as an Avenue II by the City of Los Angeles. North of Chase Street, two through travel lanes are provided in each direction on Haskell Avenue within the Project study area. South of Chase Street, one through travel lane is provided in each direction on Haskell Avenue in the Project study area. Separate exclusive left-turn lanes are provided on Haskell Avenue at major intersections. Haskell Avenue is posted for a speed limit of 40 miles per hour within the Project study area.

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

Nordhoff Street is an east-west oriented roadway located north of the Project site. Within the Project study area, Nordhoff Street is designated as a Boulevard II by the City of Los Angeles. West of the I-405 Freeway, three through travel lanes are provided in each direction on Nordhoff Street within the Project study area. East of the I-405 Freeway, two through travel lanes are provided in each direction on Nordhoff Street in the Project study area. Separate exclusive left-turn lanes are provided on Nordhoff Street at major intersections. Nordhoff Street is posted for a speed limit of 35 miles per hour within the Project study area.

Parthenia Street is an east-west oriented roadway located north of the Project site. Within the Project study area, Parthenia Street is designated as an Avenue II by the City of Los Angeles. Two through travel lanes are provided in each direction on Parthenia Street in the Project study area. Separate exclusive left-turn lanes are provided on Nordhoff Street at major intersections. West of Woodley Avenue, Parthenia Street is posted for a speed limit of 45 miles per hour within the Project study area. Parthenia Street is posted for a speed limit of 40 miles per hour within the Project study area between Woodley Avenue and Sepulveda Boulevard within the Project study area. East of Sepulveda Boulevard, Parthenia Street is posted for a speed limit of 35 miles per hour within the Project study area.

Roscoe Boulevard is an east-west oriented roadway located south of the Project site. Within the Project study area, Roscoe Boulevard is designated as a Boulevard II by the City of Los Angeles. Three through travel lanes are provided in each direction on Roscoe Boulevard within the Project study area. Separate exclusive left-turn lanes are provided on Roscoe Boulevard at major intersections. West of Haskell Avenue, Roscoe Boulevard is posted for a speed limit of 40 miles per hour within the Project study area. East of Haskell Avenue, Roscoe Boulevard is posted for a speed limit of 35 miles per hour within the Project study area.

4.4 Public Transit Services

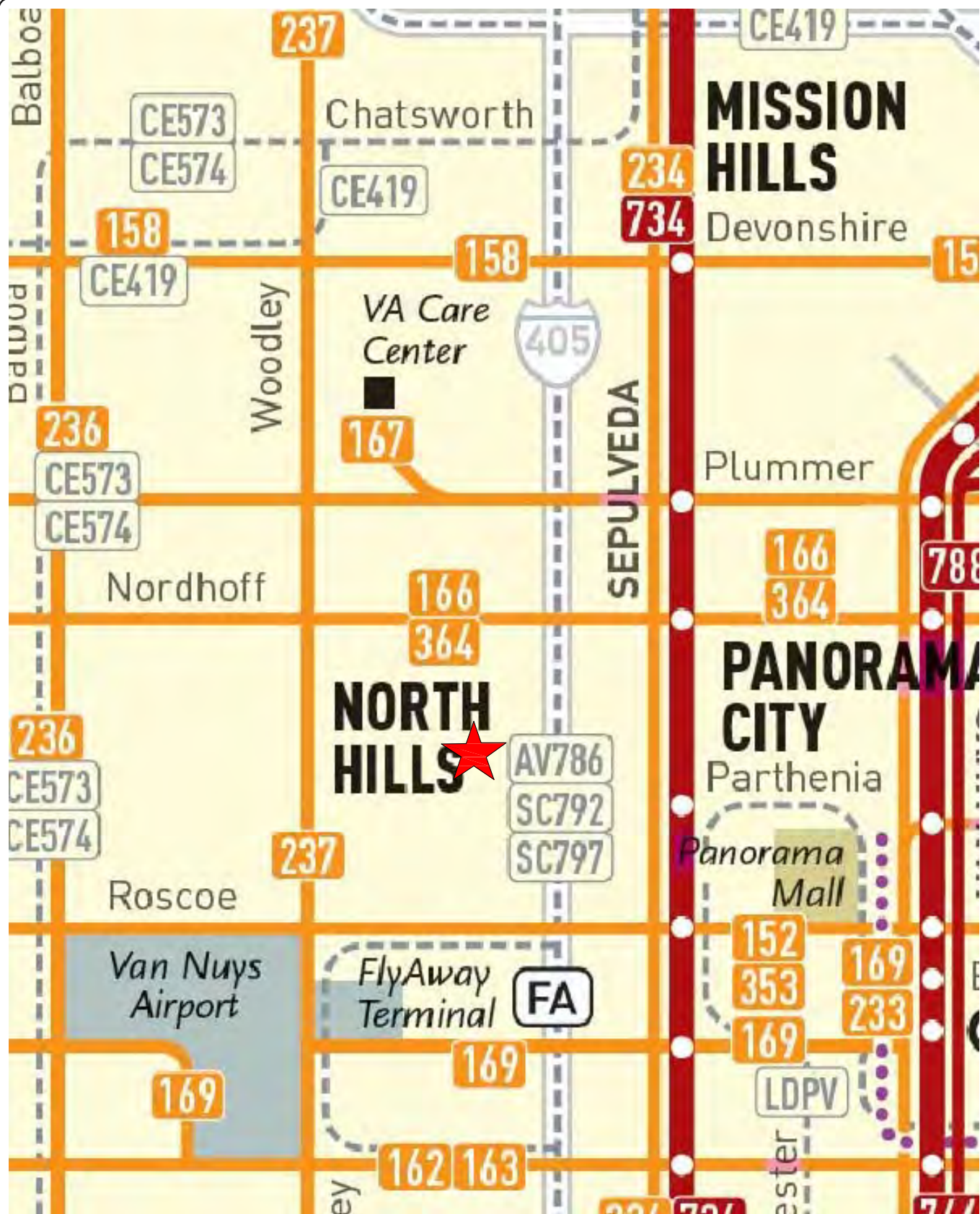
Public transit service within the Project study area is currently provided by Los Angeles County Metropolitan Transit Authority (Metro) and LADOT Transit DASH. A summary of the existing transit service, including the transit route, destinations and peak hour headways is presented in **Table 4-1**. The existing public transit routes in the Project site vicinity are illustrated in **Figure 4-2**.

Table 4-1
EXISTING PUBLIC TRANSIT ROUTES [1]

16-Oct-18

ROUTE	DESTINATIONS	ROADWAY(S) NEAR SITE	NO. OF BUSES/TRAINS DURING PEAK HOUR		
			DIR	AM	PM
Metro 152/353	Woodland Hills to North Hollywood (via Fallbrook Avenue, Roscoe Boulevard & Vineland Avenue)	Roscoe Boulevard	EB WB	12 18	18 17
Metro 166/364	Chatsworth to Sun Valley (via Nordhoff Street & Osborne Street)	Nordhoff Street	EB WB	8 17	20 10
Metro 234	Sylmar Station to Westwood (via Sepulveda Boulevard)	Sepulveda Boulevard	NB SB	7 11	11 8
Metro 237	Mission Hills to Hollywood (via Woodley Avenue, Chandler Boulevard & Cahuenga Boulevard)	Woodley Avenue	NB SB	4 4	3 5
Metro Rapid 734	Sylmar Station to West Los Angeles (via Sepulveda Boulevard)	Sepulveda Boulevard	NB SB	9 9	10 10
DASH Panorama City/ Van Nuys	Roundtrip from Van Nuys Metrolink Station (via Van Nuys Boulevard, Parthenia Street & Sepulveda Boulevard)	Sepulveda Boulevard	CW CCW	7 8	11 11
Total				114	134

[1] Sources: Los Angeles County Metropolitan Transportation Authority (Metro) website, 2018.
Los Angeles Department of Transportation (DASH) website, 2018.



MAP SOURCE: METROPOLITAN TRANSIT AUTHORITY
★ PROJECT SITE

**FIGURE 4-2
EXISTING PUBLIC
TRANSIT ROUTES**

LINSCOTT, LAW & GREENSPAN, engineers

8618-8630 HASKELL AVENUE CHARTER SCHOOL PROJECT

5.0 TRAFFIC COUNTS

Manual traffic counts of vehicular turning movements were conducted on Thursday, September 27, 2018 at each of the study intersections during the weekday morning and afternoon commuter periods to determine the peak hour traffic volumes. The manual traffic counts at the study intersections were conducted from 7:00 AM to 10:00 AM and 3:00 PM to 6:00 PM to determine the respective peak commuter hours. In addition to vehicle traffic, the data collection included counts of pedestrians and bicycles at the study intersections.

The weekday AM and PM peak period manual counts of vehicle movements at the study intersections are summarized in **Table 5-1**. The existing traffic volumes at the study intersections during the weekday AM and PM peak hours are shown in **Figures 5-1** and **5-2**, respectively. Summary data worksheets of the manual traffic counts at the study intersections are contained in **Appendix A**.

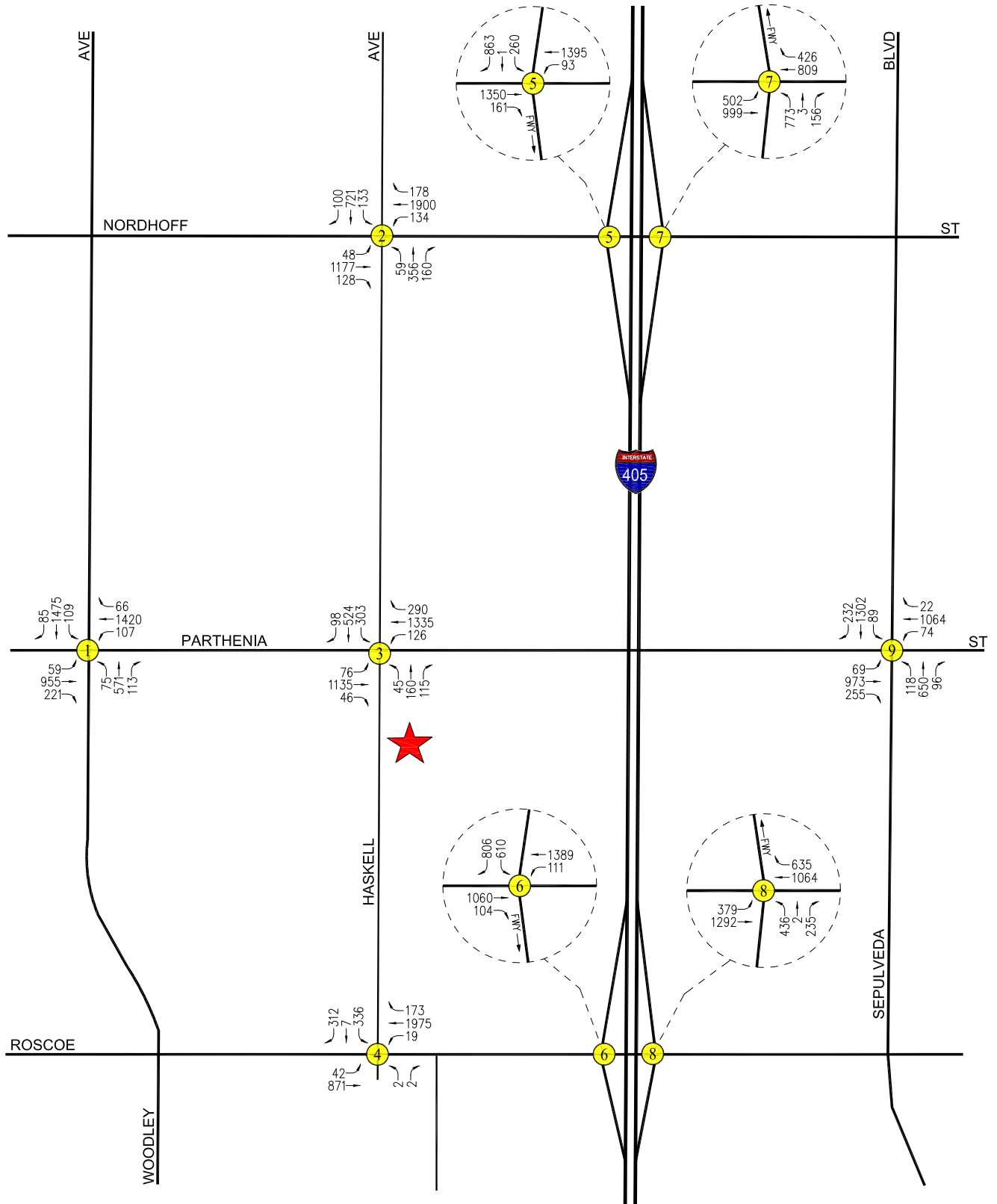
Table 5-1
EXISTING TRAFFIC VOLUMES [1]

20-Dec-18

NO.	INTERSECTION	DATE	DIR	AM PEAK HOUR		PM PEAK HOUR	
				BEGAN	VOLUME	BEGAN	VOLUME
1	Woodley Avenue / Parthenia Street	09/27/2018	NB SB EB WB	7:15	759 1,669 1,235 1,593	5:00	1,773 674 1,339 1,057
2	Haskell Avenue / Nordhoff Street	09/27/2018	NB SB EB WB	7:30	575 954 1,353 2,212	5:00	746 409 1,676 1,835
3	Haskell Avenue / Parthenia Street	09/27/2018	NB SB EB WB	7:15	320 925 1,257 1,751	4:45	699 414 1,400 1,099
4	Haskell Avenue / Roscoe Boulevard	09/27/2018	NB SB EB WB	7:30	4 655 913 2,167	5:00	42 241 1,533 1,720
5	I-405 Southbound Ramps / Nordhoff Street	09/27/2018	NB SB EB WB	7:45	0 1,124 1,511 1,488	3:30	0 1,194 1,822 1,305
6	I-405 Southbound Ramps / Roscoe Boulevard	09/27/2018	NB SB EB WB	7:15	0 1,416 1,164 1,500	4:45	0 984 1,552 1,379
7	I-405 Northbound Ramps / Nordhoff Street	09/27/2018	NB SB EB WB	7:15	932 0 1,501 1,235	4:15	815 0 1,679 1,345
8	I-405 Northbound Ramps / Roscoe Boulevard	09/27/2018	NB SB EB WB	7:15	673 0 1,671 1,699	4:15	580 0 1,520 1,773
9	Sepulveda Boulevard / Parthenia Street	09/27/2018	NB SB EB WB	7:30	864 1,623 1,297 1,360	5:00	1,634 949 1,360 941

[1] National Data & Surveying Services

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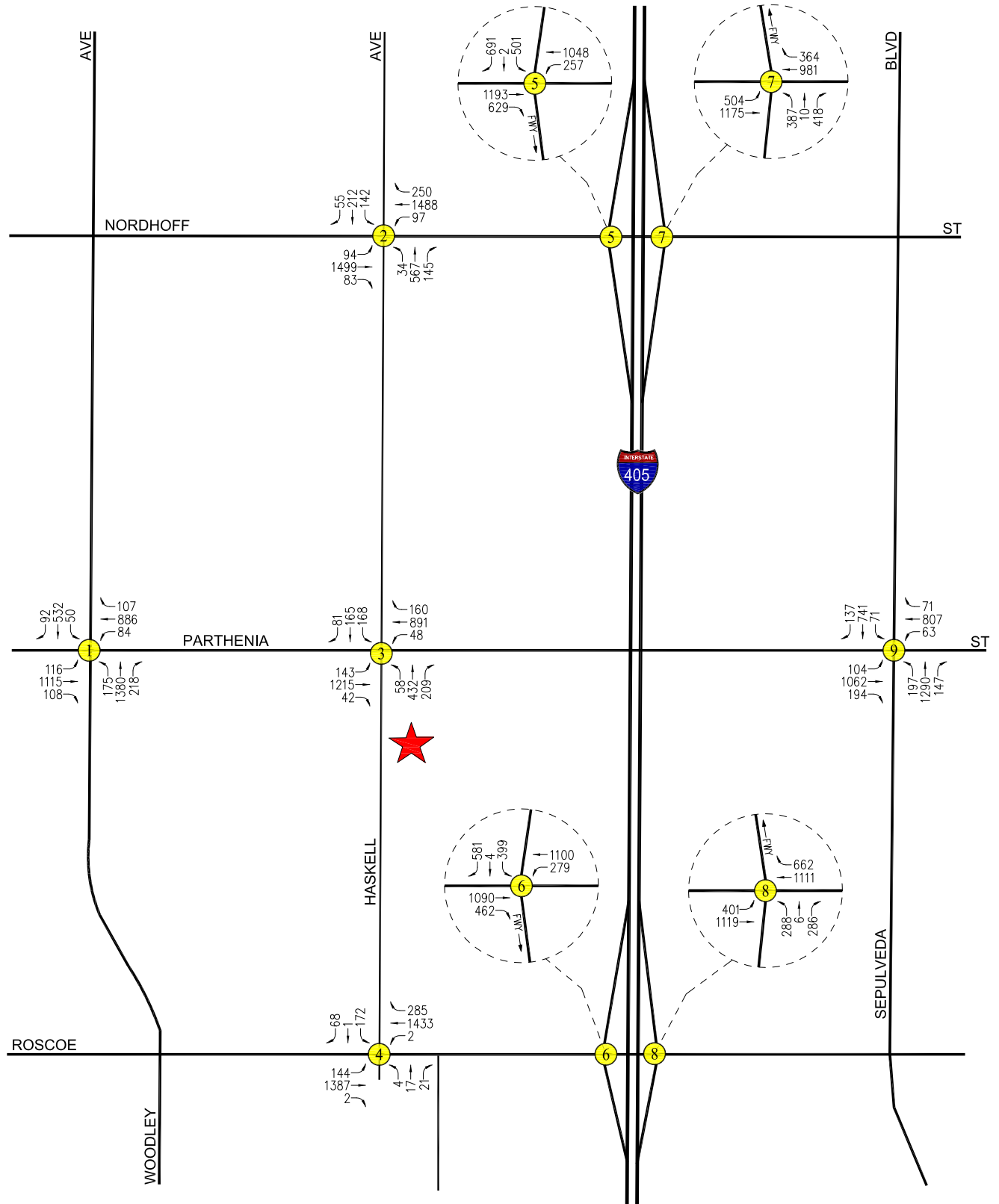
- ★ PROJECT SITE
- ⓧ STUDY INTERSECTION

FIGURE 5-1
EXISTING TRAFFIC VOLUMES

LINSCOTT, LAW & GREENSPAN, engineers

WEEKDAY AM PEAK HOUR
8618-8630 HASKELL AVENUE CHARTER SCHOOL PROJECT

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- ★ PROJECT SITE
- xx STUDY INTERSECTION

FIGURE 5-2
EXISTING TRAFFIC VOLUMES

LINSCOTT, LAW & GREENSPAN, engineers

WEEKDAY PM PEAK HOUR
8618-8630 HASKELL AVENUE CHARTER SCHOOL PROJECT

6.0 CUMULATIVE DEVELOPMENT PROJECTS

The forecast of future pre-Project conditions was prepared in accordance to procedures outlined in Section 15130 of the CEQA Guidelines. Specifically, the CEQA Guidelines provide two options for developing the future traffic volume forecast:

“(A) A list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the [lead] agency, or

(B) A summary of projections contained in an adopted local, regional or statewide plan, or related planning document, that describes or evaluates conditions contributing to the cumulative effect. Such plans may include: a general plan, regional transportation plan, or plans for the reduction of greenhouse gas emissions. A summary of projections may also be contained in an adopted or certified prior environmental document for such a plan. Such projections may be supplemented with additional information such as a regional modeling program. Any such document shall be referenced and made available to the public at a location specified by the lead agency.”

Accordingly, the traffic analysis provides a highly conservative estimate of future pre-Project traffic volumes as it incorporates both the “A” and “B” options outlined in CEQA Guidelines for purposes of developing the forecast.

6.1 Related Projects

A forecast of on-street traffic conditions prior to occupancy of the proposed 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 proposed 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. The list of related projects in the Project site area is presented in **Table 6-1**. The location of the related projects is shown in **Figure 6-1**.

Traffic volumes expected to be generated by the related projects were calculated using rates provided in the Institute of Transportation Engineers’ (ITE) *Trip Generation* manual³. 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 6-1**. The distribution of the related projects traffic volumes to the study intersections during the weekday AM and PM peak hours are displayed in **Figure 6-2** and **6-3**, respectively.

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

Table 6-1
RELATED PROJECTS LIST AND TRIP GENERATION [1]

16-Oct-18

MAP NO.	PROJECT NAME/NUMBER ADDRESS/LOCATION	PROJECT STATUS	LAND USE DATA		PROJECT DATA SOURCE	DAILY TRIP ENDS [2]	AM PEAK HOUR VOLUMES [2]		PM PEAK HOUR VOLUMES [2]	
			LAND-USE	SIZE			IN	OUT	IN	OUT
1	16110 Chase Street	Under Construction	Single Family Homes	74 DU		695	14	41	46	27
2	8845 Sepulveda Boulevard	Proposed	Apartments	395 DU		1,408	19	138	96	26
3	15508 Plummer Street	Proposed	Condominiums	90 DU		513	7	32	30	16
4	Valor Charter High School 9334 Lemona Avenue	Under Construction	School	500 Students	[3]	1,211	246	157	35	47
5	The Icon of Panorama 14665 W. Roscoe Boulevard	Proposed	Apartments Restaurant Gym Theater Shopping Center Market	425 DU 15,000 GSF 35,000 GSF 1,200 GSF 80,000 GSF 20,000 GSF		7,996	185	277	365	297
6	14709 Plummer Street	Proposed	Apartments	28 DU		248	5	14	16	10
7	Panorama Mall Expansion 8401 Van Nuys Boulevard	Proposed	Commercial	266,000 GSF	[4]	10,042	155	95	120	130
8	8155 Van Nuys Boulevard	Under Construction	Apartments Retail Shopping Center	180 DU 11,000 GLSF 49,500 GLSF		2,482	68	120	138	112
9	6600 Van Nuys Boulevard	Proposed	Apartments Retail	54 DU 3,160 GLSF		0	26	52	52	27
						24,595	725	926	898	692
										1,590

[1] Source: City of Los Angeles Department of Transportation, unless otherwise noted in the Project Data Source column.

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

[3] Source: Traffic Impact Study for the Valor Charter High School Project, prepared by LLG Engineers, December 2015.

[4] ITE Land Use Code 820 (Shopping Center) trip generation average rates.

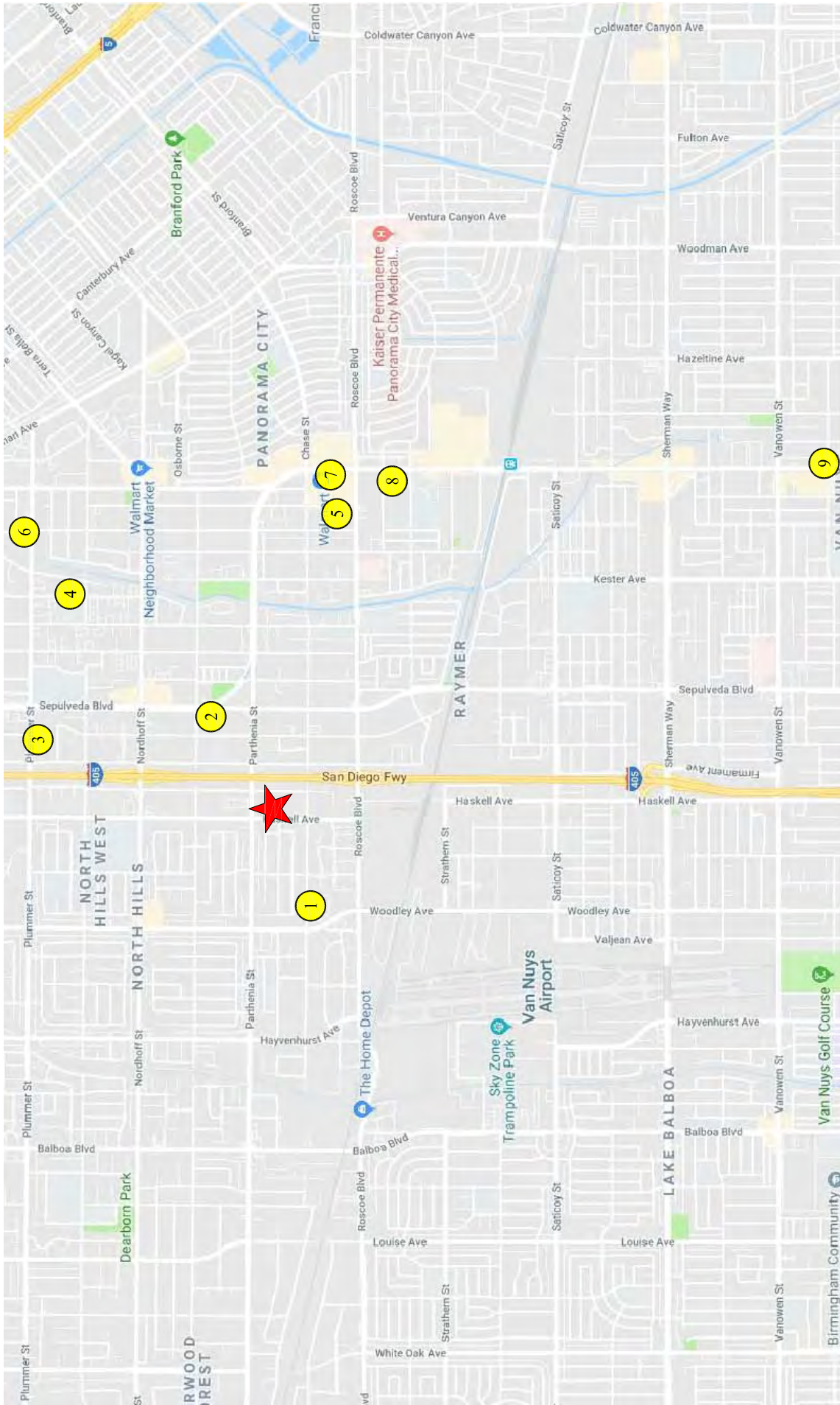
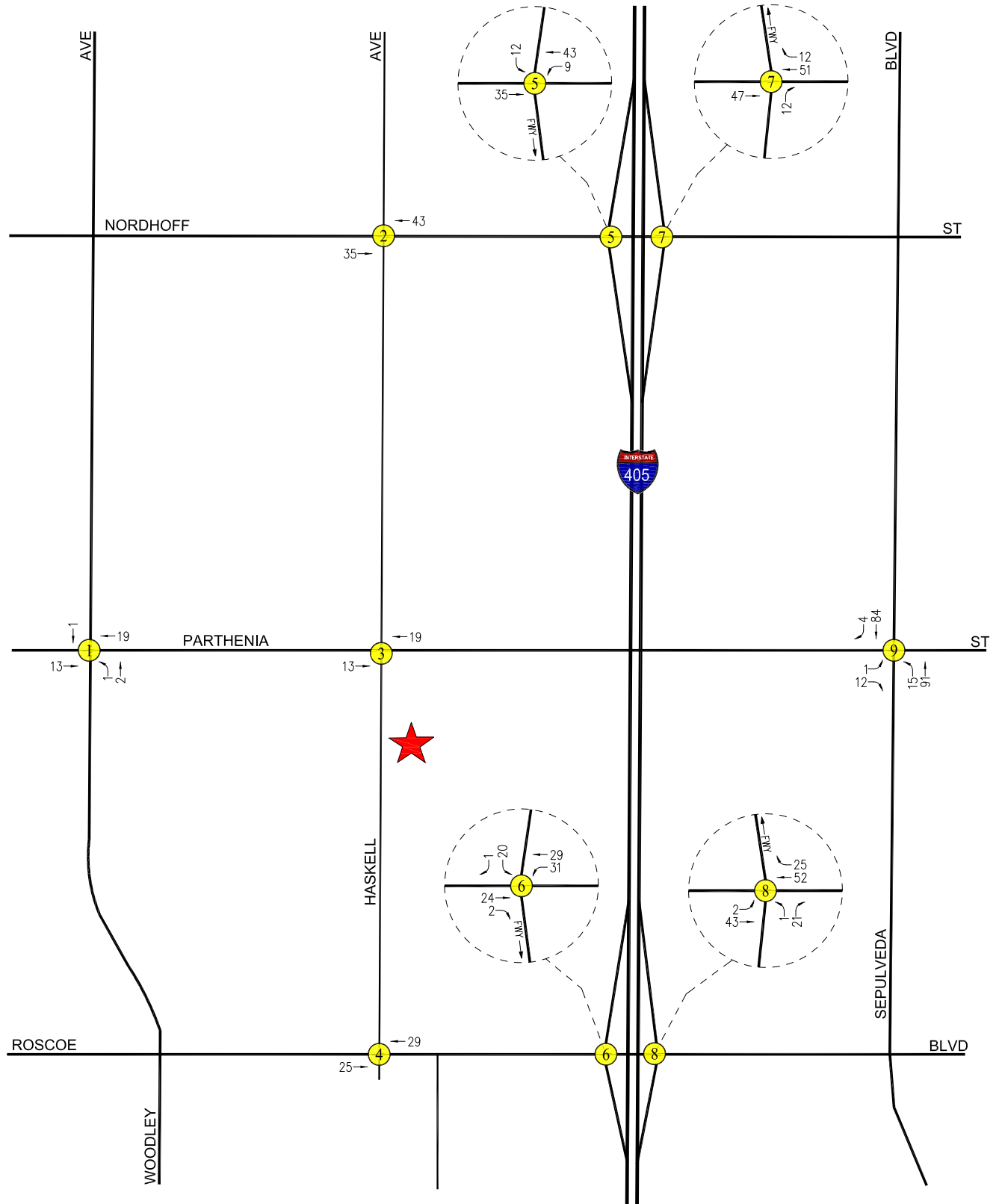


FIGURE 6-1
LOCATION OF RELATED PROJECTS

MAP SOURCE: GOOGLE MAPS
 ★ PROJECT SITE
 ● RELATED PROJECT
 NOT TO SCALE

8618-8630 HASKELL AVENUE CHARTER SCHOOL PROJECT
 LINS COTT, LAW & GREENSPAN, engineers

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NOT TO SCALE

- ★ PROJECT SITE
- STUDY INTERSECTION

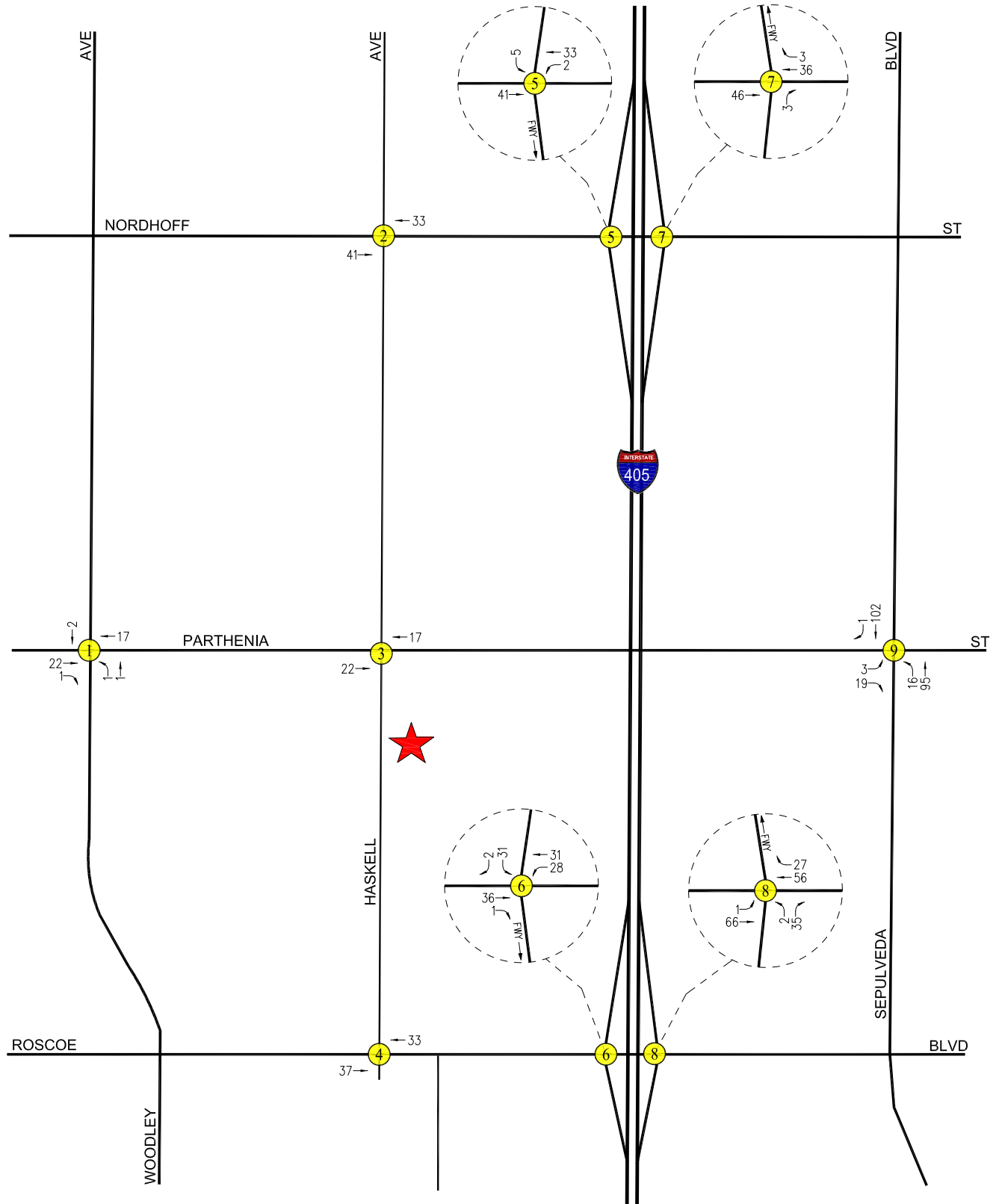
FIGURE 6-2 RELATED PROJECTS TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR

8618-8630 HASKELL AVENUE CHARTER SCHOOL PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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NOT TO SCALE

★ PROJECT SITE
● STUDY INTERSECTION

FIGURE 6-3 RELATED PROJECTS TRAFFIC VOLUMES

LINSCOTT, LAW & GREENSPAN, engineers

WEEKDAY PM PEAK HOUR
8618-8630 HASKELL AVENUE CHARTER SCHOOL PROJECT

6.2 Ambient Traffic Growth Factor

In order to account for unknown related projects not included in this analysis, the existing traffic volumes were increased at an annual rate of 1.0 percent (1.0%) per year to the year 2020 (i.e., the anticipated year of Project build-out). The ambient growth factor was based on general traffic growth factors provided in the *2010 Congestion Management Program for Los Angeles County* (the “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 West San Fernando Valley, it is anticipated that the existing traffic volumes are expected to increase at an annual rate of less than 0.54% per year between the years 2015 and 2020. Thus, application of an annual growth factor of 1.0% allows for a conservative, worst case forecast of future traffic volumes in the area. Further, it is noted that 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 both 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 a conservative estimate of future traffic volumes at the study intersections.

7.0 TRAFFIC FORECASTING METHODOLOGY

In order to estimate the traffic impact characteristics of the proposed Project, a multi-step process has been utilized. The first step is trip generation, which estimates the total arriving and departing traffic volumes on a peak hour and daily basis. The traffic generation potential is forecast by applying the appropriate vehicle trip generation equations or rates to the Project development tabulation.

The second step of the forecasting process is trip distribution, which identifies the origins and destinations of inbound and outbound Project traffic volumes. These origins and destinations are typically based on demographics and existing/anticipated travel patterns in the study area.

The third step is traffic assignment, which involves the allocation of Project traffic to study area streets and intersections. Traffic assignment is typically based on minimization of travel time, which may or may not involve the shortest route, depending on prevailing operating conditions and travel speeds. Traffic distribution patterns are indicated by general percentage orientation, while traffic assignment allocates specific volume forecasts to individual roadway links and intersection turning movements throughout the study area.

With the forecasting process complete and Project traffic assignments developed, the impact of the proposed Project is isolated by comparing operational (i.e., Levels of Service) conditions at the selected key intersections using existing and expected future traffic volumes without and with forecast Project traffic. The need for site-specific and/or cumulative local area traffic improvements can then be evaluated and the significance of the Project's impacts identified.

7.1 Project Traffic Generation

Traffic volumes expected to be generated by the proposed elementary school Project during the weekday AM and PM peak hours, as well as on a daily basis, were estimated using rates published in the ITE *Trip Generation* manual.

Traffic volumes expected to be generated by the proposed Project were based upon rates per number of students. The following trip generation rate was used to forecast the traffic volumes expected to be generated by the Project land use components:

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

The trip generation forecast for the proposed Project was submitted for review and approval by LADOT staff. As shown in **Table 7-1**, the proposed Project is expected to generate 366 net new vehicle trips (223 inbound trips and 143 outbound trips) during the AM peak hour. During the PM peak hour, the proposed Project is expected to generate 78 net new vehicle trips (34 inbound trips and 44 outbound trips). Over a 24-hour period, the proposed Project is forecast to generate a net increase of 1,136 daily trip ends (568 inbound trips and 568 outbound trips) during a typical weekday.

Table 7-1
PROJECT TRIP GENERATION [1]

20-Dec-18

LAND USE	SIZE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2]		PM PEAK HOUR VOLUMES [2]	
			IN	OUT	IN	OUT
Proposed Project Charter Elementary School [3]	458 Students	1,136	223	143	34	44
NET INCREASE DRIVEWAY TRIPS		1,136	223	143	34	44
						78

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

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

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

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

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

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

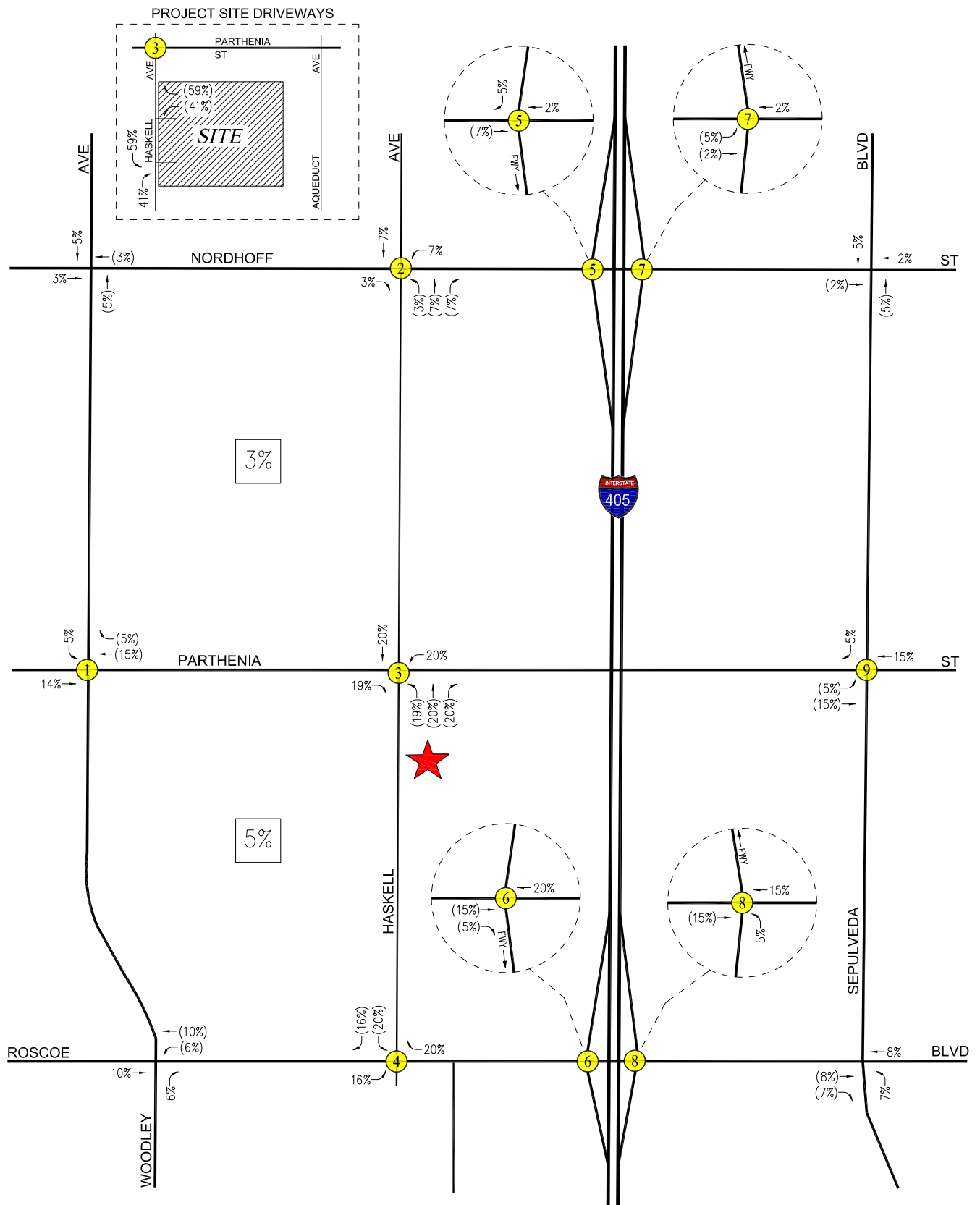
7.2 Project Traffic Distribution and Assignment

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

- The site's proximity to major traffic corridors (i.e., Haskell Avenue, Parthenia Street, Roscoe Boulevard, I-405 Freeway, etc.);
- Expected localized traffic flow patterns based on adjacent roadway channelization and presence of traffic signals;
- Existing intersection traffic volumes;
- Ingress/egress availability at the Project site assuming the site access and circulation scheme described in Section 3.0;
- Nearby population and employment centers as well as adjacent residential neighborhoods;
- Input from LADOT staff.

The general, directional traffic distribution patterns for direct access to the proposed Project are presented in **Figure 7-1**. 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 **Figures 7-2** and **7-3**, respectively. The traffic volume assignments presented in **Figures 7-2** and **7-3** reflect the traffic distribution characteristics shown in **Figure 7-1**, and the Project traffic generation forecast presented in **Table 7-1**.

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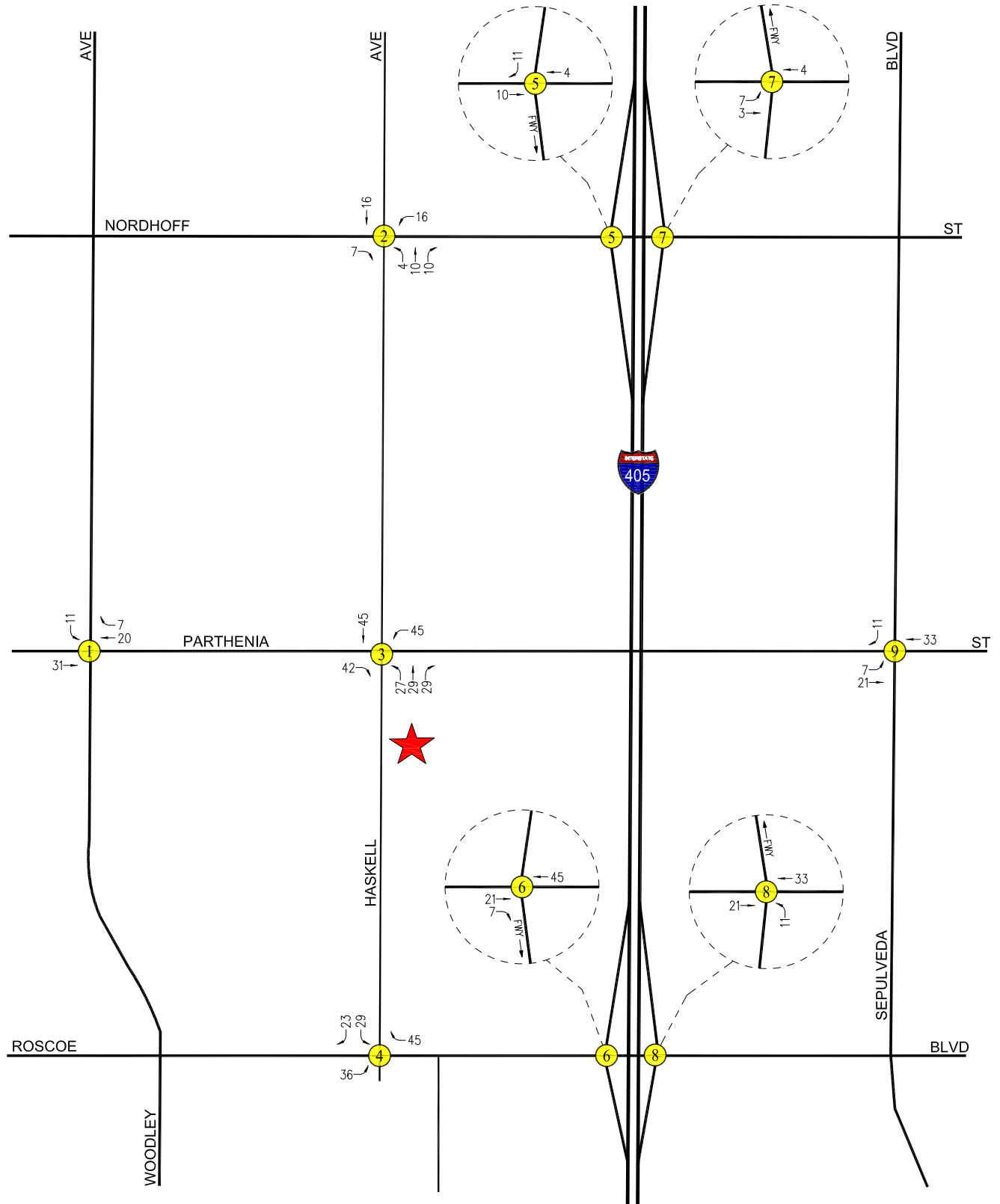
- NOT TO SCALE
- PROJECT SITE
 - STUDY INTERSECTION
 - ## = INBOUND PERCENTAGES
 - (##) = OUTBOUND PERCENTAGES
 - = LOCAL ORIGIN / DESTINATION

LINSCOTT, LAW & GREENSPAN, engineers

FIGURE 7-1
PROJECT TRIP DISTRIBUTION

8618-8630 HASKELL AVENUE CHARTER SCHOOL PROJECT

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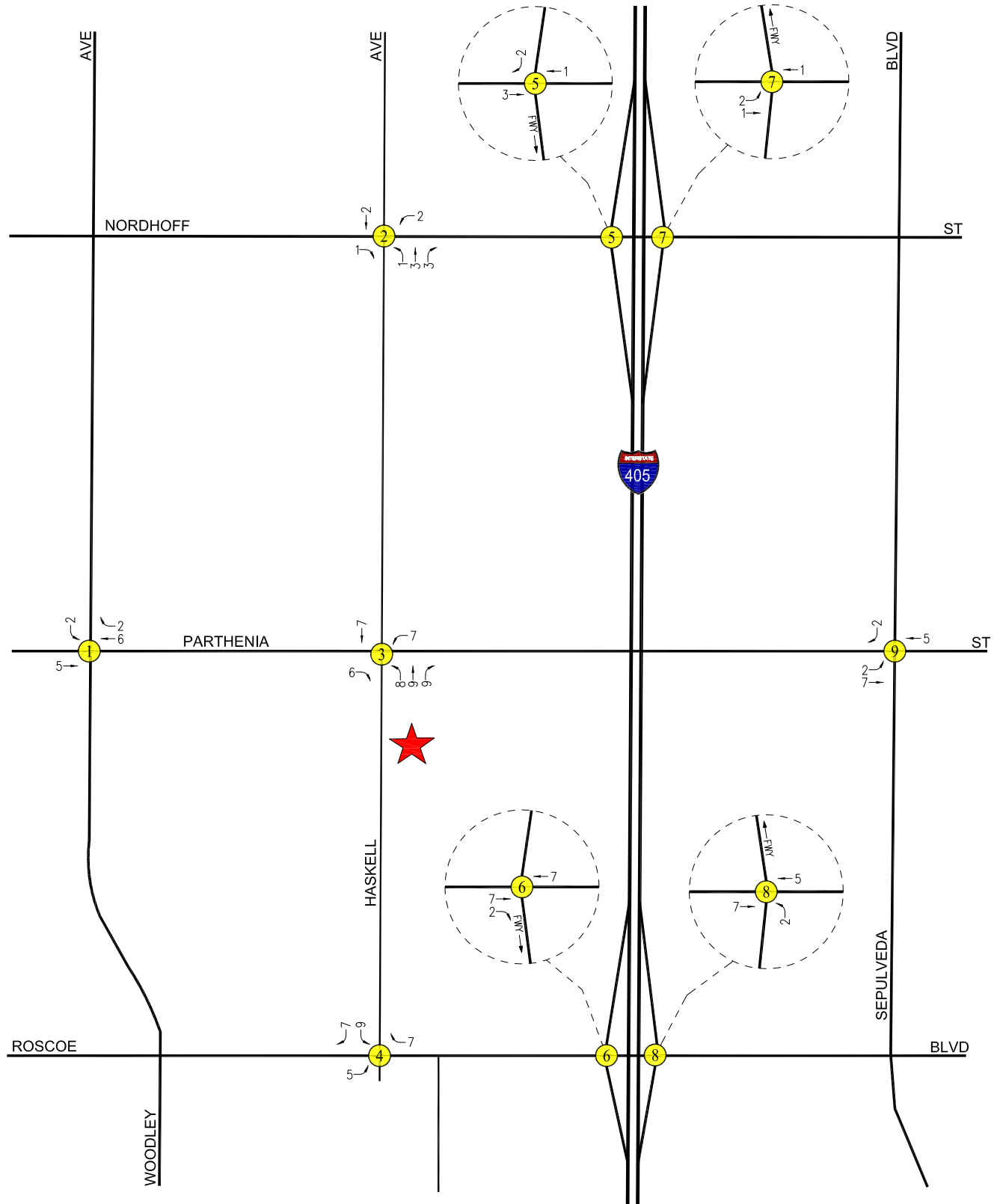
- ★ PROJECT SITE
- xx STUDY INTERSECTION

FIGURE 7-2 NET NEW PROJECT TRAFFIC VOLUMES

LINSCOTT, LAW & GREENSPAN, engineers

WEEKDAY AM PEAK HOUR
8618-8630 HASKELL AVENUE CHARTER SCHOOL PROJECT

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NOT TO SCALE

★ PROJECT SITE
ⓧ STUDY INTERSECTION

FIGURE 7-3 NET NEW PROJECT TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR

LINSCOTT, LAW & GREENSPAN, engineers

8618-8630 HASKELL AVENUE CHARTER SCHOOL PROJECT

8.0 TRAFFIC IMPACT ANALYSIS METHODOLOGY

The study intersections were evaluated using the Critical Movement Analysis (CMA) method of analysis that determines Volume-to-Capacity (v/c) ratios on a critical lane basis. The overall intersection v/c ratio is subsequently assigned a Level of Service (LOS) value to describe intersection operations. Level of Service varies from LOS A (free flow) to LOS F (jammed condition). A description of the CMA method and corresponding Level of Service is provided in **Appendix B**.

8.1 Impact Criteria and Thresholds

The relative impact of the added Project traffic volumes to be generated by the proposed Project during the AM and PM peak hours was evaluated based on analysis of future operating conditions at the study intersections, without and with the proposed Project. The previously discussed capacity analysis procedures were utilized to evaluate the future v/c relationships and service level characteristics at each study intersection.

The significance of the potential impacts of Project generated traffic was identified using the traffic impact criteria set forth in LADOT's *Transportation Impact Study Guidelines*, December 2016. According to the City's published traffic study guidelines, the impact is considered significant if the Project-related increase in the v/c ratio is equal to or exceeds the thresholds presented in **Table 8-1**.

Table 8-1 CITY OF LOS ANGELES INTERSECTION IMPACT THRESHOLD CRITERIA		
Final v/c	Level of Service	Project Related Increase in v/c
> 0.701 - 0.800	C	equal to or greater than 0.040
> 0.801 - 0.900	D	equal to or greater than 0.020
> 0.901	E or F	equal to or greater than 0.010

The City's Sliding Scale Method requires mitigation of Project traffic impacts whenever traffic generated by the proposed development causes an increase of the analyzed intersection v/c ratio by an amount equal to or greater than the values shown above.

8.2 LADOT ATSAC/ATCS

The City of Los Angeles Automated Traffic Surveillance and Control (ATSAC) and Adaptive Traffic Control System (ATCS) provides computer control of traffic signals allowing automatic adjustment of signal timing plans to reflect changing traffic conditions, identification of unusual traffic conditions caused by accidents, the ability to centrally implement special purpose short term traffic timing changes in response to incidents, and the ability to quickly identify signal equipment malfunctions. ATCS provides real time control of traffic signals and includes additional loop detectors, closed-circuit television, an upgrade in the communications links and a

new generation of traffic control software. LADOT estimates that the ATSAC system reduces the critical v/c ratios by seven percent (0.07). The ATCS system upgrade further reduces the critical v/c ratios by three percent (0.03) for a total of 10 percent (0.10). According to the City of Los Angeles, ATSAC/ATCS system upgrades for all nine signalized study intersections have been implemented. As such, the Level of Service calculations reflect a 0.10 adjustment for all analysis scenarios evaluated.

8.3 Traffic Impact Analysis Scenarios

Pursuant to LADOT's traffic study, Level of Service calculations have been prepared for the following scenarios for the study intersections:

- (a) Existing (2018) conditions.
- (b) Condition (a) with completion and occupancy of the Project.
- (c) Condition (b) with implementation of Project mitigation measures where necessary.
- (d) Condition (a) plus one percent (1.0%) annual ambient traffic growth through year 2020 and with completion and occupancy of the related projects (i.e., future cumulative baseline).
- (e) Condition (d) with completion and occupancy of the Project.
- (f) Condition (e) with implementation of Project mitigation measures where necessary.

The traffic volumes for each new condition were added to the volumes in the prior condition to determine the change in capacity utilization at the study intersections.

9.0 TRAFFIC ANALYSIS

The traffic impact analysis prepared for the study intersections using the CMA methodology and application of the City of Los Angeles significant traffic impact criteria is summarized in **Table 9-1**. The CMA data worksheets for the analyzed intersections are contained in *Appendix B*.

9.1 Existing Conditions

9.1.1 Existing Conditions

As indicated in column [1] *Table 9-1*, eight of the nine study intersections are presently operating at LOS D or better during the weekday AM and PM peak hours under existing conditions. The following intersection is presently operating at LOS E or worse during the peak hours shown below under existing conditions:

- Int. No. 1: Woodley Avenue / Parthenia Street AM Peak Hour: $v/c = 0.977$, LOS F

The existing traffic volumes at the study intersections during the weekday AM and PM peak hours are displayed in *Figures 5-1* and *5-2*, respectively.

9.1.2 Existing With Project Conditions

As shown in column [2] of *Table 9-1*, application of the City's threshold criteria to the "Existing With Project" scenario indicates that the proposed Project is not expected to create significant impacts at any of the nine signalized intersections. Incremental, but not significant, impacts are noted at the study intersections. Because there are no significant impacts, no traffic mitigation measures are required or recommended for the study intersections under the "Existing With Project" conditions. The existing with Project traffic volumes at the study intersections during the weekday AM and PM peak hours are illustrated in **Figures 9-1** and **9-2**, respectively.

9.2 Future Conditions

9.2.1 Future Cumulative Baseline Conditions

The future cumulative baseline conditions were forecast based on the addition of traffic generated by the completion and occupancy of related projects, as well as the growth in traffic due to the combined effects of continuing development, intensification of existing developments and other factors (i.e., ambient growth). The v/c ratios at all of the study intersections are incrementally increased with the addition of ambient traffic and traffic generated by the related projects listed in *Table 6-1*.

As presented in column [3] of *Table 9-1*, the following intersection is expected to operate at LOS E or worse during the weekday AM and PM peak hour with the addition of growth in ambient traffic and related project traffic under the future cumulative baseline conditions:

- Int. No. 1: Woodley Avenue / Parthenia Street AM Peak Hour: $v/c = 1.006$, LOS F

Table 9-1
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
CITY OF LOS ANGELES INTERSECTIONS

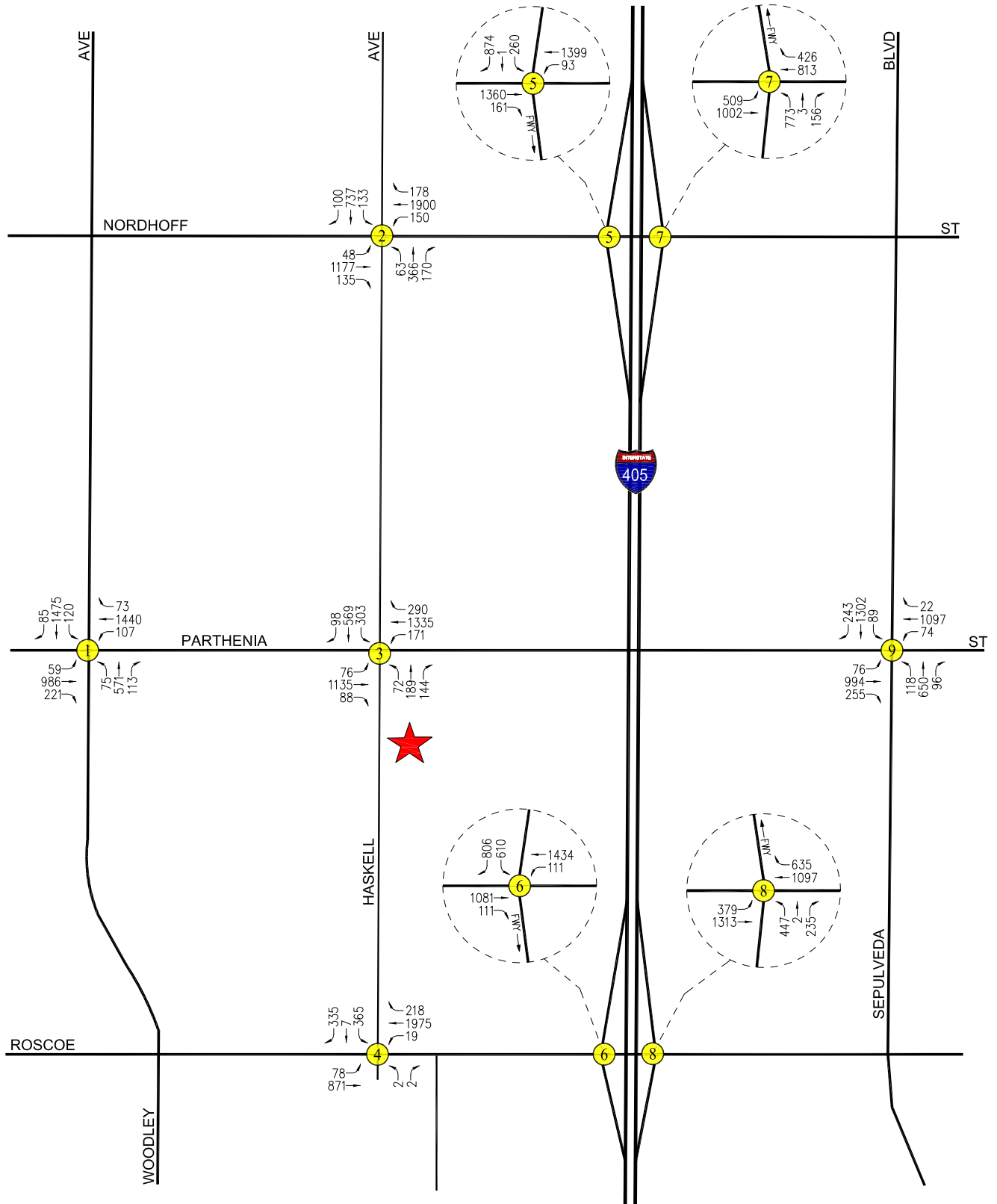
20-Dec-18

NO.	INTERSECTION	PEAK HOUR	[1]		[2]		[3]		[4]			
			YEAR 2018 EXISTING V/C	LOS	YEAR 2018 EXISTING W/PROJECT V/C	LOS	CHANGE V/C [(2)-(1)]	SIGNIF. IMPACT [a]	YEAR 2020 FUTURE PRE-PROJECT V/C	LOS	CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT [a]
1	Woodley Avenue / Parthenia Street	AM PM	0.977 0.857	E D	0.986 0.860	E D	0.009 0.003	NO NO	1.006 0.885	F D	0.009 0.003	NO NO
2	Haskell Avenue / Northhoff Street	AM PM	0.707 0.681	C B	0.715 0.683	C B	0.008 0.002	NO NO	0.733 0.704	C C	0.008 0.002	NO NO
3	Haskell Avenue / Parthenia Street	AM PM	0.787 0.677	C B	0.806 0.690	D B	0.019 0.013	NO NO	0.811 0.699	D B	0.019 0.013	NO NO
4	Haskell Avenue / Roscoe Boulevard	AM PM	0.639 0.494	B A	0.678 0.501	B A	0.039 0.007	NO NO	0.661 0.512	B A	0.039 0.009	NO NO
5	I-405 Southbound Ramps / Northhoff Street	AM PM	0.784 0.860	C D	0.789 0.860	C D	0.005 0.000	NO NO	0.821 0.881	D D	0.005 0.001	NO NO
6	I-405 Southbound Ramps / Roscoe Boulevard	AM PM	0.719 0.562	C A	0.734 0.563	C A	0.015 0.001	NO NO	0.750 0.595	C A	0.016 0.001	NO NO
7	I-405 Northbound Ramps / Northhoff Street	AM PM	0.691 0.500	B A	0.694 0.501	B A	0.003 0.001	NO NO	0.716 0.515	C A	0.002 0.001	NO NO
8	I-405 Northbound Ramps / Roscoe Boulevard	AM PM	0.660 0.631	B B	0.664 0.632	B B	0.004 0.001	NO NO	0.694 0.668	B B	0.005 0.000	NO NO
9	Sepulveda Boulevard / Parthenia Street	AM PM	0.778 0.727	C C	0.788 0.730	C C	0.010 0.003	NO NO	0.829 0.771	D C	0.010 0.002	NO NO

[a] According to LADOT's "Transportation Impact Study Guidelines", December 2016, a transportation impact on an intersection shall be deemed significant in accordance with the following table:

Final v/c	LOS	Project Related Increase in v/c
0.701 - 0.800	C	equal to or greater than 0.040
0.801 - 0.900	D	equal to or greater than 0.020
> 0.901	E, F	equal to or greater than 0.010

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- ★ PROJECT SITE
- ⓧ STUDY INTERSECTION

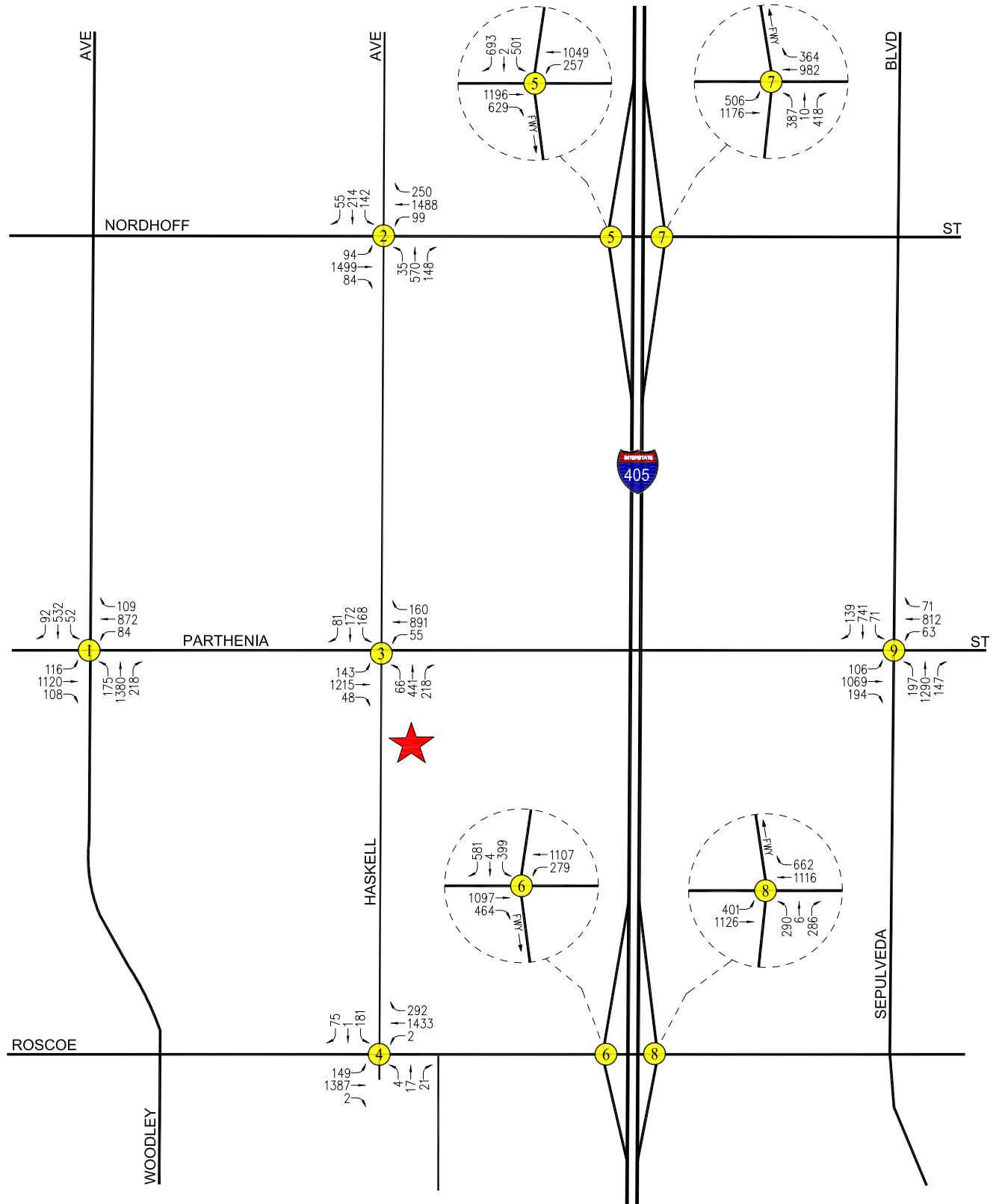
FIGURE 9-1 EXISTING WITH PROJECT TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR

LINSCOTT, LAW & GREENSPAN, engineers

8618-8630 HASKELL AVENUE CHARTER SCHOOL PROJECT

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NOT TO SCALE

★ PROJECT SITE
ⓧ STUDY INTERSECTION

FIGURE 9-2 EXISTING WITH PROJECT TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR
8618-8630 HASKELL AVENUE CHARTER SCHOOL PROJECT

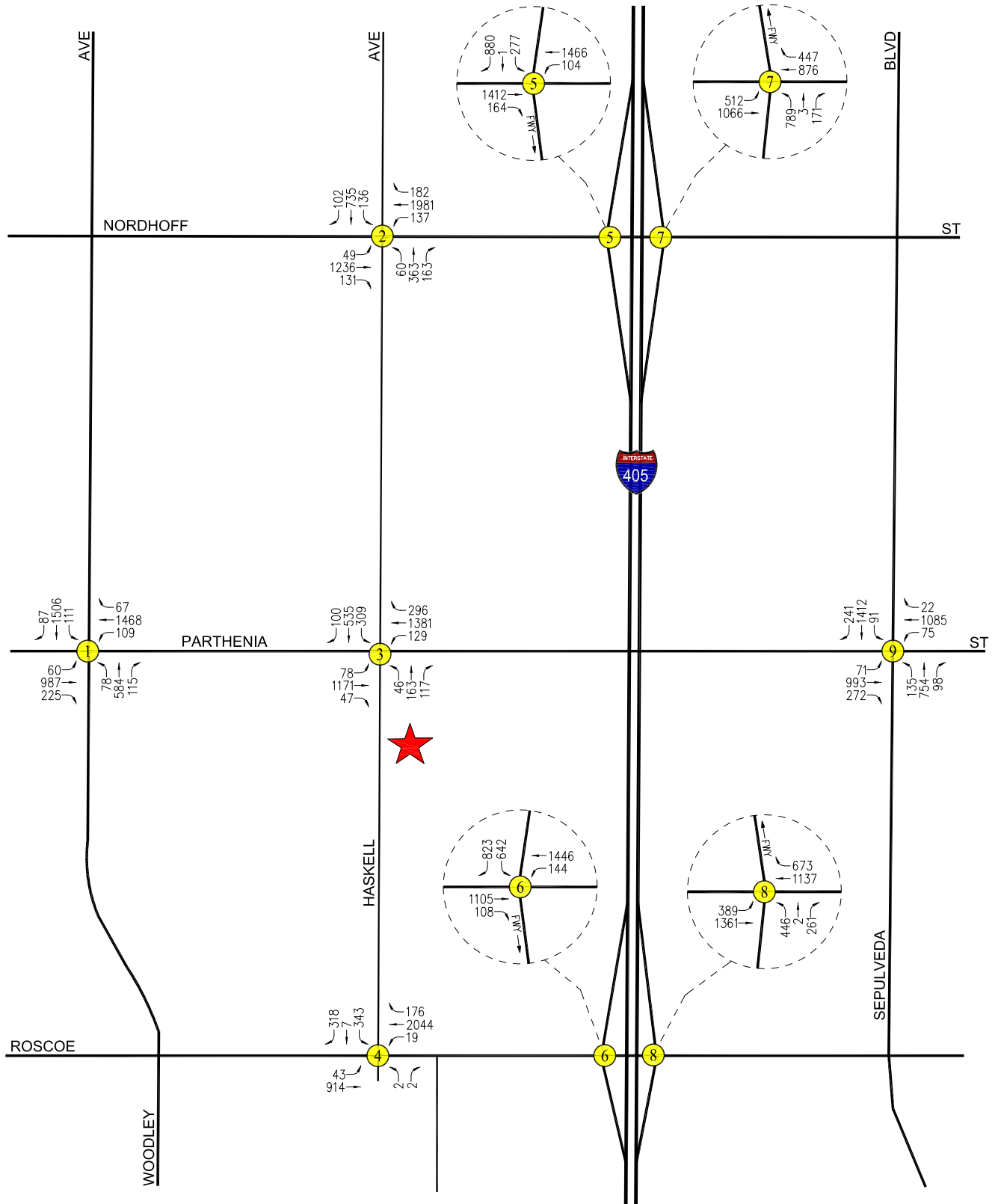
LINSCOTT, LAW & GREENSPAN, engineers

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 **Figures 9–3** and **9–4**, respectively.

9.2.2 *Future Cumulative With Project Conditions*

As shown in column [4] of *Table 9–1*, application of the City’s threshold criteria to the “Future With Project” scenario indicates that the proposed Project is not expected to create significant impacts at any of the nine signalized study intersections. Incremental, but not significant, impacts are noted at the study intersections. Because there are no significant impacts, no traffic mitigation measures are required or recommended for the study intersections under the “Future With Project” conditions. 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 **Figures 9–5** and **9–6**, respectively.

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- ★ PROJECT SITE
- ⓧ STUDY INTERSECTION

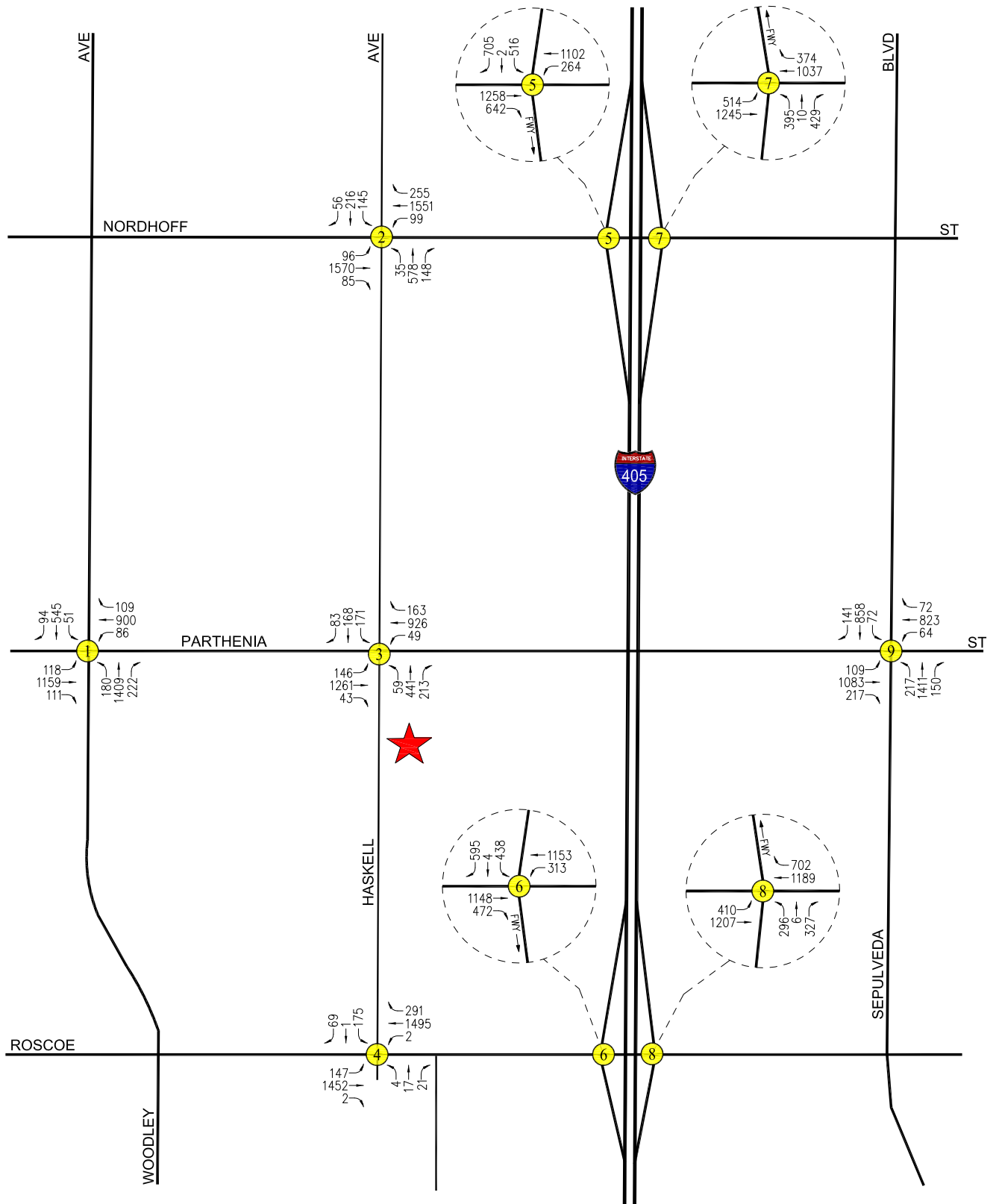
FIGURE 9-3 FUTURE CUMULATIVE BASELINE TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR

LINSCOTT, LAW & GREENSPAN, engineers

8618-8630 HASKELL AVENUE CHARTER SCHOOL PROJECT

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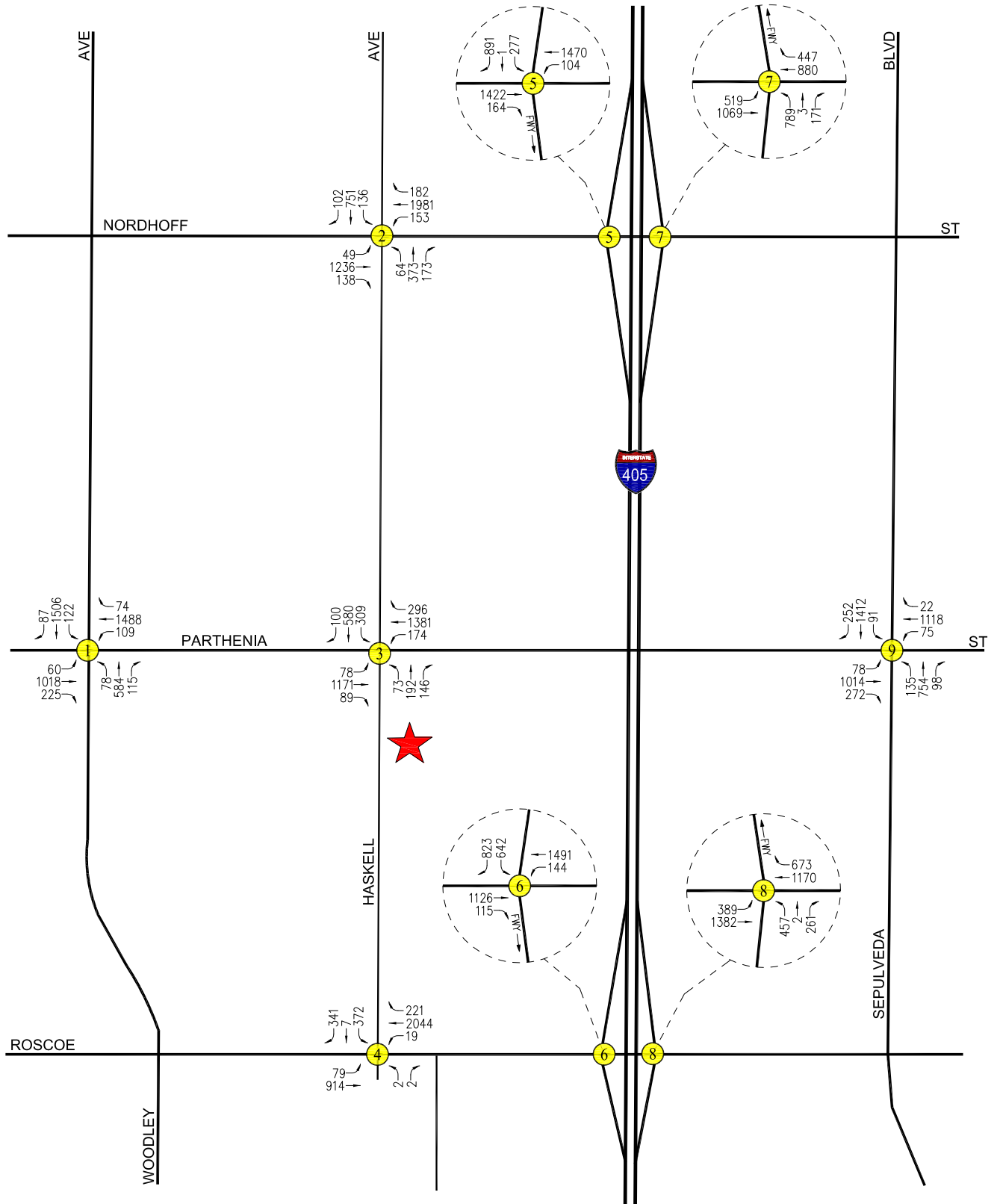
- ★ PROJECT SITE
- ⓧ STUDY INTERSECTION

FIGURE 9-4 FUTURE CUMULATIVE BASELINE TRAFFIC VOLUMES

LINSCOTT, LAW & GREENSPAN, engineers

WEEKDAY PM PEAK HOUR
8618-8630 HASKELL AVENUE CHARTER SCHOOL PROJECT

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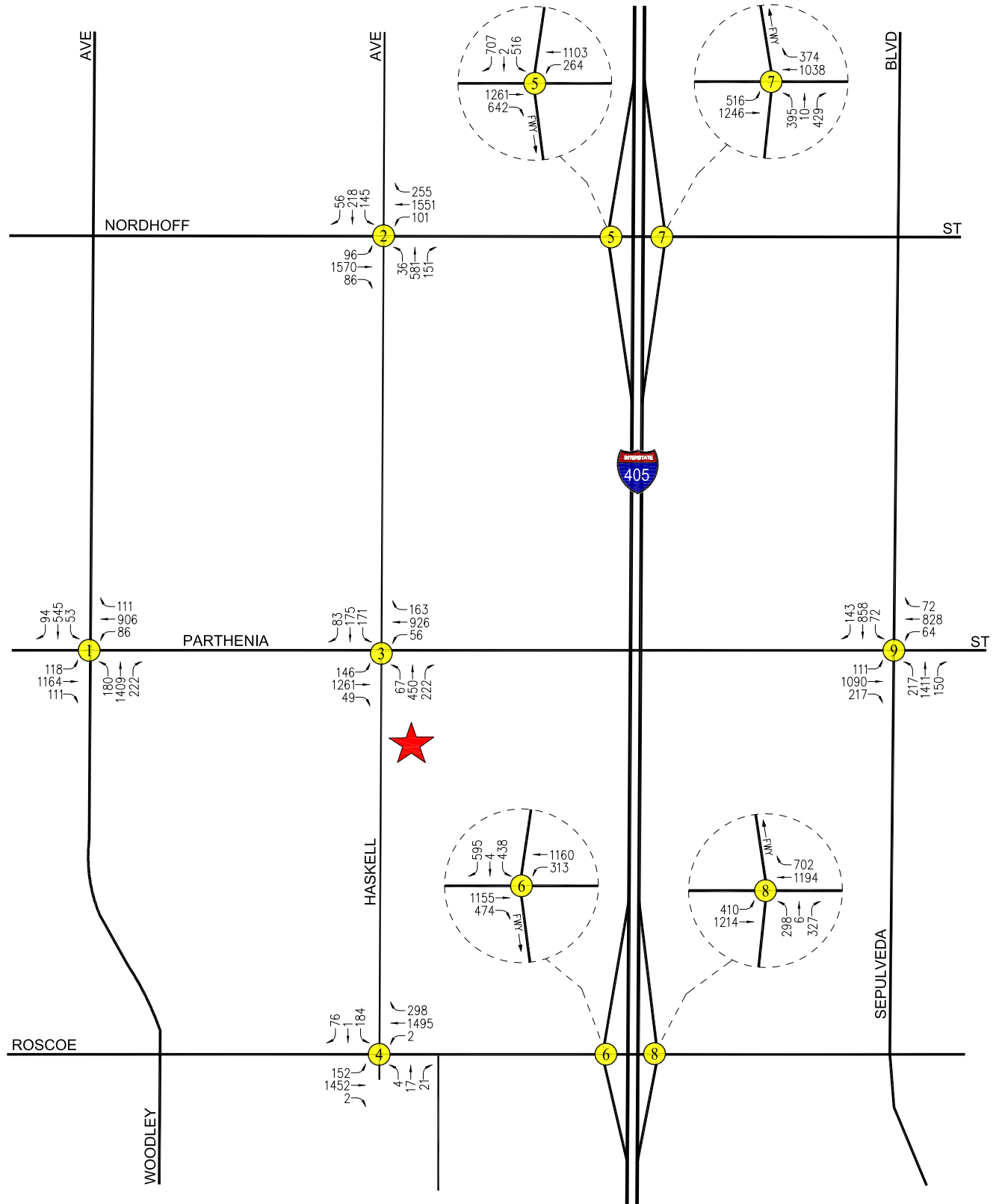
- ★ PROJECT SITE
- ⓧ STUDY INTERSECTION

FIGURE 9-5 FUTURE CUMULATIVE WITH PROJECT TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR
8618-8630 HASKELL AVENUE CHARTER SCHOOL PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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- ★ PROJECT SITE
- xx STUDY INTERSECTION

FIGURE 9-6 FUTURE CUMULATIVE WITH PROJECT TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR
8618-8630 HASKELL AVENUE CHARTER SCHOOL PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

10.0 CONGESTION MANAGEMENT PROGRAM TRAFFIC IMPACT ASSESSMENT

The Congestion Management Program (CMP) is a state-mandated program that was enacted by the California State Legislature with the passage of Proposition 111 in 1990. The program is intended to address the impact of local growth on the regional transportation system.

As required by the 2010 Congestion Management Program for Los Angeles County, a Traffic Impact Assessment (TIA) has been prepared to determine the potential impacts on designated monitoring locations on the CMP highway system. The analysis has been prepared in accordance with procedures outlined in the *2010 Congestion Management Program for Los Angeles County*, County of Los Angeles Metropolitan Transportation Authority, 2010.

According to Section D.9.1 (Appendix D, page D-6) of the 2010 CMP manual, the criteria for determining a significant transportation impact is listed below:

“A significant transportation impact occurs when the proposed Project increases traffic demand on a CMP facility by 2% of capacity ($V/C \geq 0.02$), causing or worsening LOS F ($V/C > 1.00$).”

The CMP impact criteria apply for analysis of both intersection and freeway monitoring locations.

10.1 Intersections

The following CMP intersection monitoring locations in the Project vicinity have been identified:

- | <u>CMP Station</u> | <u>Intersection</u> |
|--------------------|---|
| No. 79 | Balboa Boulevard / Victory Boulevard |
| No. 81 | Sepulveda Boulevard / Victory Boulevard |

The CMP TIA guidelines require that intersection monitoring locations must be examined if the proposed Project will add 50 or more trips during either the AM or PM weekday peak hours. As shown in *Figures 7-2 and 7-3*, the proposed Project will not add 50 or more trips during either the AM or PM weekday peak hours (i.e., of adjacent street traffic) at the CMP monitoring intersections in the Project vicinity, which is stated in the CMP manual as the threshold criteria for a traffic impact assessment. Therefore, no further review of potential impacts to intersection monitoring locations that are part of the CMP highway system is required.

10.2 Freeways

The following CMP freeway monitoring location has been identified in the Project vicinity:

- | <u>CMP Station</u> | <u>Location</u> |
|--------------------|---|
| No. 1072 | I-405 Freeway north of Roscoe Boulevard |

The CMP TIA guidelines require that freeway monitoring locations must be examined if the proposed Project will add 150 or more trips (in either direction) during either the AM or PM weekday peak periods. The proposed Project will not add 150 or more trips (in either direction) during either the AM or PM weekday peak hours to CMP freeway monitoring locations which is the threshold for preparing a traffic impact assessment, as stated in the CMP manual. Therefore, no further review of potential impacts to freeway monitoring locations that are part of the CMP highway system is required.

10.3 Transit Impact Review

As required by the *2010 Congestion Management Program for Los Angeles County*, a review has been made of the potential impacts of the Project on transit service. As discussed in Subsection 4.4 herein, existing transit service is provided in the vicinity of the proposed Project.

The Project trip generation, as shown in *Table 7-1*, was adjusted by values set forth in the CMP (i.e., person trips equal 1.4 times vehicle trips, and transit trips equal 3.5 percent of the total person trips) to estimate transit trip generation. Pursuant to the CMP guidelines, the proposed Project is forecast to generate demand for 18 transit trips during the AM peak hour and 4 transit trips during the PM peak hour. Over a 24-hour period, the proposed Project is forecast to generate demand for 56 daily transit trips. Therefore, the calculations are as follows:

- AM Peak Hour = $366 \times 1.4 \times 0.035 = 18$ Transit Trips
- PM Peak Hour = $78 \times 1.4 \times 0.035 = 4$ Transit Trips
- Daily Trips = $1,136 \times 1.4 \times 0.035 = 56$ Transit Trips

As shown in *Table 4-1*, six transit lines and routes are provided adjacent to or in close proximity the Project site. As outlined in *Table 4-1*, under the “No. of Buses/Trains During Peak Hour” column, these six transit lines provide services for an average of (i.e., average of the directional number of transit vehicles during the peak hours) generally 114 transit vehicles during the AM peak hour and 134 transit vehicles during the PM peak hour. Therefore, based on the above calculated AM and PM peak hour trips, this would correspond to no more than one additional transit rider per transit vehicle. It is anticipated that the existing transit service in the Project area will adequately accommodate the increase of Project-generated transit trips. Thus, given the low number of Project-generated transit trips per transit vehicle, no Project impacts on existing or future transit services in the Project area are expected to occur as a result of the proposed Project.

11.0 CONCLUSIONS

This traffic impact analysis has been prepared to evaluate the potential impacts to the local street system due to the proposed charter school project located at 8618-8630 Haskell Avenue in the North Hills area of the City of Los Angeles. Nine intersections were identified and analyzed in order to determine changes in operations following construction and occupancy of the proposed Project. Application of the impact threshold criteria from the City of Los Angeles indicates that none of the nine study intersections would be significantly impacted by the forecast Project traffic. Incremental, but not significant, impacts are noted at the study intersections evaluated in this analysis. As no significant impacts are expected due to the proposed Project, no traffic mitigation measures are required or recommended for the study intersections.

APPENDIX A

MANUAL TRAFFIC COUNT DATA



City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET: North/South Woodley Ave

East/West Parthenia St

Day: Thursday Date: 09/27/2018 Weather: SUNNY

Hours: Chekrs: NDS

School Day: Yes I/S CODE

	N/B	S/B	E/B	W/B
DUAL-				
WHEELED	163	184	148	131
BIKES	13	8	17	29
BUSES	7	8	0	0

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	224	7.45	438	7.45	346	8.15	423	7.30
PM PK 15 MIN	469	17.15	209	15.15	342	17.00	274	17.45
AM PK HOUR	765	7.30	1705	7.45	1321	7.30	1632	7.00
PM PK HOUR	1792	16.45	779	15.15	1339	17.00	1057	17.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	76	552	93	721
8-9	82	455	134	671
9-10	130	352	65	547
15-16	147	907	134	1188
16-17	171	1315	211	1697
17-18	175	1380	218	1773
TOTAL	781	4961	855	6597

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	96	1415	88	1599
8-9	86	1456	104	1646
9-10	48	874	93	1015
15-16	69	575	115	759
16-17	67	548	84	699
17-18	50	532	92	674
TOTAL	416	5400	576	6392

TOTAL

N-S
2320
2317
1562
1947
2396
2447
12989

XING S/L

Ped	Sch
6	0
4	0
9	0
3	0
13	0
4	0
39	0

XING N/L

Ped	Sch
13	3
11	0
5	0
12	0
8	0
6	0
55	3

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	64	816	213	1093
8-9	73	981	180	1234
9-10	108	566	125	799
15-16	123	923	167	1213
16-17	117	1040	102	1259
17-18	116	1115	108	1339
TOTAL	601	5441	895	6937

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	130	1439	63	1632
8-9	93	1075	43	1211
9-10	108	747	49	904
15-16	82	723	92	897
16-17	82	739	125	946
17-18	84	866	107	1057
TOTAL	579	5589	479	6647

TOTAL

E-W
2725
2445
1703
2110
2205
2396
13584

XING W/L

Ped	Sch
3	1
10	0
9	0
8	0
11	0
10	0
51	1

XING E/L

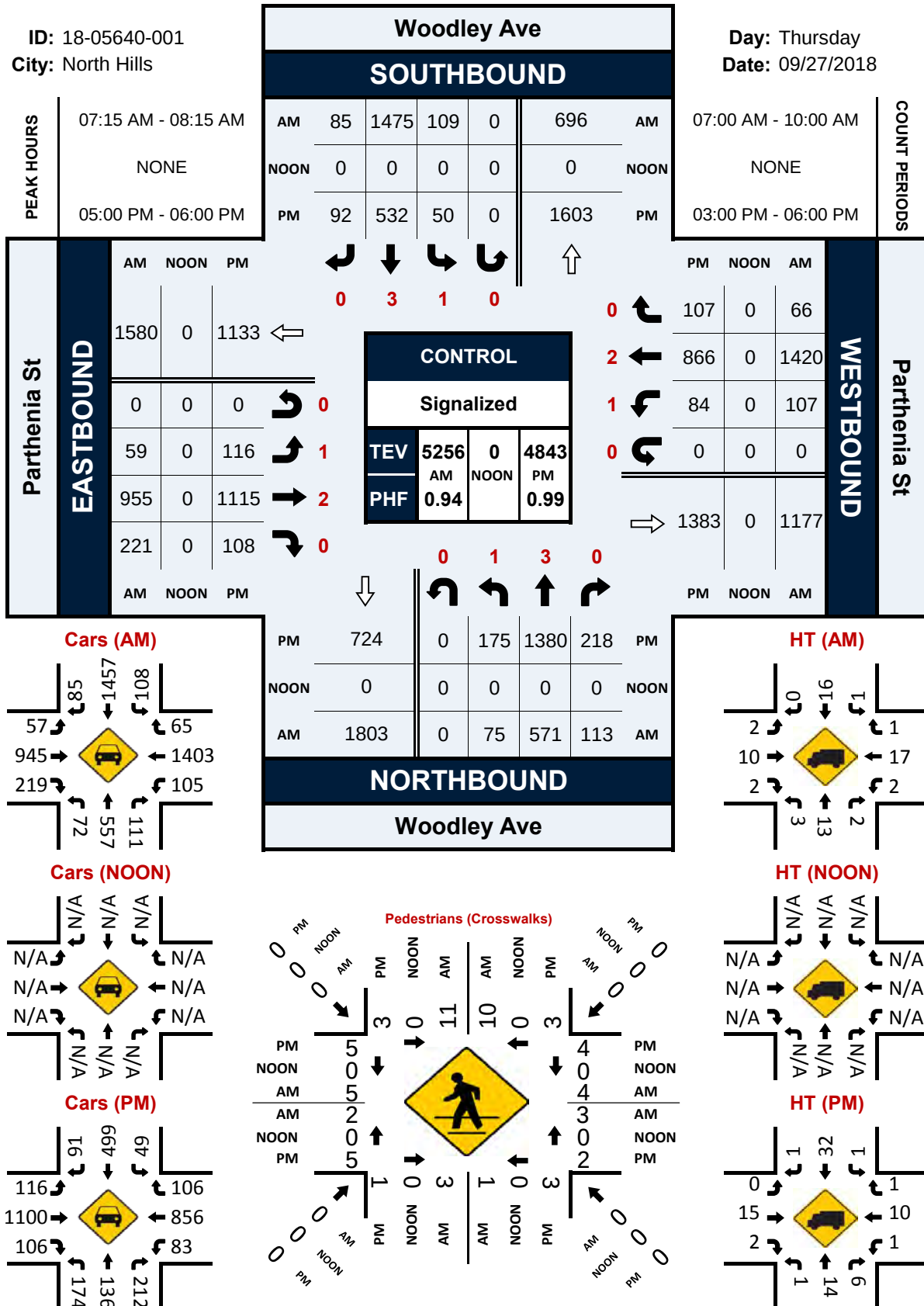
Ped	Sch
6	2
3	0
4	0
5	9
2	2
6	0
26	13

Woodley Ave & Parthenia St

Peak Hour Turning Movement Count

ID: 18-05640-001
City: North Hills

Day: Thursday
Date: 09/27/2018



National Data & Surveying Services

Intersection Turning Movement Count

Location: Woodley Ave & Parthenia St
City: North Hills
Control: Signalized

Project ID: 18-05640-001
Date: 9/27/2018

Total

NS/EW Streets:	Woodley Ave				Woodley Ave				Parthenia St				Parthenia St					
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL	
	1	3	0	0	1	3	0	0	1	2	0	0	1	2	0	0		
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU		
7:00 AM	19	97	15	0	14	310	27	0	19	129	36	0	47	326	7	0	1046	
7:15 AM	18	126	18	0	22	361	14	0	16	192	52	0	33	367	16	0	1235	
7:30 AM	20	161	23	0	21	375	17	0	14	243	73	0	24	379	20	0	1370	
7:45 AM	19	168	37	0	39	369	30	0	15	252	52	0	26	367	20	0	1394	
8:00 AM	18	116	35	0	27	370	24	0	14	268	44	0	24	307	10	0	1257	
8:15 AM	16	114	38	0	23	386	20	0	19	279	48	0	20	262	7	0	1232	
8:30 AM	23	108	37	0	21	358	38	0	21	220	43	0	27	255	13	0	1164	
8:45 AM	25	117	24	0	15	342	22	0	19	214	45	0	22	251	13	0	1109	
9:00 AM	35	99	22	0	14	262	18	0	27	168	37	0	29	229	17	0	957	
9:15 AM	33	97	17	0	9	239	27	0	23	156	29	0	34	200	16	0	880	
9:30 AM	31	70	12	0	10	204	27	0	33	116	33	0	27	170	4	0	737	
9:45 AM	31	86	14	0	15	169	21	0	25	126	26	0	18	148	12	0	691	
TOTAL VOLUMES :	NL 288	NT 1359	NR 292	NU 0	SL 230	ST 3745	SR 285	SU 0	EL 245	ET 2363	ER 518	EU 0	WL 331	WT 3261	WR 155	WU 0	TOTAL 13072	
APPROACH %'s :	14.85%	70.09%	15.06%	0.00%	5.40%	87.91%	6.69%	0.00%	7.84%	75.59%	16.57%	0.00%	8.83%	87.03%	4.14%	0.00%		
PEAK HR :	07:15 AM - 08:15 AM																	TOTAL
PEAK HR VOL :	75	571	113	0	109	1475	85	0	59	955	221	0	107	1420	66	0	5256	
PEAK HR FACTOR :	0.938	0.850	0.764	0.000	0.699	0.983	0.708	0.000	0.922	0.891	0.757	0.000	0.811	0.937	0.825	0.000	0.943	
	0.847				0.953				0.936				0.941					

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL	
	1 NL	3 NT	0 NR	0 NU	1 SL	3 ST	0 SR	0 SU	1 EL	2 ET	0 ER	0 EU	1 WL	2 WT	0 WR	0 WU		
3:00 PM	29	193	32	1	11	111	32	0	34	198	32	0	19	184	24	0	900	
3:15 PM	30	223	26	0	27	154	28	0	35	252	40	0	22	193	18	0	1048	
3:30 PM	41	222	39	0	14	150	25	0	20	254	50	0	20	173	17	0	1025	
3:45 PM	46	269	37	0	16	160	30	1	34	219	45	0	21	173	33	0	1084	
4:00 PM	43	319	50	0	18	138	18	0	36	266	25	0	19	163	32	0	1127	
4:15 PM	38	317	52	0	16	125	23	0	33	241	27	0	22	184	27	0	1105	
4:30 PM	48	320	61	0	17	148	17	0	22	262	27	0	19	181	31	0	1153	
4:45 PM	42	359	48	0	16	137	26	0	26	271	23	0	22	211	35	0	1216	
5:00 PM	40	346	47	0	12	135	21	0	30	282	30	0	20	212	29	0	1204	
5:15 PM	46	363	60	0	7	122	29	0	30	264	29	0	23	211	30	0	1214	
5:30 PM	40	341	60	0	16	142	16	0	23	281	29	0	21	210	27	0	1206	
5:45 PM	49	330	51	0	15	133	26	0	33	288	20	0	20	233	21	0	1219	
TOTAL VOLUMES :	NL 492	NT 3602	NR 563	NU 1	SL 185	ST 1655	SR 291	SU 1	EL 356	ET 3078	ER 377	EU 0	WL 248	WT 2328	WR 324	WU 0	TOTAL 13501	
APPROACH %'s :	10.56%	77.33%	12.09%	0.02%	8.68%	77.63%	13.65%	0.05%	9.34%	80.77%	9.89%	0.00%	8.55%	80.28%	11.17%	0.00%		
PEAK HR :	05:00 PM - 06:00 PM																	TOTAL
PEAK HR VOL :	175	1380	218	0	50	532	92	0	116	1115	108	0	84	866	107	0	4843	
PEAK HR FACTOR :	0.893	0.950	0.908	0.000	0.781	0.937	0.793	0.000	0.879	0.968	0.900	0.000	0.913	0.929	0.892	0.000	0.993	
	0.945				0.968				0.979				0.964					



City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET: North/South Haskell Ave
East/West Nordhoff St
Day: Thursday Date: 09/27/2018 Weather: SUNNY
Hours: Chckrs: NDS
School Day: Yes I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	55	56	179	192
BIKES	2	7	20	31
BUSES	0	0	26	27

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	208	7.30	260	8.00	367	8.15	587	8.45
PM PK 15 MIN	205	17.15	122	15.00	445	17.30	497	16.15
AM PK HOUR	631	7.00	962	7.15	1397	7.45	2313	7.00
PM PK HOUR	746	17.00	411	16.15	1676	17.00	1835	17.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	67	402	162	631
8-9	33	149	133	315
9-10	23	110	109	242
15-16	36	369	98	503
16-17	38	423	150	611
17-18	34	567	145	746

TOTAL	231	2020	797	3048
-------	-----	------	-----	------

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	141	617	103	861
8-9	117	551	60	728
9-10	89	191	32	312
15-16	127	237	42	406
16-17	157	193	46	396
17-18	142	212	55	409

TOTAL	773	2001	338	3112
-------	-----	------	-----	------

TOTAL

N-S
1492
1043
554
909
1007
1155

6160

XING S/L

Ped	Sch
4	126
8	9
5	1
8	56
11	9
9	4

45	205
----	-----

XING N/L

Ped	Sch
36	392
24	45
16	3
19	359
15	52
4	65

114	916
-----	-----

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	33	1014	81	1128
8-9	49	1204	116	1369
9-10	33	1013	38	1084
15-16	48	1486	49	1583
16-17	61	1442	57	1560
17-18	94	1499	83	1676

TOTAL	318	7658	424	8400
-------	-----	------	-----	------

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	102	1998	213	2313
8-9	148	1930	154	2232
9-10	126	1535	109	1770
15-16	80	1414	132	1626
16-17	124	1399	160	1683
17-18	97	1488	250	1835

TOTAL	677	9764	1018	11459
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TOTAL

E-W
3441
3601
2854
3209
3243
3511

19859

XING W/L

Ped	Sch
9	151
14	13
6	0
14	144
13	26
9	19

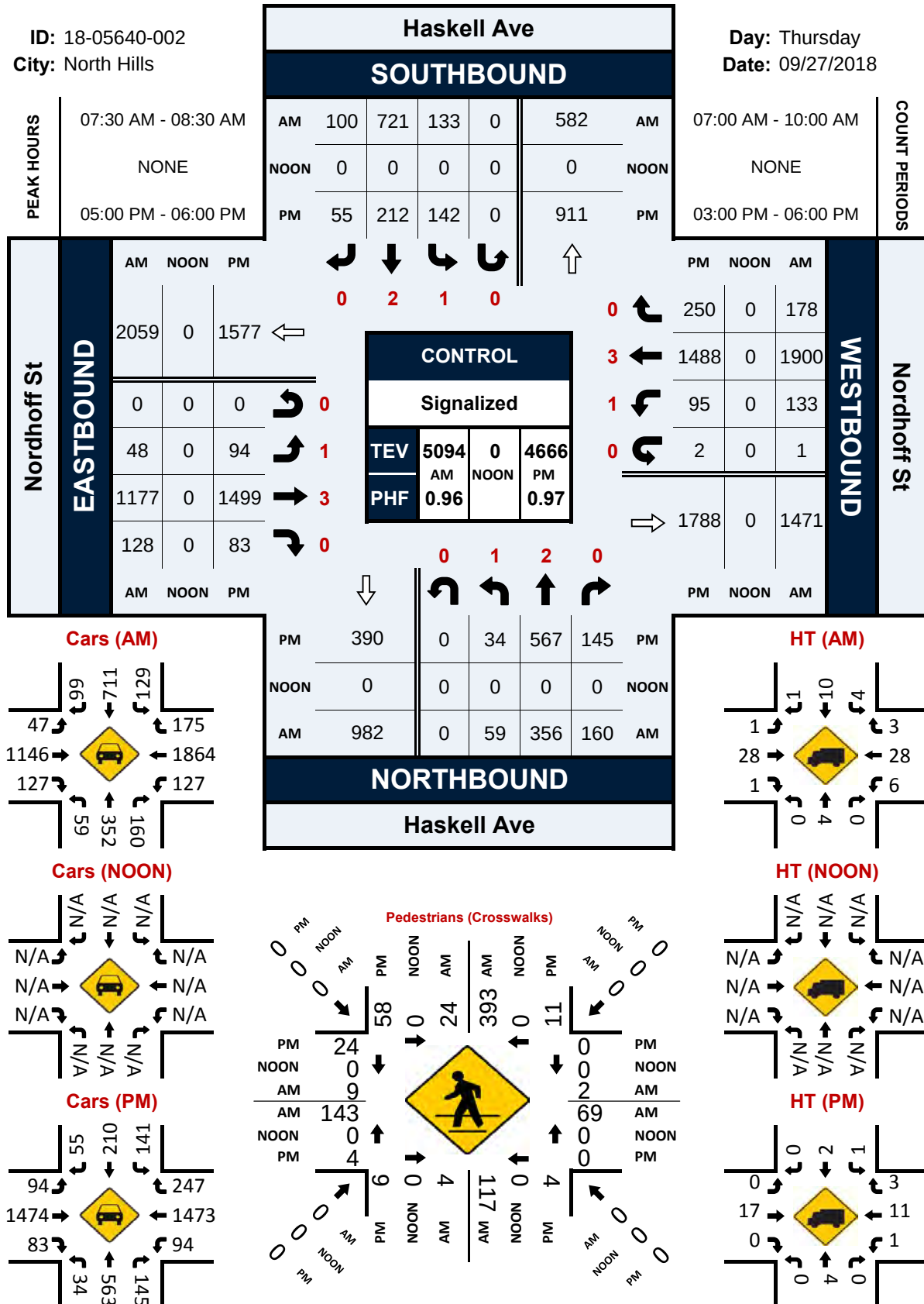
65	353
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XING E/L

Ped	Sch
5	74
3	6
6	1
0	55
0	0
0	0

14	136
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Day: Thursday
Date: 09/27/2018



National Data & Surveying Services

Intersection Turning Movement Count

Location: Haskell Ave & Nordhoff St
City: North Hills
Control: Signalized

Project ID: 18-05640-002
Date: 9/27/2018

Total

NS/EW Streets:		Haskell Ave				Haskell Ave				Nordhoff St				Nordhoff St				
AM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		1	2	0	0	1	2	0	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	10	65	39	0	33	105	21	0	6	211	12	0	20	513	51	0	1086
	7:15 AM	15	82	28	0	50	158	19	0	9	236	17	0	29	494	63	0	1200
	7:30 AM	24	137	47	0	30	167	39	0	10	279	17	0	25	495	49	0	1319
	7:45 AM	18	118	48	0	28	187	24	0	8	288	35	0	28	496	50	0	1328
	8:00 AM	7	50	31	0	38	201	21	0	11	287	51	0	37	445	42	1	1222
	8:15 AM	10	51	34	0	37	166	16	0	19	323	25	0	43	464	37	0	1225
	8:30 AM	9	26	38	0	23	89	9	0	17	312	21	0	27	512	37	0	1120
	8:45 AM	7	22	30	0	19	95	14	0	2	282	19	0	40	509	38	0	1077
	9:00 AM	5	38	31	0	19	77	9	0	7	245	8	0	40	420	32	0	931
	9:15 AM	3	24	35	0	21	43	7	0	9	233	8	0	25	401	24	0	833
	9:30 AM	8	27	19	0	27	34	8	0	9	286	16	0	25	336	23	0	818
	9:45 AM	7	21	24	0	22	37	8	0	8	249	6	0	35	378	30	1	826
TOTAL VOLUMES :		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :		123	661	404	0	347	1359	195	0	115	3231	235	0	374	5463	476	2	12985
APPROACH %'s :		10.35%	55.64%	34.01%	0.00%	18.25%	71.49%	10.26%	0.00%	3.21%	90.23%	6.56%	0.00%	5.92%	86.51%	7.54%	0.03%	
PEAK HR :		07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :		59	356	160	0	133	721	100	0	48	1177	128	0	133	1900	178	1	5094
PEAK HR FACTOR :		0.615	0.650	0.833	0.000	0.875	0.897	0.641	0.000	0.632	0.911	0.627	0.000	0.773	0.958	0.890	0.250	0.959
		0.691				0.917				0.922				0.963				

PM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
		1	2	0	0	1	2	0	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	
	3:00 PM	6	93	21	0	40	73	9	0	10	347	17	0	11	373	40	0	1040
	3:15 PM	10	100	28	0	31	70	14	0	14	371	16	0	30	351	23	0	1058
	3:30 PM	12	70	27	0	20	46	10	0	9	388	8	0	18	357	30	0	995
	3:45 PM	8	106	22	0	36	48	9	0	15	380	8	0	21	333	39	0	1025
	4:00 PM	9	84	28	0	39	40	9	0	20	370	10	0	26	307	34	1	977
	4:15 PM	5	107	41	0	40	51	12	0	15	356	13	0	39	421	37	0	1137
	4:30 PM	11	104	37	0	37	61	11	0	13	356	22	0	32	338	44	0	1066
	4:45 PM	13	128	44	0	41	41	14	0	13	360	12	0	26	333	45	0	1070
	5:00 PM	11	132	38	0	46	49	8	0	13	367	23	0	21	375	49	1	1133
	5:15 PM	8	159	38	0	21	54	13	0	26	383	20	0	19	354	58	1	1154
	5:30 PM	8	129	34	0	38	58	20	0	28	395	22	0	25	381	66	0	1204
	5:45 PM	7	147	35	0	37	51	14	0	27	354	18	0	30	378	77	0	1175
TOTAL VOLUMES :		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :		108	1359	393	0	426	642	143	0	203	4427	189	0	298	4301	542	3	13034
APPROACH %'s :		5.81%	73.06%	21.13%	0.00%	35.18%	53.01%	11.81%	0.00%	4.21%	91.87%	3.92%	0.00%	5.79%	83.61%	10.54%	0.06%	
PEAK HR :		05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :		34	567	145	0	142	212	55	0	94	1499	83	0	95	1488	250	2	4666
PEAK HR FACTOR :		0.773	0.892	0.954	0.000	0.772	0.914	0.688	0.000	0.839	0.949	0.902	0.000	0.792	0.976	0.812	0.500	0.969
		0.910				0.881				0.942				0.946				



School Day: Yes I/S CODE _____

	<u>N/B</u>	<u>S/B</u>	<u>E/B</u>	<u>W/B</u>
DUAL- WHEELED	49	68	135	144
BIKES	5	3	21	32
BUSES	0	0	0	0

	<u>N/B</u>	<u>TIME</u>	<u>S/B</u>	<u>TIME</u>	<u>E/B</u>	<u>TIME</u>	<u>W/B</u>	<u>TIME</u>
AM PK 15 MIN	109	7.30	274	8.00	357	8.00	510	7.30
PM PK 15 MIN	192	17.00	164	15.15	400	17.30	287	17.45
AM PK HOUR	353	7.30	978	7.30	1281	7.30	1895	7.00
PM PK HOUR	699	16.45	487	15.00	1420	17.00	1111	17.00

XING N/L

Hours	Lt	Th	Rt	Total
7-8	45	148	80	273
8-9	51	101	97	249
9-10	33	95	45	173
15-16	44	246	133	423
16-17	38	355	204	597
17-18	63	406	200	669
TOTAL	274	1351	759	2384

Hours	Lt	Th	Rt	Total
7-8	245	456	95	796
8-9	291	412	126	829
9-10	119	140	91	350
15-16	214	191	82	487
16-17	160	154	70	384
17-18	168	151	80	399
TOTAL	1197	1504	544	3245

N-S	Ped	Sch	Ped	Sch
1069	9	2	9	1
1078	7	0	15	0
523	4	0	19	0
910	6	3	9	0
981	3	1	13	2
1068	3	1	6	0

XING E/L

Hours	Lt	Th	Rt	Total
7-8	79	964	46	1089
8-9	91	1040	30	1161
9-10	82	513	27	622
15-16	109	946	45	1100
16-17	100	1154	35	1289
17-18	151	1226	43	1420
TOTAL	612	5843	226	6681

Hours	Lt	Th	Rt	Total
7-8	131	1450	314	1895
8-9	69	976	96	1141
9-10	51	679	57	787
15-16	35	743	156	934
16-17	42	811	151	1004
17-18	51	906	154	1111
TOTAL	379	5565	928	6872

E-W	Ped	Sch	Ped	Sch
2984	7	0	10	1
2302	3	0	12	4
1409	1	0	11	1
2034	3	0	11	0
2293	5	0	23	4
2531	1	0	6	1

Day: Thursday
Date: 09/27/2018

[illegible]

National Data & Surveying Services

Intersection Turning Movement Count

Location: Haskell Ave & Parthenia St
City: North Hills
Control: Signalized

Project ID: 18-05640-003
Date: 9/27/2018

Total

NS/EW Streets:	Haskell Ave				Haskell Ave				Parthenia St				Parthenia St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	2 NT	0 NR	0 NU	1 SL	2 ST	0 SR	0 SU	1 EL	2 ET	0 ER	0 EU	1 WL	2 WT	0 WR	0 WU	
7:00 AM	9	17	6	0	37	78	30	0	22	158	9	0	25	386	54	0	831
7:15 AM	4	24	9	0	81	99	23	0	20	237	8	0	43	391	62	1	1002
7:30 AM	18	62	29	0	53	139	18	0	21	297	14	0	32	363	115	0	1161
7:45 AM	14	45	36	0	74	140	24	0	16	272	15	0	30	310	83	0	1059
8:00 AM	9	29	41	0	95	146	33	0	19	329	9	0	20	271	30	0	1031
8:15 AM	13	35	22	0	94	129	33	0	33	247	9	0	18	237	22	0	892
8:30 AM	20	17	18	0	47	57	29	0	20	243	6	0	16	251	22	0	746
8:45 AM	9	20	16	0	55	80	31	0	19	221	6	0	15	217	22	0	711
9:00 AM	12	37	14	0	44	62	26	0	22	151	8	0	8	207	16	0	607
9:15 AM	5	20	13	0	25	29	23	0	27	125	4	0	12	184	16	0	483
9:30 AM	6	18	10	0	26	22	17	0	13	116	6	0	12	155	16	0	417
9:45 AM	10	20	8	0	24	27	25	0	20	121	9	0	19	133	9	0	425
TOTAL VOLUMES :	NL 129	NT 344	NR 222	NU 0	SL 655	ST 1008	SR 312	SU 0	EL 252	ET 2517	ER 103	EU 0	WL 250	WT 3105	WR 467	WU 1	TOTAL 9365
APPROACH %'s :	18.56%	49.50%	31.94%	0.00%	33.16%	51.04%	15.80%	0.00%	8.77%	87.64%	3.59%	0.00%	6.54%	81.22%	12.22%	0.03%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	45	160	115	0	303	524	98	0	76	1135	46	0	125	1335	290	1	4253
PEAK HR FACTOR :	0.625	0.645	0.701	0.000	0.797	0.897	0.742	0.000	0.905	0.862	0.767	0.000	0.727	0.854	0.630	0.250	0.916
	0.734				0.844				0.880				0.858				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	2 NT	0 NR	0 NU	1 SL	2 ST	0 SR	0 SU	1 EL	2 ET	0 ER	0 EU	1 WL	2 WT	0 WR	0 WU	
3:00 PM	11	66	35	0	48	63	22	0	28	206	7	0	12	195	53	0	746
3:15 PM	9	45	37	0	75	68	21	0	29	269	10	0	7	176	45	0	791
3:30 PM	12	53	25	0	45	26	19	0	24	230	11	0	6	181	29	0	661
3:45 PM	12	82	36	0	46	34	20	0	28	241	17	0	10	191	29	0	746
4:00 PM	8	82	63	0	36	37	23	0	22	270	6	0	14	177	35	0	773
4:15 PM	7	87	41	0	40	34	14	0	25	284	14	0	9	194	40	0	789
4:30 PM	9	75	48	0	38	42	12	0	25	310	5	0	8	216	36	0	824
4:45 PM	14	111	52	0	46	41	21	0	28	290	10	0	11	224	40	0	888
5:00 PM	13	128	51	0	38	45	25	0	39	281	8	0	17	213	45	0	903
5:15 PM	18	104	63	0	42	40	11	0	38	294	12	0	9	225	44	0	900
5:30 PM	13	89	43	0	42	39	24	0	38	350	12	0	11	229	31	0	921
5:45 PM	19	85	43	0	46	27	20	0	36	301	11	0	14	239	34	0	875
TOTAL VOLUMES :	NL 145	NT 1007	NR 537	NU 0	SL 542	ST 496	SR 232	SU 0	EL 360	ET 3326	ER 123	EU 0	WL 128	WT 2460	WR 461	WU 0	TOTAL 9817
APPROACH %'s :	8.58%	59.62%	31.79%	0.00%	42.68%	39.06%	18.27%	0.00%	9.45%	87.32%	3.23%	0.00%	4.20%	80.68%	15.12%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	58	432	209	0	168	165	81	0	143	1215	42	0	48	891	160	0	3612
PEAK HR FACTOR :	0.806	0.844	0.829	0.000	0.913	0.917	0.810	0.000	0.917	0.868	0.875	0.000	0.706	0.973	0.889	0.000	0.980
	0.910				0.958				0.875				0.988				



School Day: _____ Yes _____ I/S CODE _____

	N/B	S/B	E/B	W/B
DUAL-WHEELED	0	70	330	499
BIKES	4	2	13	15
BUSES	0	0	30	31

	<u>N/B</u>	<u>TIME</u>	<u>S/B</u>	<u>TIME</u>	<u>E/B</u>	<u>TIME</u>	<u>W/B</u>	<u>TIME</u>
AM PK 15 MIN	4	9.00	170	8.15	287	9.45	600	7.30
PM PK 15 MIN	13	17.15	71	15.15	425	17.30	465	17.00
AM PK HOUR	8	7.00	655	7.30	1095	9.00	2193	7.15
PM PK HOUR	43	16.30	249	15.00	1533	17.00	1723	16.45

XING N/L

Hours	Lt	Th	Rt	Total
7-8	2	1	5	8
8-9	1	1	0	2
9-10	3	1	1	5
15-16	3	4	11	18
16-17	2	17	17	36
17-18	4	17	21	42
TOTAL	15	41	55	111

Hours	Lt	Th	Rt	Total
7-8	274	8	317	599
8-9	274	3	251	528
9-10	115	0	148	263
15-16	196	0	53	249
16-17	155	1	71	227
17-18	172	1	68	241
TOTAL	1186	13	908	2107

N-S	Ped	Sch	Ped	Sch
607	0	0	8	0
530	6	0	7	0
268	2	0	3	0
267	2	0	12	0
263	0	0	6	0
283	3	0	5	0

2218	13	0	41	0
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XING E/L

Hours	Lt	Th	Rt	Total
7-8	32	883	0	915
8-9	47	832	0	879
9-10	61	1034	0	1095
15-16	107	1278	0	1385
16-17	156	1310	2	1468
17-18	144	1387	2	1533
TOTAL	547	6724	4	7275

Hours	Lt	Th	Rt	Total
7-8	11	1993	133	2137
8-9	10	1809	137	1956
9-10	5	1792	88	1885
15-16	3	1313	215	1531
16-17	1	1397	227	1625
17-18	2	1433	285	1720
TOTAL	32	9737	1085	10854

E-W	Ped	Sch	Ped	Sch
3052	5	0	0	0
2835	6	0	0	0
2980	7	0	0	0
2916	9	0	0	0
3093	13	0	0	0
3253	4	0	0	0

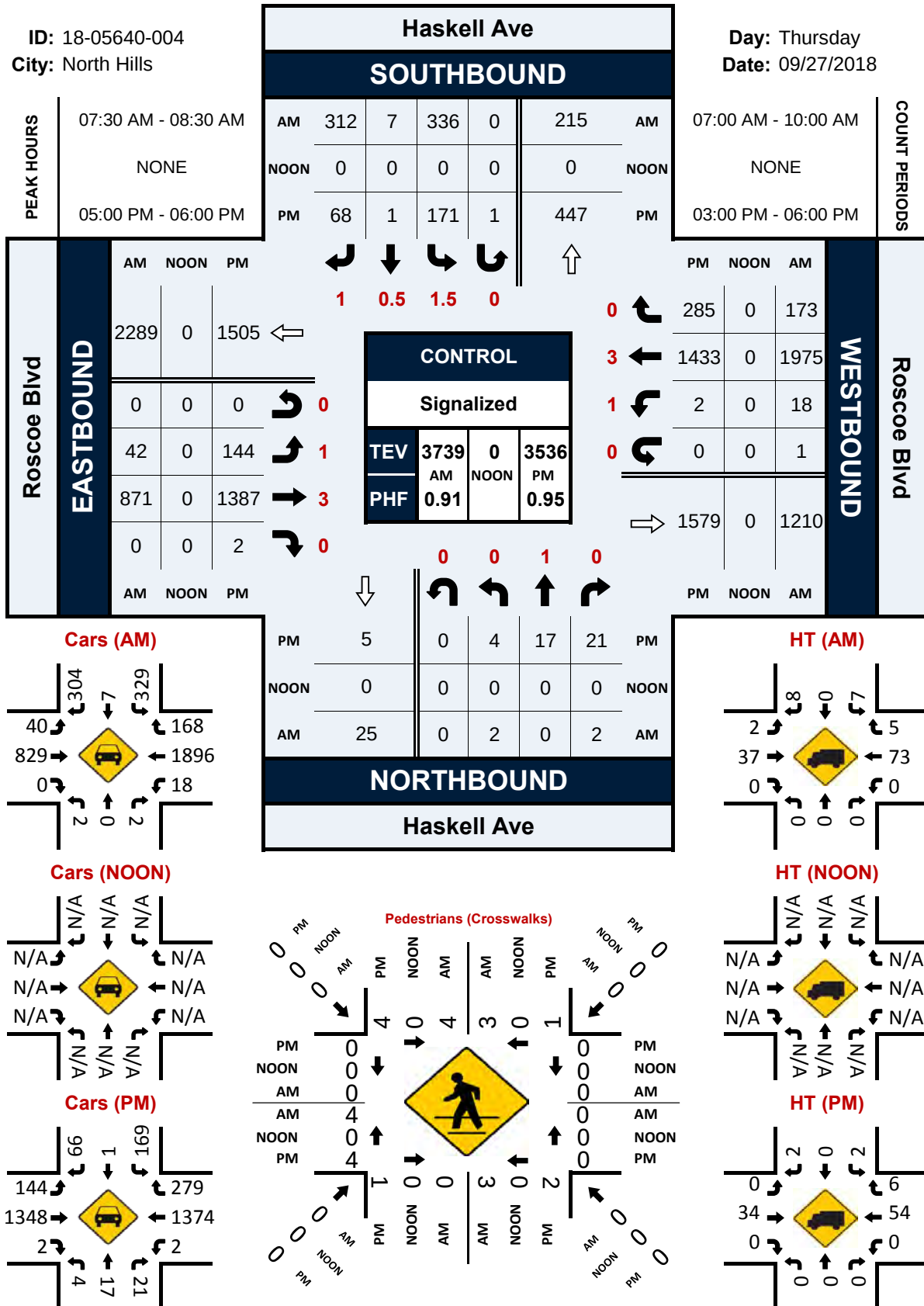
18129	44	0	0	0
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Haskell Ave & Roscoe Blvd

Peak Hour Turning Movement Count

ID: 18-05640-004
City: North Hills

Day: Thursday
Date: 09/27/2018



National Data & Surveying Services

Intersection Turning Movement Count

Location: Haskell Ave & Roscoe Blvd
City: North Hills
Control: Signalized

Project ID: 18-05640-004
Date: 9/27/2018

Total

NS/EW Streets:	Haskell Ave				Haskell Ave				Roscoe Blvd				Roscoe Blvd					
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL	
	0 NL	1 NT	0 NR	0 NU	1.5 SL	0.5 ST	1 SR	0 SU	1 EL	3 ET	0 ER	0 EU	1 WL	3 WT	0 WR	0 WU		
7:00 AM	0	1	1	0	43	2	59	0	5	213	0	0	1	450	15	0	790	
7:15 AM	0	0	2	0	72	1	84	0	7	199	0	0	0	502	21	0	888	
7:30 AM	1	0	2	0	66	3	100	0	8	247	0	0	5	550	44	1	1027	
7:45 AM	1	0	0	0	93	2	74	0	12	224	0	0	4	491	53	0	954	
8:00 AM	0	0	0	0	80	1	66	0	10	186	0	0	6	482	34	0	865	
8:15 AM	0	0	0	0	97	1	72	0	12	214	0	0	3	452	42	0	893	
8:30 AM	0	1	0	0	55	1	50	0	15	212	0	0	1	446	35	0	816	
8:45 AM	1	0	0	0	42	0	63	0	10	220	0	0	0	429	26	0	791	
9:00 AM	2	1	1	0	33	0	67	0	19	265	0	0	3	453	25	0	869	
9:15 AM	1	0	0	0	21	0	39	1	16	252	0	0	1	434	23	0	788	
9:30 AM	0	0	0	0	32	0	14	0	14	242	0	0	1	461	15	0	779	
9:45 AM	0	0	0	0	28	0	28	0	12	275	0	0	0	444	25	0	812	
TOTAL VOLUMES :	NL 6	NT 3	NR 6	NU 0	SL 662	ST 11	SR 716	SU 1	EL 140	ET 2749	ER 0	EU 0	WL 25	WT 5594	WR 358	WU 1	TOTAL 10272	
APPROACH %'s :	40.00%	20.00%	40.00%	0.00%	47.63%	0.79%	51.51%	0.07%	4.85%	95.15%	0.00%	0.00%	0.42%	93.58%	5.99%	0.02%		
PEAK HR :	07:30 AM - 08:30 AM																	TOTAL
PEAK HR VOL :	2	0	2	0	336	7	312	0	42	871	0	0	18	1975	173	1	3739	
PEAK HR FACTOR :	0.500	0.000	0.250	0.000	0.866	0.583	0.780	0.000	0.875	0.882	0.000	0.000	0.750	0.898	0.816	0.250	0.910	
	0.333				0.963				0.895				0.903					

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL	
	0 NL	1 NT	0 NR	0 NU	1.5 SL	0.5 ST	1 SR	0 SU	1 EL	3 ET	0 ER	0 EU	1 WL	3 WT	0 WR	0 WU		
3:00 PM	1	0	1	0	45	0	15	0	24	349	0	0	1	322	63	2	823	
3:15 PM	1	0	0	0	62	0	9	0	24	344	0	1	0	332	48	0	821	
3:30 PM	0	2	7	0	41	0	15	0	26	344	0	0	0	327	43	0	805	
3:45 PM	1	2	3	0	48	0	14	0	32	241	0	0	0	332	61	0	734	
4:00 PM	1	4	5	0	28	1	19	0	52	343	2	0	1	367	54	0	877	
4:15 PM	1	4	1	0	39	0	17	0	31	334	0	0	0	348	54	0	829	
4:30 PM	0	4	6	0	49	0	20	0	40	312	0	0	0	334	49	0	814	
4:45 PM	0	5	5	0	39	0	15	0	33	321	0	0	0	348	70	0	836	
5:00 PM	0	5	5	0	41	0	21	1	44	346	0	0	0	393	72	0	928	
5:15 PM	2	7	4	0	44	1	17	0	29	329	1	0	1	356	82	0	873	
5:30 PM	2	2	4	0	44	0	18	0	34	391	0	0	0	341	60	0	896	
5:45 PM	0	3	8	0	42	0	12	0	37	321	1	0	1	343	71	0	839	
TOTAL VOLUMES :	NL 9	NT 38	NR 49	NU 0	SL 522	ST 2	SR 192	SU 1	EL 406	ET 3975	ER 4	EU 1	WL 4	WT 4143	WR 727	WU 2	TOTAL 10075	
APPROACH %'s :	9.38%	39.58%	51.04%	0.00%	72.80%	0.28%	26.78%	0.14%	9.26%	90.63%	0.09%	0.02%	0.08%	84.97%	14.91%	0.04%		
PEAK HR :	05:00 PM - 06:00 PM																	TOTAL
PEAK HR VOL :	4	17	21	0	171	1	68	1	144	1387	2	0	2	1433	285	0	3536	
PEAK HR FACTOR :	0.500	0.607	0.656	0.000	0.972	0.250	0.810	0.250	0.818	0.887	0.500	0.000	0.500	0.912	0.869	0.000	0.953	
	0.808				0.956				0.902				0.925					



City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South I-405 SB Ramps

East/West

Nordhoff St

Day: Thursday Date: 09/27/2018 Weather: SUNNY

Hours: Chekrs: NDS

School Day: Yes I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	0	142	206	113
BIKES	0	0	25	36
BUSES	0	0	26	27

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	0	0.00	317	9.00	386	8.15	413	7.00
PM PK 15 MIN	0	0.00	309	15.30	480	17.15	395	15.00
AM PK HOUR	0	0.00	1179	8.15	1511	7.45	1622	7.00
PM PK HOUR	0	0.00	1194	15.30	1831	16.45	1437	15.00

NORTHBOUND 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
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SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	221	1	851	1073
8-9	279	1	866	1146
9-10	355	1	755	1111
15-16	448	5	648	1101
16-17	491	1	673	1165
17-18	437	2	649	1088

TOTAL	2231	11	4442	6684
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TOTAL

N-S
1073
1146
1111
1101
1165
1088

6684

XING S/L

Ped	Sch
7	183
10	17
7	4
1	160
2	24
6	19

33	407
----	-----

XING N/L

Ped	Sch
8	268
5	39
14	16
2	299
1	75
20	71

50	768
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EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	1193	139	1332
8-9	0	1333	143	1476
9-10	0	1038	199	1237
15-16	0	1189	546	1735
16-17	1	1185	584	1770
17-18	0	1139	655	1794

TOTAL	1	7077	2266	9344
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WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	112	1510	0	1622
8-9	91	1387	0	1478
9-10	164	1088	0	1252
15-16	294	1143	0	1437
16-17	256	1074	0	1330
17-18	259	1129	0	1388

TOTAL	1176	7331	0	8507
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TOTAL

E-W
2954
2954
2489
3172
3100
3182

17851

XING W/L

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

0	0
---	---

XING E/L

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

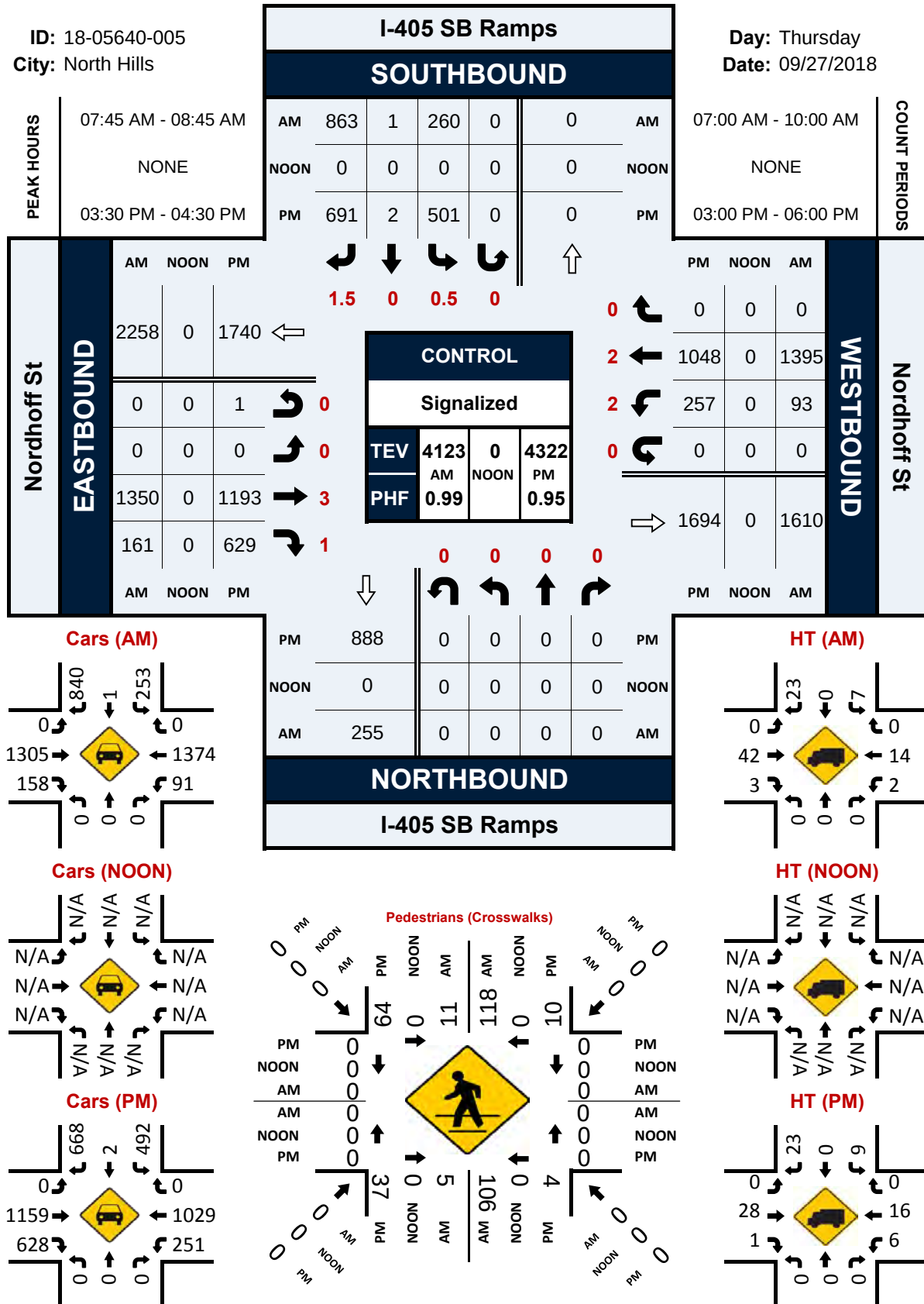
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I-405 SB Ramps & Nordhoff St

Peak Hour Turning Movement Count

ID: 18-05640-005
City: North Hills

Day: Thursday
Date: 09/27/2018



National Data & Surveying Services

Intersection Turning Movement Count

Location: I-405 SB Ramps & Nordhoff St
City: North Hills
Control: Signalized

Project ID: 18-05640-005
Date: 9/27/2018

Total

NS/EW Streets:	I-405 SB Ramps				I-405 SB Ramps				Nordhoff St				Nordhoff St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0	0	0	0	0.5	0	1.5	0	0	3	1	0	2	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	0	0	0	0	76	0	214	0	0	257	32	0	37	376	0	0	992
7:15 AM	0	0	0	0	55	1	215	0	0	292	34	0	22	391	0	0	1010
7:30 AM	0	0	0	0	41	0	209	0	0	317	28	0	31	379	0	0	1005
7:45 AM	0	0	0	0	49	0	213	0	0	327	45	0	22	364	0	0	1020
8:00 AM	0	0	0	0	76	0	208	0	0	340	35	0	32	351	0	0	1042
8:15 AM	0	0	0	0	72	1	236	0	0	341	45	0	23	306	0	0	1024
8:30 AM	0	0	0	0	63	0	206	0	0	342	36	0	16	374	0	0	1037
8:45 AM	0	0	0	0	68	0	216	0	0	310	27	0	20	356	0	0	997
9:00 AM	0	0	0	0	91	0	226	0	0	272	33	0	31	292	0	0	945
9:15 AM	0	0	0	0	91	0	181	0	0	250	43	0	46	282	0	0	893
9:30 AM	0	0	0	0	81	0	148	0	0	270	63	0	45	246	0	0	853
9:45 AM	0	0	0	0	92	1	200	0	0	246	60	0	42	268	0	0	909
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	855	3	2472	0	0	3564	481	0	367	3985	0	0	11727
PEAK HR :	07:45 AM - 08:45 AM				25.68%	0.09%	74.23%	0.00%	0.00%	88.11%	11.89%	0.00%	8.43%	91.57%	0.00%	0.00%	
PEAK HR VOL :	0	0	0	0	260	1	863	0	0	1350	161	0	93	1395	0	0	TOTAL
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.855	0.250	0.914	0.000	0.000	0.987	0.894	0.000	0.727	0.932	0.000	0.000	4123
						0.909				0.979				0.954			0.989

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0	0	0	0	0.5	0	1.5	0	0	3	1	0	2	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
3:00 PM	0	0	0	0	106	1	156	0	0	296	94	0	88	307	0	0	1048
3:15 PM	0	0	0	0	99	2	150	0	0	286	131	0	61	300	0	0	1029
3:30 PM	0	0	0	0	120	1	188	0	0	299	164	0	79	286	0	0	1137
3:45 PM	0	0	0	0	123	1	154	0	0	308	157	0	66	250	0	0	1059
4:00 PM	0	0	0	0	130	0	173	0	0	279	147	0	62	245	0	0	1036
4:15 PM	0	0	0	0	128	0	176	0	0	307	161	1	50	267	0	0	1090
4:30 PM	0	0	0	0	114	1	162	0	0	303	132	0	81	294	0	0	1087
4:45 PM	0	0	0	0	119	0	162	0	0	296	144	0	63	268	0	0	1052
5:00 PM	0	0	0	0	107	1	156	0	0	285	156	0	68	254	0	0	1027
5:15 PM	0	0	0	0	115	0	150	0	0	299	181	0	77	302	0	0	1124
5:30 PM	0	0	0	0	104	1	171	0	0	281	189	0	52	282	0	0	1080
5:45 PM	0	0	0	0	111	0	172	0	0	274	129	0	62	291	0	0	1039
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	1376	8	1970	0	0	3513	1785	1	809	3346	0	0	12808
PEAK HR :	03:30 PM - 04:30 PM				41.03%	0.24%	58.74%	0.00%	0.00%	66.30%	33.69%	0.02%	19.47%	80.53%	0.00%	0.00%	
PEAK HR VOL :	0	0	0	0	501	2	691	0	0	1193	629	1	257	1048	0	0	TOTAL
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.963	0.500	0.919	0.000	0.000	0.968	0.959	0.250	0.813	0.916	0.000	0.000	4322
						0.966				0.972				0.894			0.950



School Day: Yes I/S CODE _____

	N/B		TIME		S/B		TIME		E/B		TIME		W/B		TIME	
AM PK 15 MIN	0	0.00			385	7.00			321	7.30			388	7.30		
PM PK 15 MIN	0	0.00			283	16.45			420	17.30			384	17.00		
AM PK HOUR	0	0.00			1475	7.00			1178	9.00			1500	7.15		
PM PK HOUR	0	0.00			984	16.45			1552	16.45			1431	16.30		

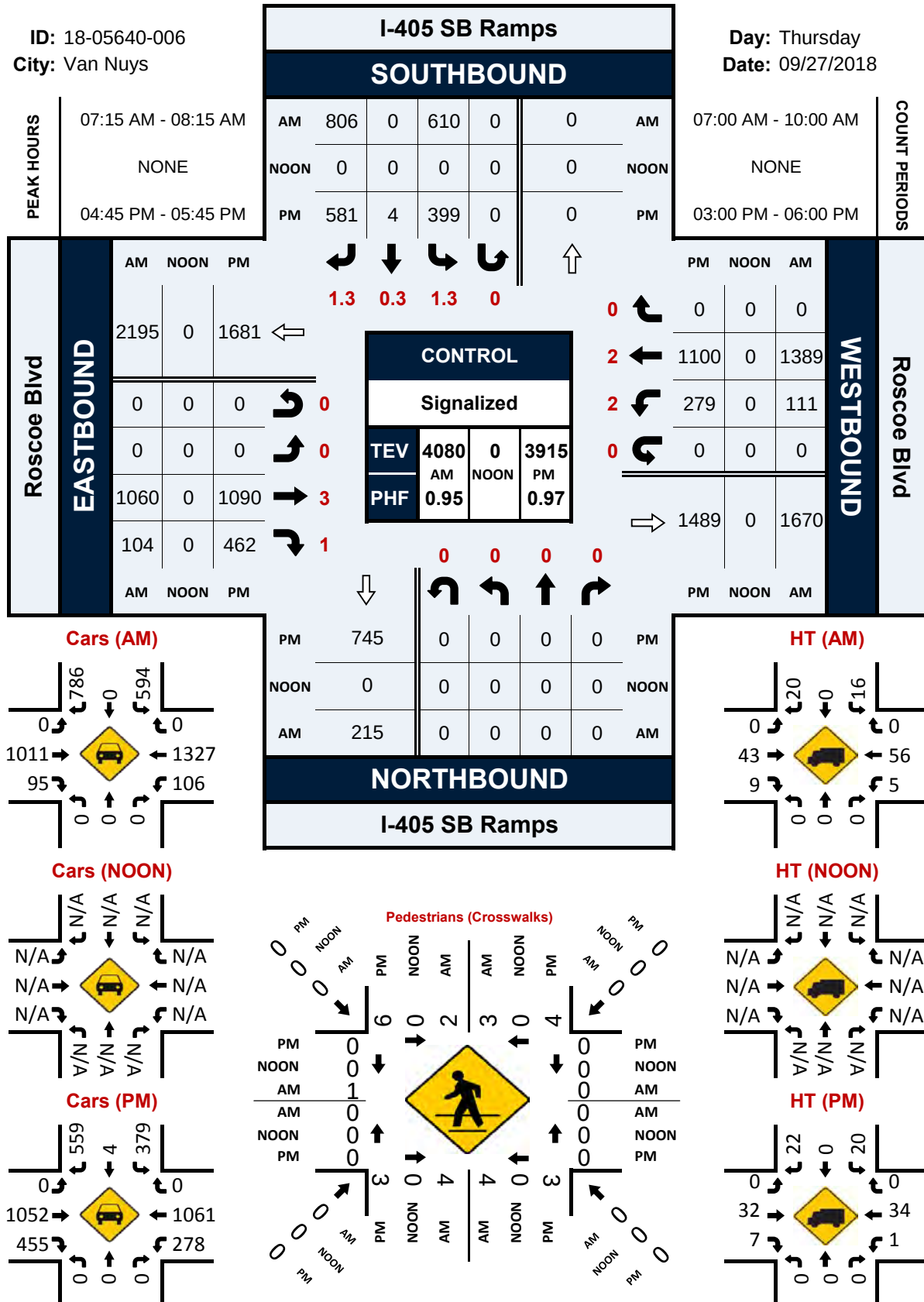
EASTBOUND Approach					WESTBOUND Approach					TOTAL	XING W/L			XING E/L		
Hours	Lt	Th	Rt	Total	Hours	Lt	Th	Rt	Total	E-W	Ped	Sch	Ped	Sch		
7-8	0	1025	98	1123	7-8	101	1368	0	1469	2592	1	0	0	0		
8-9	0	995	104	1099	8-9	104	1237	0	1341	2440	0	0	0	0		
9-10	0	1028	150	1178	9-10	121	1089	0	1210	2388	0	0	0	0		
15-16	0	1076	386	1462	15-16	282	1062	0	1344	2806	2	0	0	0		
16-17	0	1139	388	1527	16-17	235	1090	0	1325	2852	0	0	0	0		
17-18	0	1077	467	1544	17-18	283	1095	0	1378	2922	0	0	0	0		
TOTAL	0	6340	1593	7933	TOTAL	1126	6941	0	8067	16000	3	0	0	0		

I-405 SB Ramps & Roscoe Blvd

Peak Hour Turning Movement Count

ID: 18-05640-006
City: Van Nuys

Day: Thursday
Date: 09/27/2018



National Data & Surveying Services

Intersection Turning Movement Count

Location: I-405 SB Ramps & Roscoe Blvd
City: Van Nuys
Control: Signalized

Project ID: 18-05640-006
Date: 9/27/2018

Total

NS/EW Streets:	I-405 SB Ramps				I-405 SB Ramps				Roscoe Blvd				Roscoe Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0	0	0	0	1.3	0.3	1.3	0	0	3	1	0	2	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	0	0	0	0	180	0	205	0	0	212	21	0	26	300	0	0	944
7:15 AM	0	0	0	0	124	0	229	0	0	268	25	0	30	342	0	0	1018
7:30 AM	0	0	0	0	157	0	210	0	0	298	23	0	23	365	0	0	1076
7:45 AM	0	0	0	0	169	0	201	0	0	247	29	0	22	361	0	0	1029
8:00 AM	0	0	0	0	160	0	166	0	0	247	27	0	36	321	0	0	957
8:15 AM	0	0	0	0	160	0	167	0	0	252	29	0	20	346	0	0	974
8:30 AM	0	0	0	0	140	0	185	0	0	259	30	0	23	302	0	0	939
8:45 AM	0	0	0	0	141	0	162	0	0	237	18	0	25	268	0	0	851
9:00 AM	0	0	0	0	153	2	227	0	0	270	30	0	20	287	0	0	989
9:15 AM	0	0	0	0	127	1	213	0	0	250	40	0	31	265	0	0	927
9:30 AM	0	0	0	0	120	0	180	0	0	259	36	0	32	300	0	0	927
9:45 AM	0	0	0	0	104	0	213	0	0	249	44	0	38	237	0	0	885
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	1735	3	2358	0	0	3048	352	0	326	3694	0	0	11516
					42.36%	0.07%	57.57%	0.00%	0.00%	89.65%	10.35%	0.00%	8.11%	91.89%	0.00%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	0	0	0	610	0	806	0	0	1060	104	0	111	1389	0	0	4080
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.902	0.000	0.880	0.000	0.000	0.889	0.897	0.000	0.771	0.951	0.000	0.000	0.948
					0.957					0.907				0.966			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0	0	0	0	1.3	0.3	1.3	0	0	3	1	0	2	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
3:00 PM	0	0	0	0	89	1	141	0	0	309	95	0	74	257	0	0	966
3:15 PM	0	0	0	0	98	1	97	0	0	300	114	0	74	279	0	0	963
3:30 PM	0	0	0	0	87	0	123	0	0	274	89	0	78	248	0	0	899
3:45 PM	0	0	0	0	128	1	137	0	0	193	88	0	56	278	0	0	881
4:00 PM	0	0	0	0	88	0	129	0	0	298	92	0	53	274	0	0	934
4:15 PM	0	0	0	0	95	0	138	0	0	291	101	0	57	234	0	0	916
4:30 PM	0	0	0	0	87	0	125	0	0	280	100	0	59	298	0	0	949
4:45 PM	0	0	0	0	124	1	158	0	0	270	95	0	66	284	0	0	998
5:00 PM	0	0	0	0	92	2	131	0	0	277	118	0	89	295	0	0	1004
5:15 PM	0	0	0	0	100	1	146	0	0	246	126	0	62	278	0	0	959
5:30 PM	0	0	0	0	83	0	146	0	0	297	123	0	62	243	0	0	954
5:45 PM	0	0	0	0	97	1	140	0	0	257	100	0	70	279	0	0	944
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	1168	8	1611	0	0	3292	1241	0	800	3247	0	0	11367
					41.91%	0.29%	57.80%	0.00%	0.00%	72.62%	27.38%	0.00%	19.77%	80.23%	0.00%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	0	0	0	399	4	581	0	0	1090	462	0	279	1100	0	0	3915
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.804	0.500	0.919	0.000	0.000	0.918	0.917	0.000	0.784	0.932	0.000	0.000	0.975
					0.869					0.924				0.898			



City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South I-405 NB Ramps

East/West

Nordhoff St

Day: Thursday Date: 09/27/2018 Weather: SUNNY

Hours: Chekrs: NDS

School Day: Yes I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	66	0	223	107
BIKES	0	0	25	40
BUSES	0	0	26	27

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	257	7.15	0	0.00	430	8.00	396	7.00
PM PK 15 MIN	228	15.15	0	0.00	443	16.15	353	15.00
AM PK HOUR	960	7.00	0	0.00	1624	8.00	1291	7.00
PM PK HOUR	881	15.00	0	0.00	1702	16.00	1371	16.30

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	784	4	172	960
8-9	651	1	123	775
9-10	496	2	161	659
15-16	440	1	440	881
16-17	379	10	407	796
17-18	411	4	427	842

TOTAL	3161	22	1730	4913
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SOUTHBOUND 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
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TOTAL

N-S
960
775
659
881
796
842

4913

XING S/L

Ped	Sch
6	171
18	11
21	0
8	109
3	7
0	7

56	305
----	-----

XING N/L

Ped	Sch
22	355
44	19
33	0
34	345
22	68
40	72

195	859
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EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	479	922	0	1401
8-9	539	1085	0	1624
9-10	525	867	0	1392
15-16	543	1061	0	1604
16-17	495	1207	0	1702
17-18	490	1087	0	1577

TOTAL	3071	6229	0	9300
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WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	846	445	1291
8-9	0	829	427	1256
9-10	0	754	295	1049
15-16	0	988	354	1342
16-17	0	967	355	1322
17-18	0	980	357	1337

TOTAL	0	5364	2233	7597
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TOTAL

E-W
2692
2880
2441
2946
3024
2914

16897

XING W/L

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

0	0
---	---

XING E/L

Ped	Sch
12	125
28	10
20	0
10	70
1	8
3	10

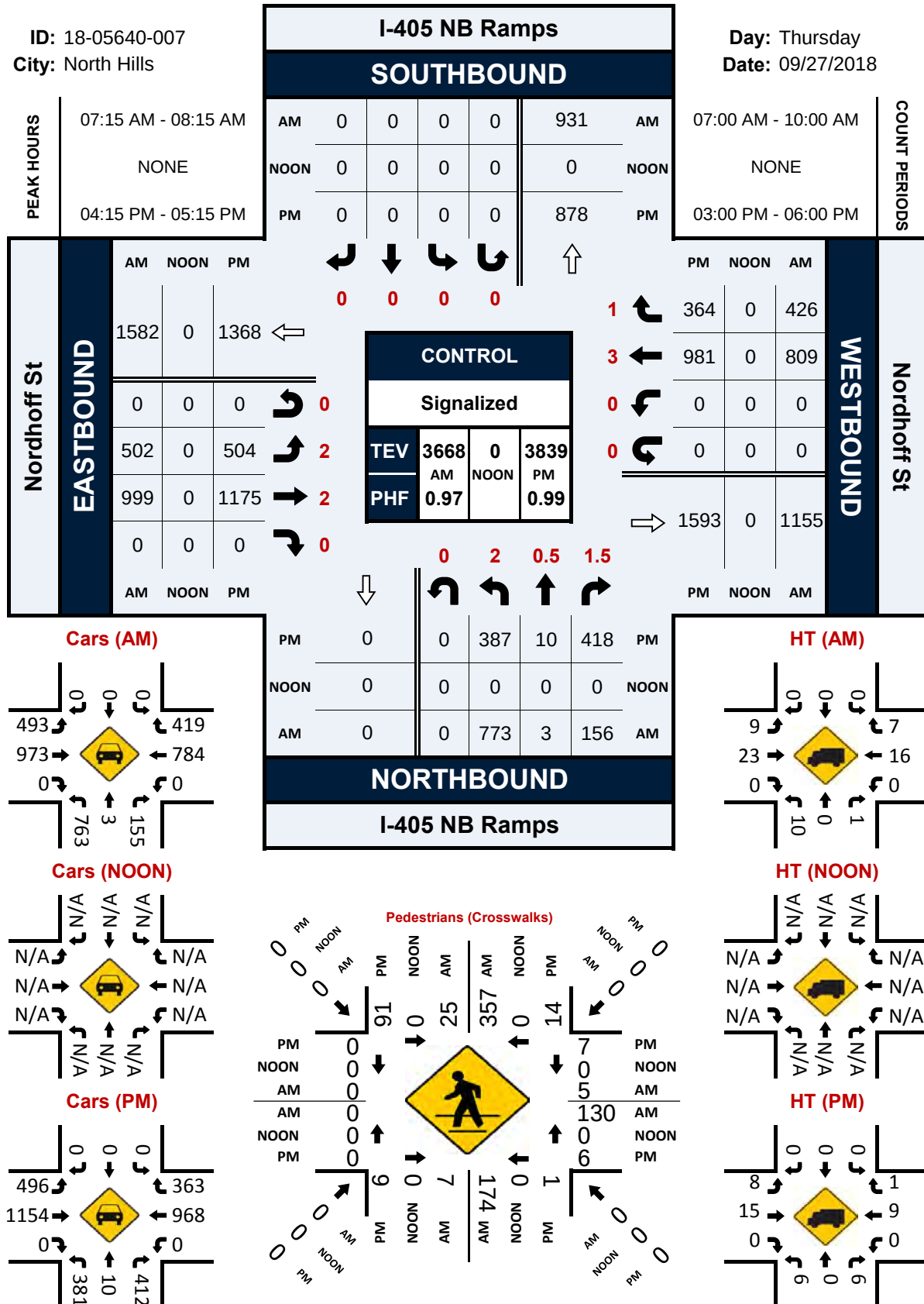
74	223
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I-405 NB Ramps & Nordhoff St

Peak Hour Turning Movement Count

ID: 18-05640-007
City: North Hills

Day: Thursday
Date: 09/27/2018



National Data & Surveying Services

Intersection Turning Movement Count

Location: I-405 NB Ramps & Nordhoff St
City: North Hills
Control: Signalized

Project ID: 18-05640-007
Date: 9/27/2018

Total

NS/EW Streets:		I-405 NB Ramps				I-405 NB Ramps				Nordhoff St				Nordhoff St				
AM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	2	0.5	1.5	0	0	0	0	0	2	2	0	0	0	3	1	0		
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
7:00 AM	162	2	44	0	0	0	0	0	99	231	0	0	0	259	137	0	934	
7:15 AM	206	1	50	0	0	0	0	0	132	223	0	0	0	204	116	0	932	
7:30 AM	213	1	34	0	0	0	0	0	118	225	0	0	0	200	101	0	892	
7:45 AM	203	0	44	0	0	0	0	0	130	243	0	0	0	183	91	0	894	
8:00 AM	151	1	28	0	0	0	0	0	122	308	0	0	0	222	118	0	950	
8:15 AM	132	0	27	0	0	0	0	0	135	266	0	0	0	213	110	0	883	
8:30 AM	186	0	37	0	0	0	0	0	137	256	0	0	0	192	100	0	908	
8:45 AM	182	0	31	0	0	0	0	0	145	255	0	0	0	202	99	0	914	
9:00 AM	139	1	41	0	0	0	0	0	132	231	0	0	0	195	73	0	812	
9:15 AM	120	0	37	0	0	0	0	0	124	211	0	0	0	194	69	0	755	
9:30 AM	123	0	42	0	0	0	0	0	131	216	0	0	0	177	83	0	772	
9:45 AM	114	1	41	0	0	0	0	0	138	209	0	0	0	188	70	0	761	
TOTAL VOLUMES :		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :		1931	7	456	0	0	0	0	0	1543	2874	0	0	0	2429	1167	0	10407
		80.66%	0.29%	19.05%	0.00%					34.93%	65.07%	0.00%	0.00%	0.00%	67.55%	32.45%	0.00%	
PEAK HR :		07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :		773	3	156	0	0	0	0	0	502	999	0	0	0	809	426	0	3668
PEAK HR FACTOR :		0.907	0.750	0.780	0.000	0.000	0.000	0.000	0.000	0.951	0.811	0.000	0.000	0.000	0.911	0.903	0.000	0.965
		0.907								0.873				0.908				

PM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
		2 NL	0.5 NT	1.5 NR	0 NU	0 SL	0 ST	0 SR	0 SU	2 EL	2 ET	0 ER	0 EU	0 WL	3 WT	1 WR	0 WU	
	3:00 PM	114	0	102	0	0	0	0	0	140	249	0	0	0	266	87	0	958
	3:15 PM	118	0	110	0	0	0	0	0	122	278	0	0	0	257	56	0	941
	3:30 PM	110	0	109	0	0	0	0	0	135	267	0	0	0	238	112	0	971
	3:45 PM	98	1	119	0	0	0	0	0	146	267	0	0	0	227	99	0	957
	4:00 PM	96	1	102	0	0	0	0	0	116	307	0	0	0	219	91	0	932
	4:15 PM	99	1	99	0	0	0	0	0	126	317	0	0	0	230	88	0	960
	4:30 PM	93	2	103	0	0	0	0	0	120	292	0	0	0	263	82	0	955
	4:45 PM	91	6	103	0	0	0	0	0	133	291	0	0	0	255	94	0	973
	5:00 PM	104	1	113	0	0	0	0	0	125	275	0	0	0	233	100	0	951
	5:15 PM	100	1	103	0	0	0	0	0	129	277	0	0	0	263	81	0	954
	5:30 PM	101	0	95	0	0	0	0	0	115	274	0	0	0	247	92	0	924
	5:45 PM	106	2	116	0	0	0	0	0	121	261	0	0	0	237	84	0	927
TOTAL VOLUMES :		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :		1230	15	1274	0	0	0	0	0	1528	3355	0	0	0	2935	1066	0	11403
PEAK HR :		04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :		387	10	418	0	0	0	0	0	504	1175	0	0	0	981	364	0	3839
PEAK HR FACTOR :		0.930	0.417	0.925	0.000	0.000	0.000	0.000	0.000	0.947	0.927	0.000	0.000	0.000	0.933	0.910	0.000	0.986
		0.935								0.948				0.963				



School Day:	Yes	I/S CODE
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	<u>N/B</u>	<u>S/B</u>	<u>E/B</u>	<u>W/B</u>
DUAL- WHEELED	165	0	441	332
BIKES	0	0	22	19
BUSES	0	0	30	31

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	218	7.45	0	0.00	453	7.30	482	7.30
PM PK 15 MIN	169	16.45	0	0.00	398	15.00	492	17.00
AM PK HOUR	716	7.30	0	0.00	1671	7.15	1711	7.00
PM PK HOUR	618	15.00	0	0.00	1522	16.00	1773	16.15

XING N/L

Hours	Lt	Th	Rt	Total
7-8	412	2	241	655
8-9	405	2	215	622
9-10	373	2	263	638
15-16	323	5	290	618
16-17	267	9	306	582
17-18	267	6	272	545

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

N-S	Ped	Sch	Ped	Sch
655	6	0	10	1
622	8	1	16	1
638	3	4	8	1
618	1	3	5	6
582	4	3	3	2
545	10	0	5	6

TOTAL	2047	26	1587	3660
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TOTAL	0	0	0	0	3660	32	11	47	17
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XING E/L

Hours	Lt	Th	Rt	Total
7-8	352	1290	0	1642
8-9	335	1259	0	1594
9-10	392	1150	0	1542
15-16	441	1035	0	1476
16-17	399	1123	0	1522
17-18	420	1034	0	1454

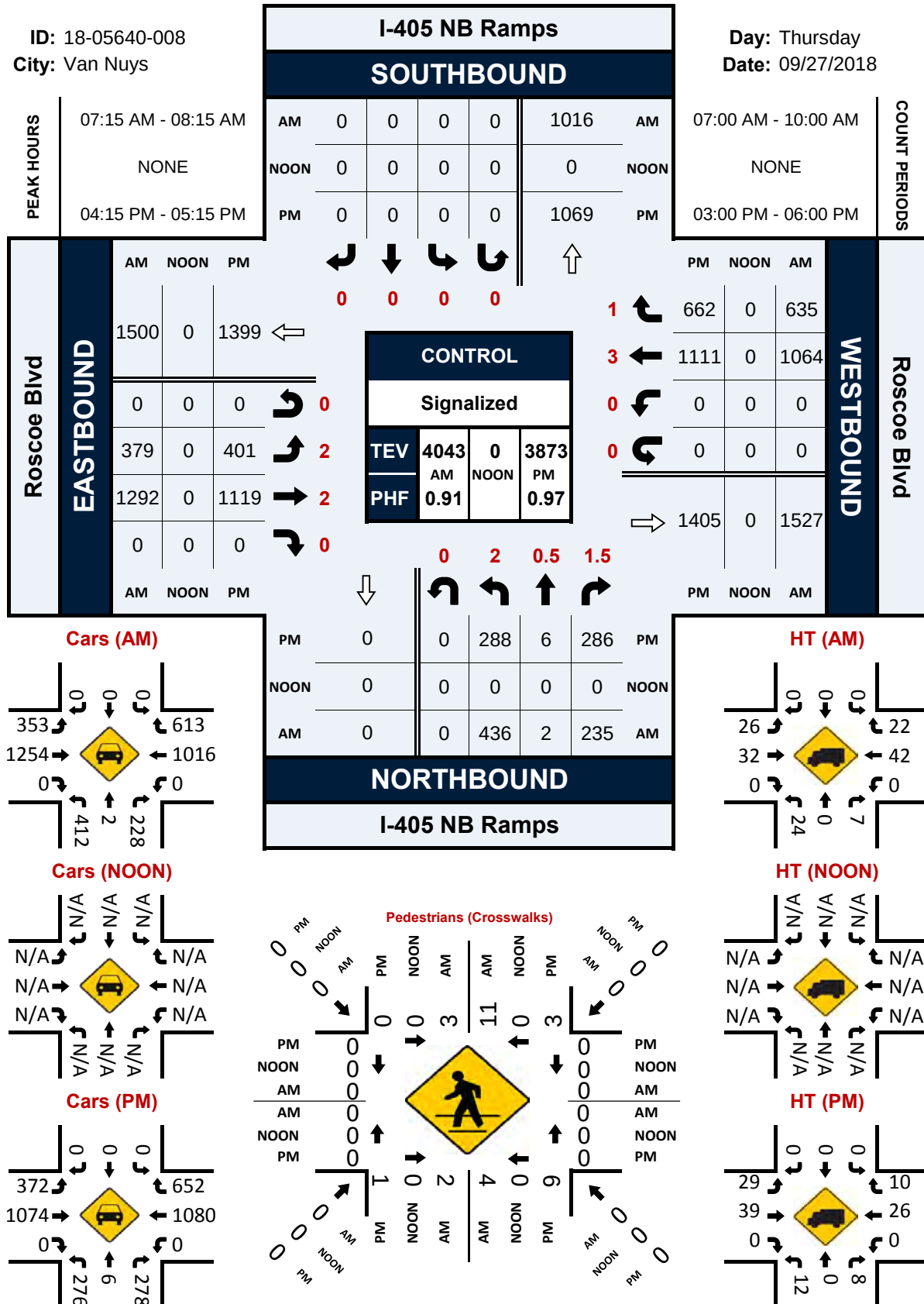
Hours	Lt	Th	Rt	Total
7-8	0	1078	633	1711
8-9	0	926	441	1367
9-10	0	832	412	1244
15-16	0	1035	595	1630
16-17	0	1064	678	1742
17-18	0	1100	599	1699

E-W	Ped	Sch	Ped	Sch
3353	0	0	0	0
2961	0	0	0	0
2786	0	0	0	0
3106	0	0	0	0
3264	0	0	0	0
3153	0	0	0	0

TOTAL	2339	6891	0	9230
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TOTAL	0	6035	3358	9393	18623	0	0	0	0
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Day: Thursday
Date: 09/27/2018



National Data & Surveying Services

Intersection Turning Movement Count

Location: I-405 NB Ramps & Roscoe Blvd
City: Van Nuys
Control: Signalized

Project ID: 18-05640-008
Date: 9/27/2018

Total

NS/EW Streets:		I-405 NB Ramps				I-405 NB Ramps				Roscoe Blvd				Roscoe Blvd				
AM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	2 NL	0.5 NT	1.5 NR	0 NU	0 SL	0 ST	0 SR	0 SU	2 EL	2 ET	0 ER	0 EU	0 WL	3 WT	1 WR	0 WU		
	7:00 AM	83	1	52	0	0	0	0	0	67	315	0	0	0	253	123	0	894
	7:15 AM	76	0	50	0	0	0	0	0	102	307	0	0	0	292	171	0	998
	7:30 AM	113	0	62	0	0	0	0	0	102	351	0	0	0	289	193	0	1110
	7:45 AM	140	1	77	0	0	0	0	0	81	317	0	0	0	244	146	0	1006
	8:00 AM	107	1	46	0	0	0	0	0	94	317	0	0	0	239	125	0	929
	8:15 AM	105	1	63	0	0	0	0	0	53	349	0	0	0	254	114	0	939
	8:30 AM	98	0	59	0	0	0	0	0	98	292	0	0	0	222	110	0	879
	8:45 AM	95	0	47	0	0	0	0	0	90	301	0	0	0	211	92	0	836
	9:00 AM	119	2	69	0	0	0	0	0	93	329	0	0	0	189	105	0	906
	9:15 AM	71	0	59	0	0	0	0	0	81	283	0	0	0	224	88	0	806
	9:30 AM	95	0	64	0	0	0	0	0	113	277	0	0	0	220	105	0	874
	9:45 AM	88	0	71	0	0	0	0	0	105	261	0	0	0	199	114	0	838
TOTAL VOLUMES :		NL 1190	NT 6	NR 719	NU 0	SL 0	ST 0	SR 0	SU 0	EL 1079	ET 3699	ER 0	EU 0	WL 0	WT 2836	WR 1486	WU 0	TOTAL 11015
APPROACH %'s :		62.14%	0.31%	37.55%	0.00%					22.58%	77.42%	0.00%	0.00%	0.00%	65.62%	34.38%	0.00%	
PEAK HR :		07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :		436	2	235	0	0	0	0	0	379	1292	0	0	0	1064	635	0	4043
PEAK HR FACTOR :		0.779	0.500	0.763	0.000	0.000	0.000	0.000	0.000	0.929	0.920	0.000	0.000	0.000	0.911	0.823	0.000	0.911
		0.772								0.922				0.881				

PM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
		2 NL	0.5 NT	1.5 NR	0 NU	0 SL	0 ST	0 SR	0 SU	2 EL	2 ET	0 ER	0 EU	0 WL	3 WT	1 WR	0 WU	
	3:00 PM	68	1	85	0	0	0	0	0	135	263	0	0	0	255	144	0	951
	3:15 PM	89	1	63	0	0	0	0	0	107	283	0	0	0	274	122	0	939
	3:30 PM	86	0	60	0	0	0	0	0	124	244	0	0	0	229	171	0	914
	3:45 PM	80	3	82	0	0	0	0	0	75	245	0	0	0	277	158	0	920
	4:00 PM	47	3	63	0	0	0	0	0	102	283	0	0	0	260	201	0	959
	4:15 PM	55	2	77	0	0	0	0	0	95	276	0	0	0	245	162	0	912
	4:30 PM	88	2	76	0	0	0	0	0	107	276	0	0	0	277	169	0	995
	4:45 PM	77	2	90	0	0	0	0	0	95	288	0	0	0	282	146	0	980
	5:00 PM	68	0	43	0	0	0	0	0	104	279	0	0	0	307	185	0	986
	5:15 PM	69	3	76	0	0	0	0	0	101	252	0	0	0	263	141	0	905
	5:30 PM	55	1	67	0	0	0	0	0	105	265	0	0	0	263	156	0	912
	5:45 PM	75	2	86	0	0	0	0	0	110	238	0	0	0	267	117	0	895
TOTAL VOLUMES :		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :		857	20	868	0	0	0	0	0	1260	3192	0	0	0	3199	1872	0	11268
PEAK HR :		04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :		288	6	286	0	0	0	0	0	401	1119	0	0	0	1111	662	0	3873
PEAK HR FACTOR :		0.818	0.750	0.794	0.000	0.000	0.000	0.000	0.000	0.937	0.971	0.000	0.000	0.000	0.905	0.895	0.000	0.973
		0.858								0.992				0.901				



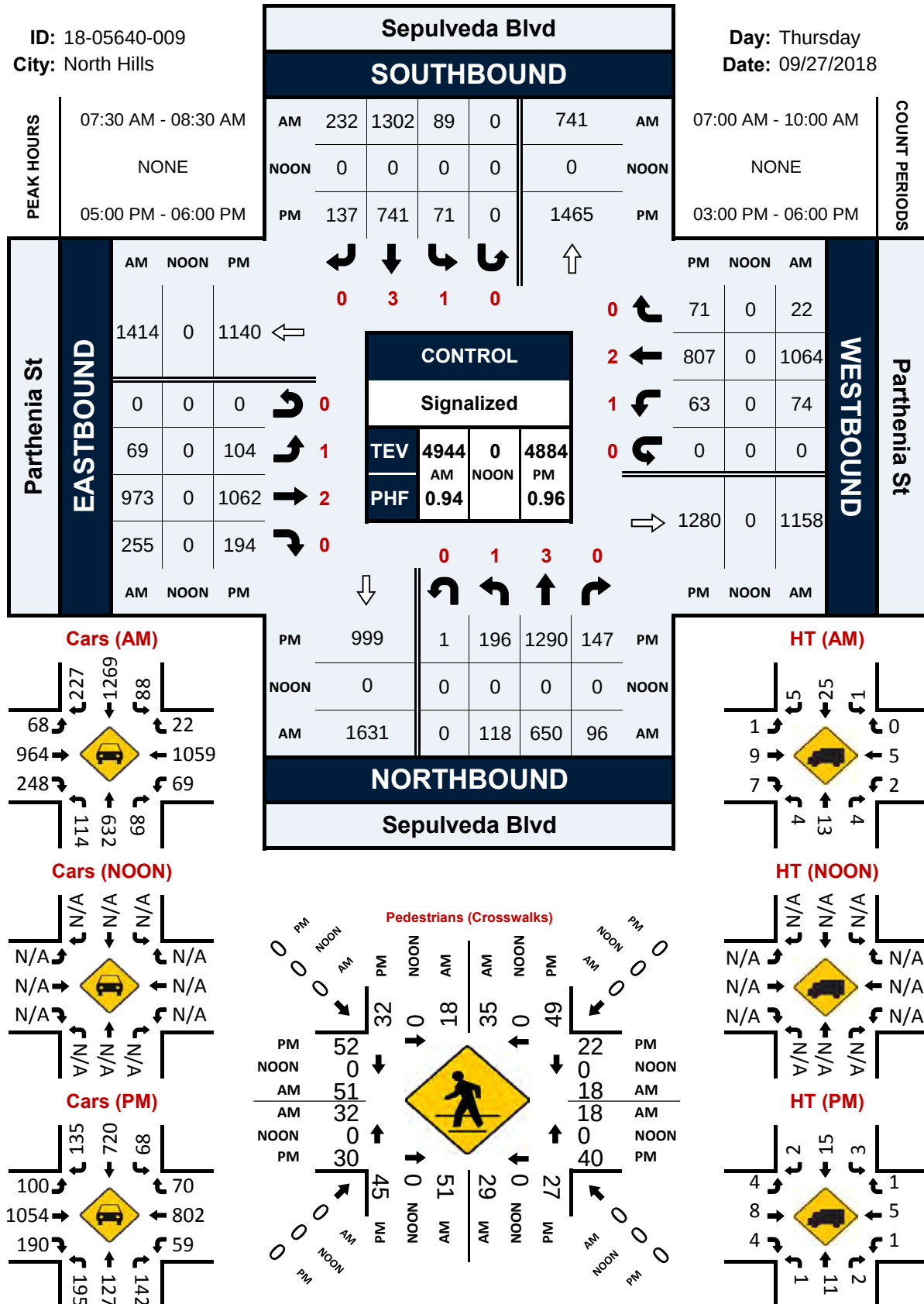
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Sepulveda Blvd & Parthenia St

Peak Hour Turning Movement Count

ID: 18-05640-009
City: North Hills

Day: Thursday
Date: 09/27/2018



National Data & Surveying Services

Intersection Turning Movement Count

Location: Sepulveda Blvd & Parthenia St
City: North Hills
Control: Signalized

Project ID: 18-05640-009
Date: 9/27/2018

Total

NS/EW Streets:		Sepulveda Blvd				Sepulveda Blvd				Parthenia St				Parthenia St				
AM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
		1 NL	3 NT	0 NR	0 NU	1 SL	3 ST	0 SR	0 SU	1 EL	2 ET	0 ER	0 EU	1 WL	2 WT	0 WR	0 WU	
	7:00 AM	39	132	8	0	26	284	52	0	14	127	44	0	35	280	4	0	1045
	7:15 AM	20	160	10	0	16	291	55	0	14	200	53	0	27	353	6	0	1205
	7:30 AM	40	176	22	0	26	285	76	0	12	216	59	0	21	288	4	0	1225
	7:45 AM	24	163	26	0	18	288	63	0	18	296	56	0	19	345	3	0	1319
	8:00 AM	38	154	23	0	19	320	51	0	25	216	63	0	16	211	6	0	1142
	8:15 AM	16	157	25	0	26	409	42	0	14	245	77	0	18	220	9	0	1258
	8:30 AM	22	147	23	0	33	378	47	0	22	170	49	0	17	195	12	0	1115
	8:45 AM	27	144	21	0	31	305	42	0	26	209	59	0	23	185	12	0	1084
	9:00 AM	39	126	23	0	19	237	33	0	20	147	43	0	17	170	14	0	888
	9:15 AM	31	124	21	0	21	256	34	1	16	118	44	0	21	143	10	0	840
	9:30 AM	34	132	19	0	17	216	29	0	10	70	34	0	25	119	13	0	718
	9:45 AM	34	154	18	0	29	194	20	0	23	103	40	0	25	123	19	0	782
TOTAL VOLUMES :		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :		364	1769	239	0	281	3463	544	1	214	2117	621	0	264	2632	112	0	12621
PEAK HR :		15.35%	74.58%	10.08%	0.00%	6.55%	80.74%	12.68%	0.02%	7.25%	71.71%	21.04%	0.00%	8.78%	87.50%	3.72%	0.00%	
PEAK HR VOL :		118	650	96	0	89	1302	232	0	69	973	255	0	74	1064	22	0	4944
PEAK HR FACTOR :		0.738	0.923	0.923	0.000	0.856	0.796	0.763	0.000	0.690	0.822	0.828	0.000	0.881	0.771	0.611	0.000	0.937
		0.908				0.851				0.876				0.790				

PM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
		1 NL	3 NT	0 NR	0 NU	1 SL	3 ST	0 SR	0 SU	1 EL	2 ET	0 ER	0 EU	1 WL	2 WT	0 WR	0 WU	
	3:00 PM	58	216	38	0	24	175	39	0	17	154	48	0	13	174	16	0	972
	3:15 PM	58	290	33	0	16	190	22	0	25	218	57	0	17	153	13	0	1092
	3:30 PM	43	309	27	0	31	175	22	0	21	201	44	0	14	157	29	0	1073
	3:45 PM	42	294	26	0	20	174	33	0	24	182	40	0	20	159	14	0	1028
	4:00 PM	49	315	45	0	21	161	25	0	32	223	41	0	16	151	16	0	1095
	4:15 PM	49	299	40	0	22	193	30	0	17	221	41	0	18	172	15	0	1117
	4:30 PM	43	314	35	0	23	156	37	0	29	270	50	0	14	214	19	0	1204
	4:45 PM	59	325	27	0	16	185	22	0	26	229	36	0	19	196	17	0	1157
	5:00 PM	50	306	37	1	21	166	24	0	24	251	47	0	17	193	13	0	1150
	5:15 PM	64	329	43	0	15	189	41	0	25	247	45	0	16	174	18	0	1206
	5:30 PM	40	316	33	0	16	185	29	0	24	302	38	0	17	228	22	0	1250
	5:45 PM	42	339	34	0	19	201	43	0	31	262	64	0	13	212	18	0	1278
TOTAL VOLUMES :		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :		597	3652	418	1	244	2150	367	0	295	2760	551	0	194	2183	210	0	13622
PEAK HR :		12.79%	78.23%	8.95%	0.02%	8.84%	77.87%	13.29%	0.00%	8.18%	76.54%	15.28%	0.00%	7.50%	84.38%	8.12%	0.00%	
PEAK HR VOL :		196	1290	147	1	71	741	137	0	104	1062	194	0	63	807	71	0	4884
PEAK HR FACTOR :		0.766	0.951	0.855	0.250	0.845	0.922	0.797	0.000	0.839	0.879	0.758	0.000	0.926	0.885	0.807	0.000	0.955
		0.937				0.902				0.934				0.881				

APPENDIX B

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

CRITICAL MOVEMENT ANALYSIS (CMA) DESCRIPTION

Level of Service is a term used to describe prevailing conditions and their effect on traffic. Broadly interpreted, the Level of Service concept denotes any one of a number of differing combinations of operating conditions which may take place as a roadway is accommodating various traffic volumes. Level of Service is a qualitative measure of the effect of such factors as travel speed, travel time, interruptions, freedom to maneuver, safety, driving comfort and convenience.

Six Levels of Service, A through F, have been defined in the 1965 *Highway Capacity Manual*. Level of Service A describes a condition of free flow, with low traffic volumes and relatively high speeds, while Level of Service F describes forced traffic flow at low speeds with jammed conditions and queues which cannot clear during the green phases.

Critical Movement Analysis (CMA) is a procedure which provides a capacity and level of service geometry and traffic signal operation and results in a level of service determination for the intersection as a whole operating unit.

The per lane volume for each movement in the intersection is determined and the per lane intersection capacity based on the Transportation Research Board (TRB) Report 212 (*Interim Materials on Highway Capacity*). The resulting CMA represents the ratio of the intersection's cumulative volume over its respective capacity (V/C ratio). Critical Movement Analysis takes into account lane widths, bus and truck operations, pedestrian activity and parking activity, as well as number of lanes and geometrics.

The Level of Service (abbreviated from the *Highway Capacity Manual*) are listed here with their corresponding CMA and Load Factor equivalents. Load Factor is that proportion of the signal cycles during the peak hour which are fully loaded; i.e. when all of the vehicles waiting at the beginning of green are not able to clear on that green phase.

Critical Movement Analysis Characteristics		
Level of Service	Load Factor	Equivalent CMA
A (free flow)	0.0	0.00 - 0.60
B (rural design)	0.0 - 0.1	0.61 - 0.70
C (urban design)	0.1 - 0.3	0.71 - 0.80
D (maximum urban design)	0.3 - 0.7	0.81 - 0.90
E (capacity)	0.7 - 1.0	0.91 - 1.00
F (force flow)	Not Applicable	Not Applicable

SERVICE LEVEL A

There are no loaded cycles and few are even close to loaded at this service level. No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication.

SERVICE LEVEL B

This level represents stable operation where an occasional approach phase is fully utilized and a substantial number are approaching full use. Many drivers begin to feel restricted within platoons of vehicles.

SERVICE LEVEL C

At this level stable operation continues. Loading is still intermittent but more frequent than at Level B. Occasionally drivers may have to wait through more one red signal indication and backups may develop behind turning vehicles. Most drivers feel somewhat restricted, but not objectionably so.

SERVICE LEVEL D

This level encompasses a zone of increasing restriction approaching instability at the intersection. Delays to approaching vehicles may be substantial during short peaks within the peak hour, but enough cycles with lower demand occur to permit periodic clearance of queues, thus preventing excessive backups. Drivers frequently have to wait through more than one red signal. This level is the lower limit of acceptable operation to most drivers.

SERVICE LEVEL E

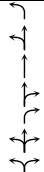
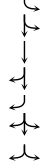
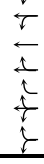
This represents near capacity and capacity operation. At capacity (CMA = 1.0) it represents the most vehicles that the particular intersection can accommodate. However, full utilization of every signal cycle is seldom attained no matter how great the demand. At this level all drivers wait through more than one red signal, and frequently through several.

SERVICE LEVEL F

Jammed conditions. Traffic backed up from a downstream location on one of the street restricts or prevents movement of traffic through the intersection under consideration.

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Woodley Avenue	Year of Count:	2018	Ambient Growth: (%):	1.0	Conducted by:	NDS	Date:	12/20/2018										
CMA01	East-West Street:	Parthenia Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:	JAS	Project:	8618-8630 Haskell Ave. Charter										
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity			NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0											
MOVEMENT			EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
			Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND		Left	75	1	75	0	75	75	1	78	1	78	0	78	1	78	0	78	1	78
		Left-Through		0								0				0				0
		Through	571	2	286	0	571	286	2	584	2	292	0	584	2	292	0	584	2	292
		Through-Right		0								0				0				0
		Right	113	1	60	0	113	60	0	115	1	61	0	115	1	61	0	115	1	61
SOUTHBOUND		Left	109	1	109	11	120	120	0	111	1	111	11	122	1	122	0	122	1	122
		Left-Through		0								0				0				0
		Through	1475	2	738	0	1475	738	1	1506	2	753	0	1506	2	753	0	1506	2	753
		Through-Right		0								0				0				0
		Right	85	1	56	0	85	56	0	87	1	57	0	87	1	57	0	87	1	57
EASTBOUND		Left	59	1	59	0	59	59	0	60	1	60	0	60	1	60	0	60	1	60
		Left-Through		0								0				0				0
		Through	955	1	588	31	986	604	13	987	1	606	31	1018	1	622	0	1018	1	622
		Through-Right		1								1				1				1
		Right	221	0	221	0	221	221	0	225	0	225	0	225	0	225	0	225	0	225
WESTBOUND		Left	107	1	107	0	107	107	0	109	1	109	0	109	1	109	0	109	1	109
		Left-Through		0								0				0				0
		Through	1420	1	743	20	1440	757	19	1468	1	768	20	1488	1	781	0	1488	1	781
		Through-Right		1								1				1				1
		Right	66	0	66	7	73	73	0	67	0	67	7	74	0	74	0	74	0	74
CRITICAL VOLUMES			North-South: 813 East-West: 802 SUM: 1615		North-South: 813 East-West: 816 SUM: 1629		North-South: 831 East-West: 828 SUM: 1659		North-South: 831 East-West: 841 SUM: 1672		North-South: 831 East-West: 841 SUM: 1672									
VOLUME/CAPACITY (V/C) RATIO:			1.077		1.086		1.106		1.115		1.115									
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.977		0.986		1.006		1.015		1.015									
LEVEL OF SERVICE (LOS):			E		E		F		F		F									

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project:	0.009	Δv/c after mitigation:	0.009
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:		Woodley Avenue		Year of Count:		2018		Ambient Growth: (%)		1.0		Conducted by:		NDS		Date:		12/20/2018	
CMA01		East-West Street:		Parthenia Street		Projection Year:		2020		Peak Hour:		PM		Reviewed by:		JAS		Project:		8618-8630 Haskell Ave. Charter	
No. of Phases				2		2		2		2		2		2		2		2		2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0		0		0		0		0		0		0		0		0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?				NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0		0		0		0		0		0		0		0		0	
Override Capacity				2		2		2		2		2		2		2		2		2	
				0		0		0		0		0		0		0		0		0	
MOVEMENT				EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
				Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND		Left	175	1	175	0	175	175	1	180	1	180	0	180	1	180	0	180	1	180	
		Left-Through		0						0		0			0			0		0	
		Through	1380	2	690	0	1380	690	1	1409	2	705	0	1409	2	705	0	1409	2	705	
		Through-Right		0						0		0			0			0		0	
		Right	218	1	176	0	218	176	0	222	1	179	0	222	1	179	0	222	1	179	
SOUTHBOUND		Left-Through-Right		0						0		0			0			0		0	
		Left-Right		0						0		0			0			0		0	
		Left	50	1	50	2	52	52	0	51	1	51	2	53	1	53	0	53	1	53	
		Left-Through		0						0		0			0			0		0	
		Through	532	2	266	0	532	266	2	545	2	273	0	545	2	273	0	545	2	273	
EASTBOUND		Through-Right		0						0		0			0			0		0	
		Right	92	1	34	0	92	34	0	94	1	35	0	94	1	35	0	94	1	35	
		Left-Through-Right		0						0		0			0			0		0	
		Left-Right		0						0		0			0			0		0	
		Left	116	1	116	0	116	116	0	118	1	118	0	118	1	118	0	118	1	118	
WESTBOUND		Left-Through		0						0		0			0			0		0	
		Through	1115	1	612	5	1120	614	22	1159	1	635	5	1164	1	638	0	1164	1	638	
		Through-Right		1						1		1			1			1		1	
		Right	108	0	108	0	108	108	1	111	0	111	0	111	0	111	0	111	0	111	
		Left-Through-Right		0						0		0			0			0		0	
CRITICAL VOLUMES		Left-Right		0						0		0			0			0		0	
		Left	84	1	84	0	84	84	0	86	1	86	0	86	1	86	0	86	1	86	
		Left-Through		0						0		0			0			0		0	
		Through	866	1	487	6	872	491	17	900	1	505	6	906	1	509	0	906	1	509	
		Through-Right		1						1		1			1			1		1	
VOLUME/CAPACITY (V/C) RATIO:		Right	107	0	107	2	109	109	0	109	0	109	2	111	0	111	0	111	0	111	
		Left-Through-Right		0						0		0			0			0		0	
		Left-Right		0						0		0			0			0		0	
		Left																			
		Left-Through																			
CRITICAL VOLUMES				North-South: 740		740		North-South: 742		742		North-South: 756		756		North-South: 758		758			
				East-West: 696		698		East-West: 721		721		East-West: 724		724		East-West: 724		724			
				SUM: 1436		1440		SUM: 1477		1477		SUM: 1482		1482		SUM: 1482		1482			
VOLUME/CAPACITY (V/C) RATIO:				0.957		0.960		0.985		0.985		0.988		0.988		0.988		0.988			
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.857		0.860		0.885		0.885		0.888		0.888		0.888		0.888			
LEVEL OF SERVICE (LOS):				D		D		D		D		D		D		D		D			

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project:	0.003	Δv/c after mitigation:	0.003
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Haskell Avenue	Year of Count:	2018	Ambient Growth: (%):	1.0	Conducted by:	NDS	Date:	12/20/2018									
CMA02	East-West Street:	Nordhoff Street	Projection Year:	2020	Peak Hour:	AM	Reviewed by:	JAS	Project:	8618-8630 Haskell Ave. Charter									
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity		2 0 0 0 0 0 0 0 0 0	2 0 0 0 0 0 0 0 0 0	2 0 0 0 0 0 0 0 0 0	2 0 0 0 0 0 0 0 0 0	2 0 0 0 0 0 0 0 0 0	2 0 0 0 0 0 0 0 0 0	2 0 0 0 0 0 0 0 0 0	2 0 0 0 0 0 0 0 0 0	2 0 0 0 0 0 0 0 0 0									
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	59	1	59	4	63	63	0	60	1	60	4	64	1	64	0	64	1	64
	Left-Through		0							0				0				0	
	Through	356	1	258	10	366	268	0	363	1	263	10	373	1	273	0	373	1	273
	Through-Right		1							1				1				1	
	Right	160	0	160	10	170	170	0	163	0	163	10	173	0	173	0	173	0	173
SOUTHBOUND	Left	133	1	133	0	133	133	0	136	1	136	0	136	1	136	0	136	1	136
	Left-Through		0							0				0				0	
	Through	721	1	411	16	737	419	0	735	1	419	16	751	1	427	0	751	1	427
	Through-Right		1							1				1				1	
	Right	100	0	100	0	100	100	0	102	0	102	0	102	0	102	0	102	0	102
EASTBOUND	Left	48	1	48	0	48	48	0	49	1	49	0	49	1	49	0	49	1	49
	Left-Through		0							0				0				0	
	Through	1177	2	435	0	1177	437	35	1236	2	456	0	1236	2	458	0	1236	2	458
	Through-Right		1							1				1				1	
	Right	128	0	128	7	135	135	0	131	0	131	7	138	0	138	0	138	0	138
WESTBOUND	Left	134	1	134	16	150	150	0	137	1	137	16	153	1	153	0	153	1	153
	Left-Through		0							0				0				0	
	Through	1900	2	693	0	1900	693	43	1981	2	721	0	1981	2	721	0	1981	2	721
	Through-Right		1							1				1				1	
	Right	178	0	178	0	178	178	0	182	0	182	0	182	0	182	0	182	0	182
CRITICAL VOLUMES		North-South: 470 East-West: 741 SUM: 1211	North-South: 482 East-West: 741 SUM: 1223	North-South: 479 East-West: 770 SUM: 1249	North-South: 491 East-West: 770 SUM: 1261	North-South: 491 East-West: 770 SUM: 1261													
VOLUME/CAPACITY (V/C) RATIO:		0.807	0.815	0.833	0.841	0.841													
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.707	0.715	0.733	0.741	0.741													
LEVEL OF SERVICE (LOS):		C	C	C	C	C													

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project:	0.008	Δv/c after mitigation:	0.008
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:		Haskell Avenue		Year of Count:		2018		Ambient Growth: (%)		1.0		Conducted by:		NDS		Date:		12/20/2018	
CMA02		East-West Street:		Nordhoff Street		Projection Year:		2020		Peak Hour:		PM		Reviewed by:		JAS		Project:		8618-8630 Haskell Ave. Charter	
No. of Phases				2		2		2		2		2		2		2		2		2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0		0		0		0		0		0		0		0		0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?				NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				0		0		0		0		0		0		0		0		0	
Override Capacity				2		2		2		2		2		2		2		2		2	
				0		0		0		0		0		0		0		0		0	
MOVEMENT				EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
				Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND		Left	34	1	34	1	35	35	0	35	1	35	1	36	1	36	0	36	1	36	
		Left-Through		0							0				0				0		
		Through	567	1	356	3	570	359	0	578	1	363	3	581	1	366	0	581	1	366	
		Through-Right		1							1				1				1		
		Right	145	0	145	3	148	148	0	148	0	148	3	151	0	151	0	151	0	151	
SOUTHBOUND		Left-Through-Right		0							0				0				0		
		Left-Right		0							0				0				0		
		Left	142	1	142	0	142	142	0	145	1	145	0	145	1	145	0	145	1	145	
		Left-Through		0							0				0				0		
		Through	212	1	134	2	214	135	0	216	1	136	2	218	1	137	0	218	1	137	
EASTBOUND		Through-Right		1							1				1				1		
		Right	55	0	55	0	55	55	0	56	0	56	0	56	0	56	0	56	0	56	
		Left-Through-Right		0							0				0				0		
		Left-Right		0							0				0				0		
		Left	94	1	94	0	94	94	0	96	1	96	0	96	1	96	0	96	1	96	
WESTBOUND		Left-Through		0							0				0				0		
		Through	1499	2	527	0	1499	528	41	1570	2	552	0	1570	2	552	0	1570	2	552	
		Through-Right		1							1				1				1		
		Right	83	0	83	1	84	84	0	85	0	85	1	86	0	86	0	86	0	86	
		Left-Through-Right		0							0				0				0		
CRITICAL VOLUMES		Left-Right		0							0				0				0		
		Left	97	1	97	2	99	99	0	99	1	99	2	101	1	101	0	101	1	101	
		Left-Through		0							0				0				0		
		Through	1488	2	579	0	1488	579	33	1551	2	602	0	1551	2	602	0	1551	2	602	
		Through-Right		1							1				1				1		
VOLUME/CAPACITY (V/C) RATIO:		Right	250	0	250	0	250	250	0	255	0	255	0	255	0	255	0	255	0	255	
		Left-Through-Right		0							0				0				0		
		Left-Right		0							0				0				0		
		North-South:	498	0.781	501	0.783	508	0.804	511	0.806	511	0.806									
		East-West:	673	0.681	673	0.683	698	0.704	698	0.706	698	0.706									
LEVEL OF SERVICE (LOS):		SUM:	1171	B	1174	B	1206	C	1209	C	1209	C	1209	C							

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project:	0.002	Δv/c after mitigation:	0.002
Significant impacted?	NO	Fully mitigated?	N/A

CMA03

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			Haskell Avenue			Year of Count:		2018		Ambient Growth: (%)		1.0		Conducted by:		NDS		Date:		12/20/2018	
CMA03		East-West Street:			Parthenia Street			Projection Year:		2020		Peak Hour:		PM		Reviewed by:		JAS		Project:		8618-8630 Haskell Ave. Charter	
No. of Phases					2			2			2			2			2			2			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0			0			0			0			0			0			
Right Turns: FREE-1, NRTOR-2 or OLA-3?					NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0						
					EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0						
ATSAC-1 or ATSAC+ATCS-2?					2			2			2			2			2			2			
Override Capacity					0			0			0			0			0			0			
MOVEMENT					EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
					Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND		Left	58	1	58	8	66	66	0	59	1	59	8	67	1	67	0	67	1	67			
		Left-Through		0							0				0				0				
		Through	432	1	321	9	441	330	0	441	1	327	9	450	1	336	0	450	1	336			
		Through-Right		1							1				1				1				
		Right	209	0	209	9	218	218	0	213	0	213	9	222	0	222	0	222	0	222			
SOUTHBOUND		Left-Through-Right		0						0				0				0					
		Left-Right		0						0				0				0					
		Left	168	1	168	0	168	168	0	171	1	171	0	171	1	171	0	171	1	171			
		Left-Through		0							0				0				0				
		Through	165	1	123	7	172	127	0	168	1	126	7	175	1	129	0	175	1	129			
EASTBOUND		Through-Right		1						1				1				1					
		Right	81	0	81	0	81	81	0	83	0	83	0	83	0	83	0	83	0	83			
		Left-Through-Right		0							0				0				0				
		Left-Right		0							0				0				0				
		Left	143	1	143	0	143	143	0	146	1	146	0	146	1	146	0	146	1	146			
WESTBOUND		Left-Through		0						0				0				0					
		Through	1215	1	629	0	1215	632	22	1261	1	652	0	1261	1	655	0	1261	1	655			
		Through-Right		1							1				1				1				
		Right	42	0	42	6	48	48	0	43	0	43	6	49	0	49	0	49	0	49			
		Left-Through-Right		0							0				0				0				
CRITICAL VOLUMES		Left-Through-Right		0						0				0				0					
		Left-Right		0						0				0				0					
		Left	48	1	48	7	55	55	0	49	1	49	7	56	1	56	0	56	1	56			
		Left-Through		0							0				0				0				
		Through	891	1	526	0	891	526	17	926	1	545	0	926	1	545	0	926	1	545			
VOLUME/CAPACITY (V/C) RATIO:		Through-Right		1						1				1				1					
		Right	160	0	160	0	160	160	0	163	0	163	0	163	0	163	0	163	0	163			
		Left-Through-Right		0							0				0				0				
		Left-Right		0							0				0				0				
CRITICAL VOLUMES			North-South: 489			North-South: 498			North-South: 498			North-South: 507			North-South: 507								
			East-West: 677			East-West: 687			East-West: 701			East-West: 711			East-West: 711								
			SUM: 1166			SUM: 1185			SUM: 1199			SUM: 1218			SUM: 1218								
VOLUME/CAPACITY (V/C) RATIO:			0.777			0.790			0.799			0.812			0.812								
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.677			0.690			0.699			0.712			0.712								
LEVEL OF SERVICE (LOS):			B			B			B			C			C								

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project:	0.013	Δv/c after mitigation:	0.013
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:		Haskell Avenue		Year of Count:		2018		Ambient Growth: (%)		1.0		Conducted by:		NDS		Date:		12/20/2018	
CMA04		East-West Street:		Roscoe Boulevard		Projection Year:		2020		Peak Hour:		AM		Reviewed by:		JAS		Project:		8618-8630 Haskell Ave. Charter	
No. of Phases				3		3		3		3		3		3		3		3		3	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1		1		1		1		1		1		1		1		1	
Right Turns: FREE-1, NRTOR-2 or OLA-3?				NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0	
ATSAC-1 or ATSAC+ATCS-2?				EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0	
Override Capacity				2		2		2		2		2		2		2		2		2	
				0		0		0		0		0		0		0		0		0	
MOVEMENT				EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
				Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND		Left	2	0	2	0	2	2	0	2	0	2	0	2	0	2	0	2	0	2	
		Left-Through		0							0								0		
		Through	0	0	4	0	0	4	0	0	0	4	0	0	0	4	0	0	0	4	
		Through-Right		0							0					0			0		
		Right	2	0	0	0	2	0	0	2	0	0	0	2	0	0	0	2	0	0	
SOUTHBOUND		Left-Through-Right		1						1					1			1			
		Left-Right		0							0				0			0			
		Left	336	1	172	29	365	186	0	343	1	175	29	372	1	190	0	372	1	190	
		Left-Through		1							1					1			1		
		Through	7	0	172	0	7	186	0	7	0	175	0	7	0	190	0	7	0	190	
EASTBOUND		Through-Right		0						0					0			0			
		Right	312	1	291	23	335	296	0	318	1	297	23	341	1	302	0	341	1	302	
		Left-Through-Right		0							0					0			0		
		Left-Right		0							0					0			0		
		Left	42	1	42	36	78	78	0	43	1	43	36	79	1	79	0	79	1	79	
WESTBOUND		Left-Through		0						0					0			0			
		Through	871	2	290	0	871	290	25	914	2	305	0	914	2	305	0	914	2	305	
		Through-Right		1							1					1			1		
		Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Left-Through-Right		0							0					0			0		
CRITICAL VOLUMES		Left-Right		0						0					0			0			
		Left	19	1	19	0	19	19	0	19	1	19	0	19	1	19	0	19	1	19	
		Left-Through		0							0					0			0		
		Through	1975	2	716	0	1975	731	29	2044	2	740	0	2044	2	755	0	2044	2	755	
		Through-Right		1							1					1			1		
VOLUME/CAPACITY (V/C) RATIO:		Right	173	0	173	45	218	218	0	176	0	176	45	221	0	221	0	221	0	221	
		Left-Through-Right		0							0					0			0		
		Left-Right		0							0					0			0		
		Left																			
		Left-Through																			
V/C LESS ATSAC/ATCS ADJUSTMENT:		Through																			
		Through-Right																			
		Right																			
		Left-Through-Right																			
		Left-Right																			
LEVEL OF SERVICE (LOS):		Left																			
		Left-Through																			
		Through																			
		Through-Right																			
		Right																			
SUM:		Left-Through-Right																			
		Left-Right																			
		Left																			
		Left-Through																			
		Through																			
SUM:		Through-Right																			
		Right																			
		Left-Through-Right																			
		Left-Right																			
		Left																			
SUM:		Left-Through																			
		Through																			
		Through-Right																			
		Right																			
		Left-Through-Right																			
SUM:		Left-Right																			
		Left																			
		Left-Through																			
		Through																			
		Through-Right																			
SUM:		Right																			
		Left-Through-Right																			
		Left-Right																			
		Left																			
		Left-Through																			
SUM:		Through																			
		Through-Right																			
		Right																			
		Left-Through-Right																			
		Left-Right																			
SUM:		Left																			
		Left-Through																			
		Through																			
		Through-Right																			
		Right																			
SUM:		Left-Through-Right																			
		Left-Right																			
		Left																			
		Left-Through																			
		Through																			
SUM:		Through-Right																			
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SUM:		Left-Right																			
		Left																			
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SUM:		Right																			
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		Right																			
SUM:		Left-Through-Right																			
		Left-Right																			
		Left																			
		Left-Through																			
		Through																			
SUM:		Through-Right																			
		Right																			
		Left-Through-Right																			
		Left-Right															</				

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project:	0.039	Δv/c after mitigation:	0.039
Significant impacted?	NO	Fully mitigated?	N/A

I/S #:		North-South Street:		Haskell Avenue			Year of Count:			2018		Ambient Growth: (%)			1.0		Conducted by:		NDS		Date:		12/20/2018	
		East-West Street:		Roscoe Boulevard			Projection Year:			2020		Peak Hour:			PM		Reviewed by:		JAS		Project:		8618-8630 Haskell Ave. Charter	
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				3			3			3			3			3			3			3		
Right Turns: FREE-1, NRTOR-2 or OLA-3?				1			1			1			1			1			1			1		
ATSAC-1 or ATSAC+ATCS-2?				0			0			0			0			0			0			0		
Override Capacity				0			0			0			0			0			0			0		
MOVEMENT				EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION						
				Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume			
NORTHBOUND		Left	4	0	4	0	4	4	0	4	0	4	0	4	0	4	0	4	0	4				
		Left-Through		0						0		0		0		0		0		0				
		Through	17	0	42	0	17	42	0	17	0	42	0	17	0	42	0	17	0	42				
		Through-Right		0						0		0		0		0		0		0				
		Right	21	0	0	0	21	0	0	21	0	0	0	21	0	0	0	21	0	0				
		Left-Through-Right		1						1		1		1		1		1		1				
SOUTHBOUND		Left	172	1	87	9	181	91	0	175	1	88	9	184	1	93	0	184	1	93				
		Left-Through		1						1		1		1		1		1		1				
		Through	1	0	87	0	1	91	0	1	0	88	0	1	0	93	0	1	0	93				
		Through-Right		0						0		0		0		0		0		0				
		Right	68	1	0	7	75	1	0	69	1	0	7	76	1	0	0	76	1	0				
		Left-Through-Right		0						0		0		0		0		0		0				
EASTBOUND		Left	144	1	144	5	149	149	0	147	1	147	5	152	1	152	0	152	1	152				
		Left-Through		0						0		0		0		0		0		0				
		Through	1387	2	463	0	1387	463	37	1452	2	485	0	1452	2	485	0	1452	2	485				
		Through-Right		1						1		1		1		1		1		1				
		Right	2	0	2	0	2	2	0	2	0	2	0	2	0	2	0	2	0	2				
		Left-Through-Right		0						0		0		0		0		0		0				
WESTBOUND		Left	2	1	2	0	2	2	0	2	1	2	0	2	1	2	0	2	1	2				
		Left-Through		0						0		0		0		0		0		0				
		Through	1433	2	573	0	1433	575	33	1495	2	595	0	1495	2	598	0	1495	2	598				
		Through-Right		1						1		1		1		1		1		1				
		Right	285	0	285	7	292	292	0	291	0	291	7	298	0	298	0	298	0	298				
		Left-Through-Right		0						0		0		0		0		0		0				
CRITICAL VOLUMES				North-South: 129		North-South: 133		North-South: 130		North-South: 135		North-South: 135		North-South: 135										
				East-West: 717		East-West: 724		East-West: 742		East-West: 750		East-West: 750		East-West: 750										
				SUM: 846		SUM: 857		SUM: 872		SUM: 885		SUM: 885		SUM: 885										
VOLUME/CAPACITY (V/C) RATIO:				0.594		0.601		0.612		0.621		0.621		0.621										
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.494		0.501		0.512		0.521		0.521		0.521										
LEVEL OF SERVICE (LOS):				A		A		A		A		A		A										

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project:	0.009	Δ v/c after mitigation:	0.009
Significant impacted?	NO	Fully mitigated?	N/A

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CRITICAL MOVEMENT ANALYSIS

N-S St: I-405 Southbound Ramps
 E-W St: Nordhoff Street
 Project: 8618-8630 Haskell Avenue Charter School
 File Name: CMA05
 Counts by: NDS

I-405 Southbound Ramps @ Nordhoff Street
 Peak Hour: AM
 Annual Growth: 1.0%

Date: 12/20/2018
 Date of Count: 2018
 Buildout Year: 2020

Movement	2018 EXIST. TRAFFIC			2018 EXIST. + PROJECT				2018 EXIST. + PROJ. + MIT				2020 FUTURE BASELINE				2020 FUTURE W/PROJECT				2020 FUTURE W/MITIGATION			
	No. of Lanes	Lane Volume	Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
NB Thru	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. T-R	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
NB Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T-R -	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
SB Left	260	0	-	0	260	0	-	0	260	0	-	12	277	0	-	0	277	0	-	0	277	0	-
Comb. L-T	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
SB Thru	1	0	562	0	1	0	568	0	1	0	568	0	1	0	579	0	1	0	585	0	1	0	585
Comb. T-R	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
SB Right	863	1	562	11	874	1	568	0	874	1	568	0	880	1	579	11	891	1	585	0	891	1	585
Comb. L-T-R -	1	0	-	0	1	0	-	0	1	0	-	1	1	0	-	1	1	0	-	1	1	0	-
EB Left	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
EB Thru	1350	3	450	10	1360	3	453	0	1360	3	453	35	1412	3	471	10	1422	3	474	0	1422	3	474
Comb. T-R	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
EB Right	161	1	161	0	161	1	161	0	161	1	161	0	164	1	164	0	164	1	164	0	164	1	164
Comb. L-T-R -	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
WB Left	93	2	51	0	93	2	51	0	93	2	51	9	104	2	57	0	104	2	57	0	104	2	57
Comb. L-T	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
WB Thru	1395	2	698	4	1399	2	700	0	1399	2	700	43	1466	2	733	4	1470	2	735	0	1470	2	735
Comb. T-R	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
WB Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T-R -	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Crit. Volumes:	N-S:	562		N-S:	568		N-S:	568		N-S:	579		N-S:	579		N-S:	585		N-S:	585		N-S:	585
	E-W:	698		E-W:	700		E-W:	700		E-W:	733		E-W:	733		E-W:	735		E-W:	735		E-W:	735
	SUM:	1260		SUM:	1267		SUM:	1267		SUM:	1312		SUM:	1312		SUM:	1320		SUM:	1320		SUM:	1320
No. of Phases:	3			3			3		3		3		3		3		3		3		3		3
(N/A=0, ATSAC=1, ATCS=2)	2			2			2		2		2		2		2		2		2		2		2
Volume / Capacity:	0.784			0.789			0.789		0.789		0.821		0.821		0.826		0.826		0.826		0.826		0.826
Level of Service:	C			C			C		C		D		D		D		D		D		D		D

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 50% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.

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CRITICAL MOVEMENT ANALYSIS

N-S St: I-405 Southbound Ramps
 E-W St: Nordhoff Street
 Project: 8618-8630 Haskell Avenue Charter School
 File Name: CMA05
 Counts by: NDS

I-405 Southbound Ramps @ Nordhoff Street
 Peak Hour: PM
 Annual Growth: 1.0%

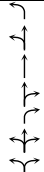
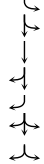
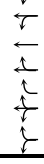
Date: 12/20/2018
 Date of Count: 2018
 Buildout Year: 2020

Movement	2018 EXIST. TRAFFIC			2018 EXIST. + PROJECT				2018 EXIST. + PROJ. + MIT				2020 FUTURE BASELINE				2020 FUTURE W/PROJECT				2020 FUTURE W/MITIGATION			
	Volume	No. of Lanes	Lane Volume	Volume	Total	No. of Lanes	Lane Volume	Volume	Total	No. of Lanes	Lane Volume	Volume	Total	No. of Lanes	Lane Volume	Volume	Total	No. of Lanes	Lane Volume	Volume	Total	No. of Lanes	Lane Volume
NB Left	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
NB Thru	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. T-R		0	-			0	-			0	-			0	-			0	-			0	-
NB Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T-R -		0				0				0				0				0				0	
SB Left	501	0	-	0	501	0	-	0	501	0	-	5	516	0	-	0	516	0	-	0	516	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
SB Thru	2	0	597	0	2	0	598	0	2	0	598	0	2	0	611	0	2	0	612	0	2	0	612
Comb. T-R		0	-			0	-			0	-			0	-			0	-			0	-
SB Right	691	1	597	2	693	1	598	0	693	1	598	0	705	1	611	2	707	1	612	0	707	1	612
Comb. L-T-R -		1				1				1				1				1				1	
EB Left	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
EB Thru	1193	3	398	3	1196	3	399	0	1196	3	399	41	1258	3	419	3	1261	3	420	0	1261	3	420
Comb. T-R		0	-			0	-			0	-			0	-			0	-			0	-
EB Right	629	1	629	0	629	1	629	0	629	1	629	0	642	1	642	0	642	1	642	0	642	1	642
Comb. L-T-R -		0				0				0				0				0				0	
WB Left	257	2	141	0	257	2	141	0	257	2	141	2	264	2	145	0	264	2	145	0	264	2	145
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
WB Thru	1048	2	524	1	1049	2	525	0	1049	2	525	33	1102	2	551	1	1103	2	552	0	1103	2	552
Comb. T-R		0	-			0	-			0	-			0	-			0	-			0	-
WB Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T-R -		0				0				0				0				0				0	
Crit. Volumes:	N-S:	597		N-S:	598			N-S:	598			N-S:	611			N-S:	612			N-S:	612		
	E-W:	770		E-W:	770			E-W:	770			E-W:	787			E-W:	787			E-W:	787		
	SUM:	1367		SUM:	1368			SUM:	1368			SUM:	1398			SUM:	1399			SUM:	1399		
No. of Phases:		3				3				3				3				3				3	
(N/A=0, ATSAC=1, ATCS=2)		2				2				2				2				2				2	
Volume / Capacity:		0.860				0.860				0.860				0.881				0.882				0.882	
Level of Service:		D				D				D				D				D				D	

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 50% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	I-405 Southbound Ramps	Year of Count:	2018	Ambient Growth: (%):	1.0	Conducted by:	NDS	Date:	12/20/2018										
CMA06	East-West Street:	Roscoe Boulevard	Projection Year:	2020	Peak Hour:	AM	Reviewed by:	JAS	Project:	8618-8630 Haskell Ave. Charter										
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity			NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0											
			3		3		3		3											
			0		0		0		0											
			0		0		0		0											
			0		0		0		0											
			2		2		2		2											
			0		0		0		0											
MOVEMENT			EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
			Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND		Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND		Left	610	1	472	0	610	472	20	642	1	488	0	642	1	488	0	642	1	488
		Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Through	0	0	472	0	0	472	0	0	0	488	0	0	0	488	0	0	0	488
		Through-Right	806	1	0	0	806	0	1	823	1	0	0	823	1	0	0	823	1	0
		Right	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	
EASTBOUND		Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Through	1060	3	353	21	1081	360	24	1105	3	368	21	1126	3	375	0	1126	3	375
		Through-Right	104	1	104	7	111	111	2	108	1	108	7	115	1	115	0	115	1	115
		Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WESTBOUND		Left	111	2	61	0	111	61	31	144	2	79	0	144	2	79	0	144	2	79
		Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Through	1389	2	695	45	1434	717	29	1446	2	723	45	1491	2	746	0	1491	2	746
		Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
CRITICAL VOLUMES			North-South: 472 East-West: 695 SUM: 1167			North-South: 472 East-West: 717 SUM: 1189			North-South: 488 East-West: 723 SUM: 1211				North-South: 488 East-West: 746 SUM: 1234				North-South: 488 East-West: 746 SUM: 1234			
VOLUME/CAPACITY (V/C) RATIO:			0.819			0.834			0.850				0.866				0.866			
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.719			0.734			0.750				0.766				0.766			
LEVEL OF SERVICE (LOS):			C			C			C				C				C			

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project:	0.016	Δv/c after mitigation:	0.016
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:		I-405 Southbound Ramps			Year of Count:		2018		Ambient Growth: (%):		1.0		Conducted by:		NDS		Date:		12/20/2018	
CMA06		East-West Street:		Roscoe Boulevard			Projection Year:		2020		Peak Hour:		PM		Reviewed by:		JAS		Project:		8618-8630 Haskell Ave. Charter	
No. of Phases				3			3			3			3			3			3			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0			0			0			
Right Turns: FREE-1, NRTOR-2 or OLA-3?				NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			
ATSAC-1 or ATSAC+ATCS-2?				EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			
Override Capacity				2			2			2			2			2			2			
				0			0			0			0			0			0			
MOVEMENT				EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
				Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND		Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		Left-Through		0						0				0				0				
		Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		Through-Right		0						0				0				0				
		Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		Left-Through-Right		0						0				0				0				
SOUTHBOUND		Left	399	1	328	0	399	328	31	438	1	346	0	438	1	346	0	438	1	346		
		Left-Through		0						0				0				0				
		Through	4	0	328	0	4	328	0	4	0	346	0	4	0	346	0	4	0	346		
		Through-Right		0						0				0				0				
		Right	581	1	0	0	581	0	2	595	1	0	0	595	1	0	0	595	1	0		
		Left-Through-Right		1						1				1				1				
EASTBOUND		Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		Left-Through		0						0				0				0				
		Through	1090	3	363	7	1097	366	36	1148	3	383	7	1155	3	385	0	1155	3	385		
		Through-Right		0						0				0				0				
		Right	462	1	462	2	464	464	1	472	1	472	2	474	1	474	0	474	1	474		
		Left-Through-Right		0						0				0				0				
WESTBOUND		Left	279	2	153	0	279	153	28	313	2	172	0	313	2	172	0	313	2	172		
		Left-Through		0						0				0				0				
		Through	1100	2	550	7	1107	554	31	1153	2	577	7	1160	2	580	0	1160	2	580		
		Through-Right		0						0				0				0				
		Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		Left-Through-Right		0						0				0				0				
CRITICAL VOLUMES			North-South: 328 East-West: 615 SUM: 943			North-South: 328 East-West: 617 SUM: 945			North-South: 346 East-West: 644 SUM: 990			North-South: 346 East-West: 646 SUM: 992			North-South: 346 East-West: 646 SUM: 992							
VOLUME/CAPACITY (V/C) RATIO:			0.662			0.663			0.695			0.696			0.696							
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.562			0.563			0.595			0.596			0.596							
LEVEL OF SERVICE (LOS):			A			A			A			A			A							

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project:	0.001	Δv/c after mitigation:	0.001
Significant impacted?	NO	Fully mitigated?	N/A

CMA07

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			I-405 Northbound Ramps			Year of Count:			2018		Ambient Growth: (%)			1.0		Conducted by:			NDS		Date:		12/20/2018																
CMA07		East-West Street:			Nordhoff Street			Projection Year:			2020		Peak Hour:			PM		Reviewed by:			JAS		Project:		8618-8630 Haskell Ave. Charter																
No. of Phases					3			3			3			3			3			3			3																		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0			0			0			0			0			0			0																		
Right Turns: FREE-1, NRTOR-2 or OLA-3?					NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0																					
ATSAC-1 or ATSAC+ATCS-2?					EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0																					
Override Capacity					2			2			2			2			2			2																					
					0			0			0			0			0			0																					
MOVEMENT					EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION																						
					Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume																			
NORTHBOUND		Left	387	2	213	0	387	213	0	395	2	217	0	395	2	217	0	395	2	217																					
		Left-Through		0						0		0		0		0		0		0																					
		Through	10	0	214	0	10	214	0	10	0	220	0	10	0	220	0	10	0	220																					
		Through-Right		1						1				1				1																							
		Right	418	1	0	0	418	0	3	429	1	0	0	429	1	0	0	429	1	0																					
SOUTHBOUND		Left-Through-Right		0						0				0				0																							
		Left-Right		0						0				0				0																							
		Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																					
		Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																					
		Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																					
EASTBOUND		Through-Right		0						0				0				0																							
		Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																					
		Left-Through-Right		0						0				0				0																							
		Left-Right		0						0				0				0																							
		Left	504	2	277	2	506	278	0	514	2	283	2	516	2	284	0	516	2	284																					
WESTBOUND		Left-Through		0						0				0				0																							
		Through	1175	2	588	1	1176	588	46	1245	2	623	1	1246	2	623	0	1246	2	623																					
		Through-Right		0						0				0				0																							
		Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																					
		Left-Through-Right		0						0				0				0																							
CRITICAL VOLUMES		Left-Through-Right		0						0				0				0																							
		Left-Right		0						0				0				0																							
		Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																					
		Left-Through	981	3	327	1	982	327	36	1037	3	346	1	1038	3	346	0	1038	3	346																					
		Through	364	1	364	0	364	364	3	374	1	374	0	374	1	374	0	374	1	374																					
VOLUME/CAPACITY (V/C) RATIO:		0.600	0.601	0.615	0.616	0.616	0.616	0.616	0.616	0.616	0.616	0.616	0.616	0.616	0.616	0.616	0.616	0.616	0.616	0.616	0.616	0.616	0.616																		
																								V/C LESS ATSAC/ATCS ADJUSTMENT:	0.500	0.501	0.515	0.516	0.516	0.516	0.516	0.516	0.516	0.516	0.516	0.516	0.516	0.516	0.516	0.516	0.516

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project:	0.001	Δv/c after mitigation:	0.001
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	I-405 Northbound Ramps	Year of Count:	2018	Ambient Growth: (%):	1.0	Conducted by:	NDS	Date:	12/20/2018									
CMA08	East-West Street:	Roscoe Boulevard	Projection Year:	2020	Peak Hour:	AM	Reviewed by:	JAS	Project:	8618-8630 Haskell Ave. Charter									
No. of Phases		3	3		3		3		3										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		NB-- 0 SB-- 0	NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0										
Right Turns: FREE-1, NRTOR-2 or OLA-3?		EB-- 0 WB-- 0	EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0										
ATSAC-1 or ATSAC+ATCS-2?		2	2		2		2		2										
Override Capacity		0	0		0		0		0										
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	436	2	240	11	447	246	1	446	2	245	11	457	2	251	0	457	2	251
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	2	0	119	0	2	119	0	2	0	132	0	2	0	132	0	2	0	132
	Through-Right	1	1	0	0	235	0	21	261	1	0	0	261	1	0	0	261	1	0
	Right	235	1	0	0	235	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	379	2	208	0	379	208	2	389	2	214	0	389	2	214	0	389	2	214
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	1292	2	646	21	1313	657	43	1361	2	681	21	1382	2	691	0	1382	2	691
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through	1064	3	355	33	1097	366	52	1137	3	379	33	1170	3	390	0	1170	3	390
	Through-Right	635	1	635	0	635	635	25	673	1	673	0	673	1	673	0	673	1	673
CRITICAL VOLUMES		North-South: 240 East-West: 843 SUM: 1083	North-South: 246 East-West: 843 SUM: 1089		North-South: 245 East-West: 887 SUM: 1132		North-South: 251 East-West: 887 SUM: 1138		North-South: 251 East-West: 887 SUM: 1138										
VOLUME/CAPACITY (V/C) RATIO:		0.760	0.764		0.794		0.799		0.799										
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.660	0.664		0.694		0.699		0.699										
LEVEL OF SERVICE (LOS):		B	B		B		B		B										

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project:	0.005	Δv/c after mitigation:	0.005
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	I-405 Northbound Ramps	Year of Count:	2018	Ambient Growth: (%):	1.0	Conducted by:	NDS	Date:	12/20/2018									
CMA08	East-West Street:	Roscoe Boulevard	Projection Year:	2020	Peak Hour:	PM	Reviewed by:	JAS	Project:	8618-8630 Haskell Ave. Charter									
No. of Phases		3	3		3		3		3										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		NB-- 0 SB-- 0	NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0										
Right Turns: FREE-1, NRTOR-2 or OLA-3?		EB-- 0 WB-- 0	EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0										
ATSAC-1 or ATSAC+ATCS-2?		2	2		2		2		2										
Override Capacity		0	0		0		0		0										
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	288	2	158	2	290	160	2	296	2	163	2	298	2	164	0	298	2	164
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	6	0	146	0	6	146	0	6	0	167	0	6	0	167	0	6	0	167
	Through-Right	1	1	0	0	286	0	35	327	1	0	0	327	1	0	0	327	1	0
	Right	286	1	0	0	286	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	401	2	221	0	401	221	1	410	2	226	0	410	2	226	0	410	2	226
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	1119	2	560	7	1126	563	66	1207	2	604	7	1214	2	607	0	1214	2	607
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through	1111	3	370	5	1116	372	56	1189	3	396	5	1194	3	398	0	1194	3	398
	Through-Right	662	1	662	0	662	662	27	702	1	702	0	702	1	702	0	702	1	702
CRITICAL VOLUMES		North-South: 158 East-West: 883 SUM: 1041	North-South: 160 East-West: 883 SUM: 1043		North-South: 167 East-West: 928 SUM: 1095		North-South: 167 East-West: 928 SUM: 1095		North-South: 167 East-West: 928 SUM: 1095		North-South: 167 East-West: 928 SUM: 1095								
VOLUME/CAPACITY (V/C) RATIO:		0.731	0.732		0.768		0.768		0.768		0.768								
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.631	0.632		0.668		0.668		0.668		0.668								
LEVEL OF SERVICE (LOS):		B	B		B		B		B		B								

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project:	0.000	Δv/c after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:		Sepulveda Boulevard			Year of Count:		2018		Ambient Growth: (%)		1.0		Conducted by:		NDS		Date:		12/20/2018	
	CMA09	East-West Street:		Parthenia Street			Projection Year:		2020		Peak Hour:		AM		Reviewed by:		JAS		Project:		8618-8630 Haskell Ave. Charter
No. of Phases			2			2			2			2			2			2			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0			
Right Turns: FREE-1, NRTOR-2 or OLA-3?			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			
ATSAC-1 or ATSAC+ATCS-2?			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			
Override Capacity			2			2			2			2			2			2			
			0			0			0			0			0			0			
MOVEMENT			EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
			Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND		Left	118	1	118	0	118	118	15	135	1	135	0	135	1	135	0	135	1	135	
		Left-Through		0							0				0				0		
		Through	650	2	249	0	650	249	91	754	2	284	0	754	2	284	0	754	2	284	
		Through-Right		1							1				1				1		
		Right	96	0	96	0	96	96	0	98	0	98	0	98	0	98	0	98	0	98	
SOUTHBOUND		Left-Through-Right		0							0				0				0		
		Left-Right		0							0				0				0		
		Left	89	1	89	0	89	89	0	91	1	91	0	91	1	91	0	91	1	91	
		Left-Through		0							0				0				0		
		Through	1302	2	511	0	1302	515	84	1412	2	551	0	1412	2	555	0	1412	2	555	
EASTBOUND		Through-Right		1							1				1				1		
		Right	232	0	232	11	243	243	4	241	0	241	11	252	0	252	0	252	0	252	
		Left-Through-Right		0							0				0				0		
		Left-Right		0							0				0				0		
		Left	69	1	69	7	76	76	1	71	1	71	7	78	1	78	0	78	1	78	
WESTBOUND		Left-Through		0							0				0				0		
		Through	973	1	614	21	994	625	0	993	1	633	21	1014	1	643	0	1014	1	643	
		Through-Right		1							1				1				1		
		Right	255	0	255	0	255	255	12	272	0	272	0	272	0	272	0	272	0	272	
		Left-Through-Right		0							0				0				0		
CRITICAL VOLUMES		Left-Right		0							0				0				0		
		Left	74	1	74	0	74	74	0	75	1	75	0	75	1	75	0	75	1	75	
		Left-Through		0							0				0				0		
		Through	1064	1	543	33	1097	560	0	1085	1	554	33	1118	1	570	0	1118	1	570	
		Through-Right		1							1				1				1		
VOLUME/CAPACITY (V/C) RATIO:		Right	22	0	22	0	22	22	0	22	0	22	0	22	0	22	0	22	0	22	
		Left-Through-Right		0							0				0				0		
		Left-Right		0							0				0				0		
		Left	74	1	74	0	74	74	0	75	1	75	0	75	1	75	0	75	1	75	
		Left-Through		0							0				0				0		
CRITICAL VOLUMES			North-South: 629			North-South: 633			North-South: 686				North-South: 690				North-South: 690				
			East-West: 688			East-West: 699			East-West: 708				East-West: 718				East-West: 718				
			SUM: 1317			SUM: 1332			SUM: 1394				SUM: 1408				SUM: 1408				
VOLUME/CAPACITY (V/C) RATIO:			0.878			0.888			0.929				0.939				0.939				
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.778			0.788			0.829				0.839				0.839				
LEVEL OF SERVICE (LOS):			C			C			D				D				D				

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project:	0.010	Δv/c after mitigation:	0.010
Significant impacted?	NO	Fully mitigated?	N/A

Valor Academy Elementary School Project
8618 and 8630 N. Haskell Ave., North Hills
CPC-2018-6009-CU-F-SPR

Project Description

Conditional use approval, area adjustments, bicycle parking modification, over-height fence approval, and site plan review for the construction of a new one-story (22-foot high), 31,355 gross square foot (33,564 square feet of Residential Floor Area) 24-classroom, education, administration and multipurpose room building, and surface parking for 28 automobiles, for the relocation of an existing public charter elementary school that will serve 520 students in grades TK – 4, on a 66,103.4 square foot (1.51-acre) rectangular-shaped interior parcel at 8618 and 8630 N. Haskell Avenue, zoned RA-1. The school will have an on-site drop-off and pick-up area and approximately 11,000 square feet of outdoor play yard (which includes a 3,200 square foot Kindergarten play area in the middle of the school complex). The subject property is currently improved with a single family building that has been converted to an office for a landscaping business, and related landscaping equipment storage buildings and areas, and a parking area. An existing public charter elementary school, the Valor Academy Elementary School, that is currently operating at 17081 Devonshire Blvd., under a lease from Granada Hills Charter, approximately 2.7 miles from the subject property, would be re-located to the subject property.

The school will be operated by 35 teachers and administrative staff with regular hours of operation from 7:30 a.m. to 6:00 p.m. Monday through Friday, which includes an after school program for up to approximately 25% of the student body between 3:30 p.m. and 6:00 p.m. The school will also have limited activities (such as tutoring, enrichment classes, and other learning activities) that might occur approximately twice a month on Saturdays for up to 50% of the student body and a limited number of parents, in operation from 8:00 am until 12:00 noon, and a summer school program in June and July for up to 50% of the student body. It is anticipated that there will be approximately two sessions of parent-teacher meetings annually (one each semester). Special events such as family nights, parent committee meetings, and fundraisers, would not exceed 4 events per month and no more than one event on a single day. Any special event in the evening would end by 9:00 p.m. Any special event expected to attract more than 150 people will have auxiliary parking agreements with nearby facilities.

The zoning approvals being sought for the project are:

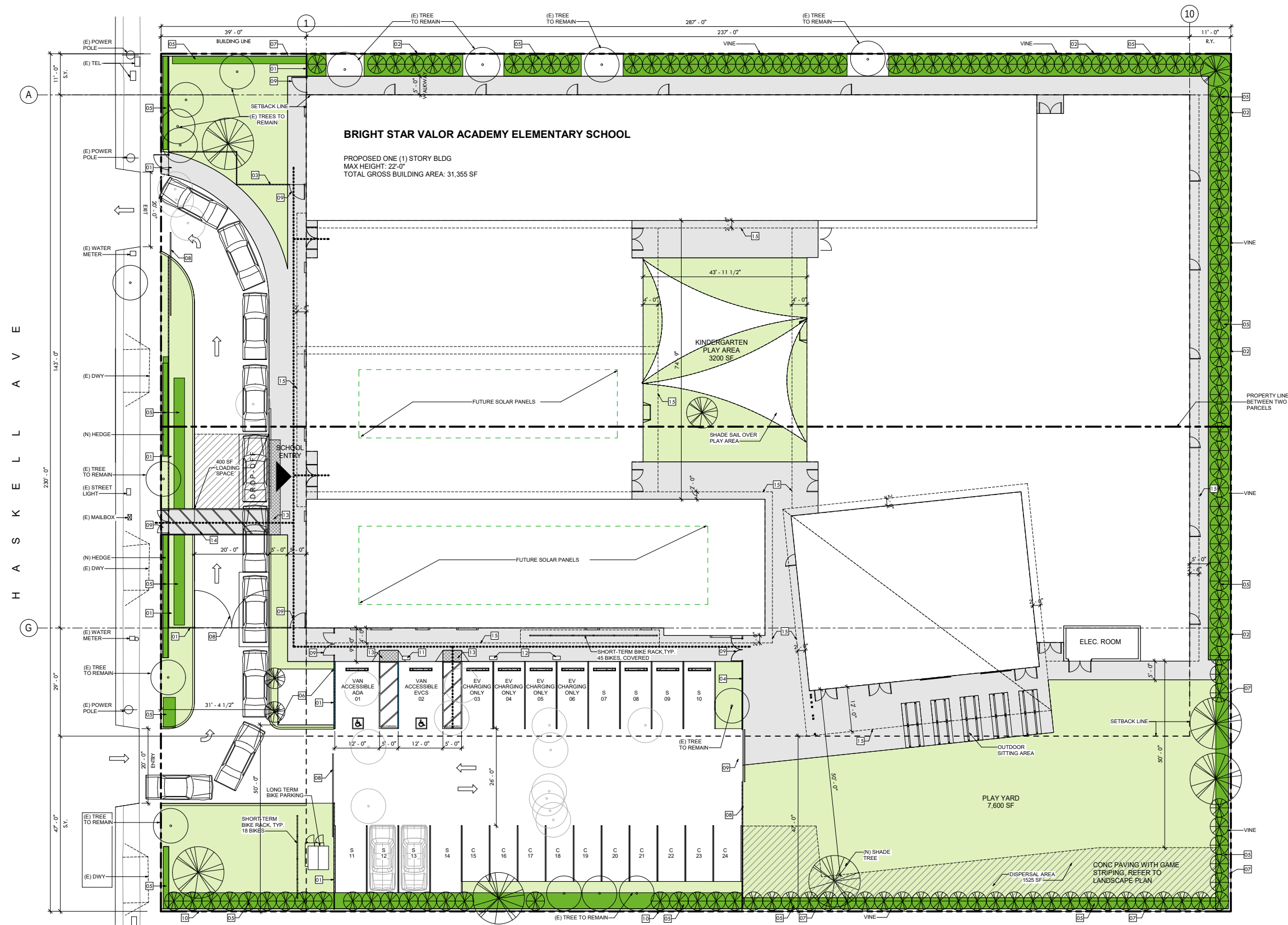
- (1) a conditional use permit (CUP) under LAMC §12.24.U.24 to permit a public charter elementary school and its parking in the RA-1 zone;
- (2) as part of the CUP, an adjustment to the area regulations pursuant to LAMC §12.24.F, to permit 33,564 square feet of Residential Floor Area (RFA) for a school, in lieu of the maximum of 13,220.68 square feet of RFA permitted by LAMC §12.07.C.5;
- (3) as part of the CUP, an adjustment to the area regulations pursuant to LAMC §12.24.F, to permit an 11-foot rear yard setback for a classroom building in the RA-1 Zone, in lieu of requirements for a 25-foot rear yard setback per LAMC §12.07.C.1, and the requirement in LAMC §12.21.C.3(d) that rear yards for a school conform to the requirements of the existing zone;
- (4) as part of the CUP, a 20% modification to the bicycle parking requirements, pursuant to LAMC §12.24.S, to permit 77 short term bicycle parking spaces in lieu of 96 such spaces that would be required by LAMC §12.21.A.16.(a)(2);
- (5) a Zoning Administrator's Over-Height Fence Approval under LAMC §12.24.X.7 to permit an 8-foot high wrought iron security fence for an elementary school in the front yard of an RA-1 zoned lot, in lieu of the limitation to a 6-foot high fence height in the front yard of the RA Zone under LAMC §12.22.C.20(f)(2), and
- (6) a Site Plan Review for a change of use other than Drive-Through or Fast Food which results in a net increase of 1,000 or more average daily trips pursuant to LAMC §16.05.C.1(d).

Shortened version

Applicant is requesting a conditional use permit for construction of a 1-story 31,355 sf., 24-classroom, administration, and multipurpose room building to relocate Valor Academy Elementary school, a public charter school that will serve 520 students in grades TK-4, with 24 parking spaces, at 8618-8630 N. Haskell Ave. The following zoning approvals are being requested for this project in Case No. CPC-2018-6009-CU-F-SPR:

- (1) a conditional use permit per LAMC §12.24.U.24 for a public charter elementary school in the RA-1 zone;
- (2) area adjustments per LAMC §12.24.F to increase the Residential Floor Area (RFA) to permit 33,564 sf. of RFA on the site, in lieu of the maximum of 13,220.68 sf of RFA permitted by LAMC §12.07.C.5, and a rear yard reduction to 11 ft. in lieu of the 25 ft. required;
- (3) a 20% reduction of bicycle parking per LAMC §12.24.S;
- (4) an over in height fence of 8 ft. in the front yard in lieu of the maximum 6 ft. required per LAMC §12.24.X.7; and
- (5) a Site Plan Review per LAMC §16.05 for a project resulting in a net increase of 1,000 or more average daily trips.

The proposed school site is an approximately 1.51-acre (approx. 66,103.4 sf parcel on the east side of Haskell Avenue, between Parthenia Street and Chase Street, comprised of 3 lots zoned RA-1. The two northern lots of the school site (approximately 43% of the 1.51-acre site) are vacant and unpaved, having been used for the storage of wood mulch, commercial trucks, and employee parking for the landscaping business that existed on the site for many years. The southern lot is improved with a single family dwelling that has been converted to an office for the landscaping business and storage areas and sheds for materials and equipment used in the landscaping business.



SITE ADDRESS	
8618-8630 HASKELL AVE. NORTH HILLS, CA 91343	
SITE ANALYSIS	
SITE AREA:	66,103.4 SF
PROPOSED BUILDING AREA:	
1-STORY BLDG:	
- MULTIPURPOSE ROOM	2,472 SF
- ADMIN	2,940 SF
- CLASSROOMS	21,408 SF
- CORRIDORS + STORAGE	4,425 SF
TOTAL NEW BUILDING AREA =	31,355 SF
RFA	33,564 SF
PROPOSED BUILDING HEIGHT:	22'-0"
PAVING/HARDSCAPE	17,547 SF
LANDSCAPE	17,201 SF
FRONT YARD LANDSCAPE	4,124 SF (46%)
ZONING	
ZONE:	RA-1
SETBACK:	
- FRONT YARD(BLDG LINE):	39'-0
- REAR YARD:	11'-0
- NORTH SIDE YARD:	11'-0
- SOUTH SIDE YARD:	47'-0
HEIGHT LIMIT:	30'-0"
BUILDING ANALYSIS	
TOTAL # OF CLASSROOM (TK-4):	24
TOTAL # OF STUDENT (TK-4):	520
PARKING ANALYSIS	
REQUIRED PARKING SPACE:	24 SPACE
TOTAL PROVIDED PARKING:	24 SPACE (INCLUDING EV/ CLEAN AIR PARKING)
-8 STANDARD	
-10 COMPACT	
-1 VAN ACCESSIBLE	
-5 EV/CLEAN AIR (INCLUDING 1 VAN ACCESSIBLE FULLY INSTALLED) PER EXPEDITED PRE-INTAKE MEETING	
REQUIRED EV/CLEAN AIR SPACE: 1	
-1 EV VAN ACCESSIBLE PARKING PER CALGREEN TABLE 5.106.5.2	
REQUIRED AND PROVIDE BIKE SPACE (AFTER 20% REDUCTION):	
2 LONG TERM	
77 SHORT TERM	
KEYNOTES:	
01	(N) 8'H WROUGHT IRON FENCE
02	(N) 8'H CHAIN LINK FENCE WITH DENSE MESH FABRIC OR PRIVACY SLAT SECURITY SCREEN
03	(N) 6'H WROUGHT IRON FENCE
04	(N) 4'H WROUGHT IRON FENCE
05	(N) LANDSCAPE HEDGE, REFER TO LANDSCAPE PLAN
06	(N) TRANSFORMER CONCRETE PAD (15'x15')
07	(N) 8'H AND 8'W CMU WALL
08	(N) 8'H WROUGHT IRON VEHICULAR GATE
09	(N) WROUGHT IRON PEDESTRIAN GATE
10	(N) 42'H CMU WALL AND CHAIN LINK FENCE ON TOP

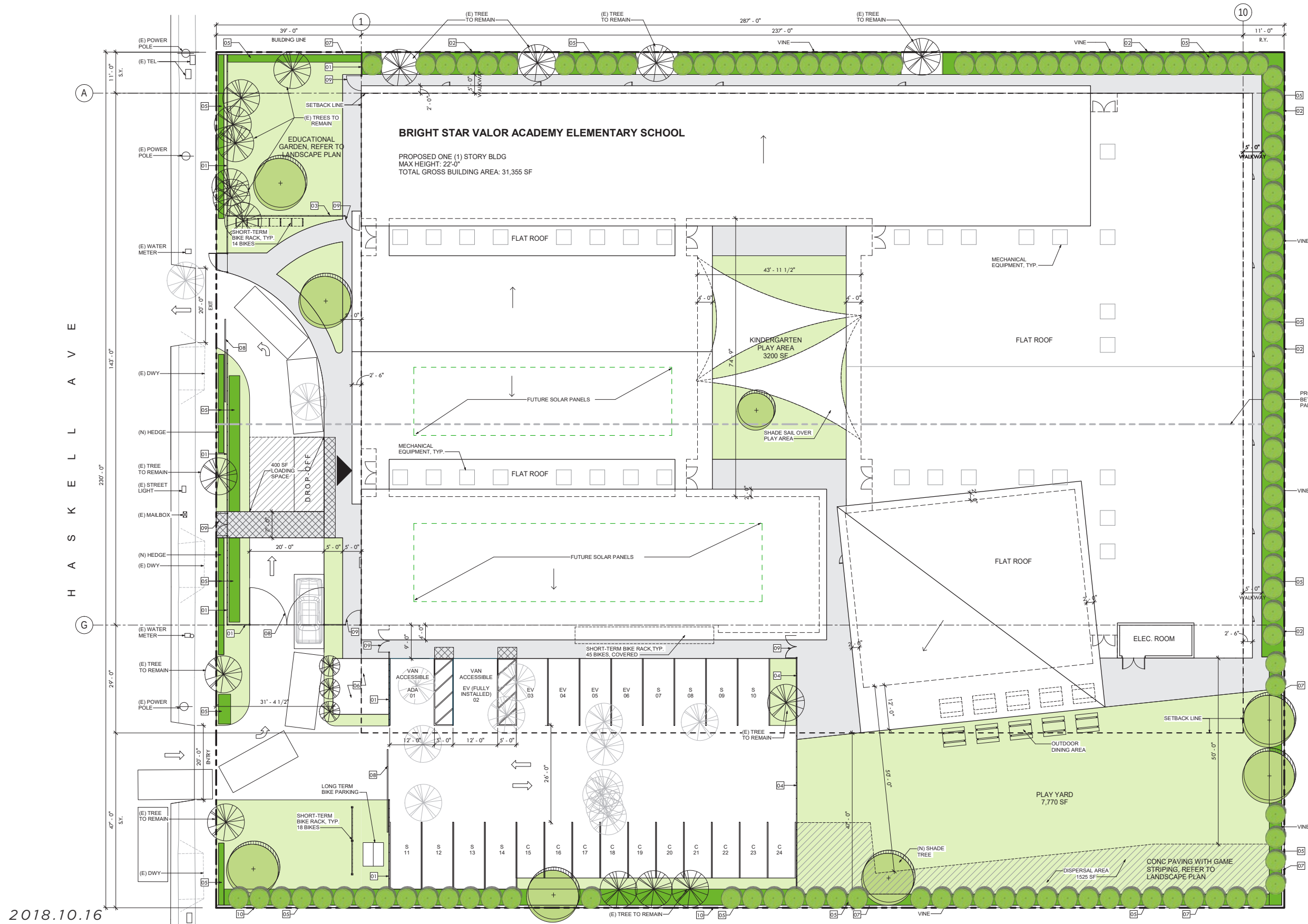
2018.10.18



BRIGHT STAR SCHOOLS
VALOR ACADEMY ELEMENTARY SCHOOL

BERLINER ARCHITECTS

10/16/2018



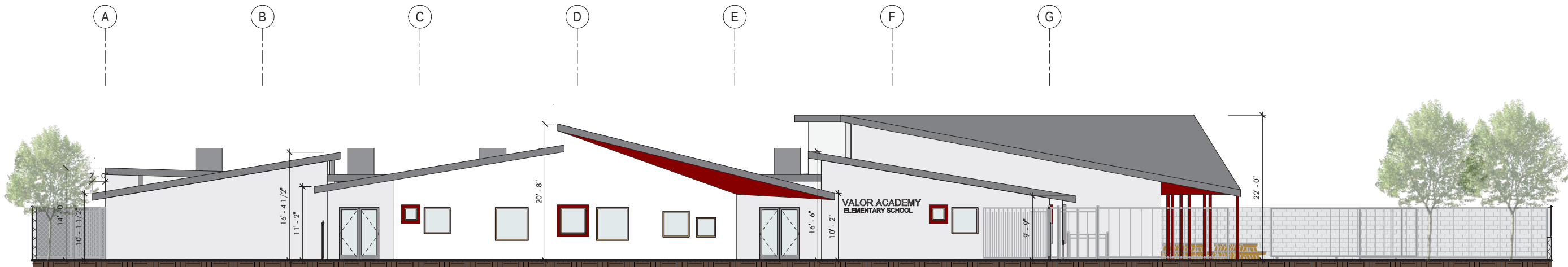
SITE ADDRESS	
8618-8630 HASKELL AVE. NORTH HILLS, CA 91343	
SITE ANALYSIS	
SITE AREA:	66,103.4 SF
PROPOSED BUILDING AREA:	
1-STORY BLDG:	
- MULTIPURPOSE ROOM	2,472 SF
- ADMIN	2,940 SF
- CLASSROOMS	21,408 SF
- CORRIDORS + STORAGE	4,425 SF
TOTAL NEW BUILDING AREA =	31,355 SF
RFA	33,564 SF
PROPOSED BUILDING HEIGHT:	22'-0"
PAVING/HARDSCAPE	17,547 SF
LANDSCAPE	17,201 SF
FRONT YARD LANDSCAPE	4,124 SF (46%)
ZONING	
ZONE:	RA-1
SETBACK:	
- FRONT YARD(BLDG LINE):	39'-0
- REAR YARD:	11'-0
- NORTH SIDE YARD:	11'-0
- SOUTH SIDE YARD:	47'-0
HEIGHT LIMIT:	30'-0"
BUILDING ANALYSIS	
TOTAL # OF CLASSROOM (TK-4):	24
TOTAL # OF STUDENT (TK-4):	520
PARKING ANALYSIS	
REQUIRED PARKING SPACE:	24 SPACE
TOTAL PROVIDED PARKING:	24 SPACE (INCLUDING EV/
CLEAN AIR PARKING)	
-8 STANDARD	
-10 COMPACT	
-1 VAN ACCESSIBLE	
-5 EV/CLEAN AIR (INCLUDING 1 VAN ACCESSIBLE FULLY	
INSTALLED) PER EXPEDITED PRE-INTAKE MEETING	
REQUIRED EV/CLEAN AIR SPACE: 1	
-1 EV VAN ACCESSIBLE PARKING PER CALGREEN TABLE	
5.106.5.2	
REQUIRED AND PROVIDE BIKE SPACE (AFTER 20%	
REDUCTION):	
2 LONG TERM	
77 SHORT TERM	
KEYNOTES:	
01	(N) 8"H WROUGHT IRON FENCE
02	(N) 8"H CHAIN LINK FENCE WITH DENSE MESH FABRIC
	OR PRIVACY SLAT SECURITY SCREEN
03	(N) 6"H WROUGHT IRON FENCE
04	(N) 4"H WROUGHT IRON FENCE
05	(N) LANDSCAPE HEDGE, REFER TO LANDSCAPE PLAN
06	(N) TRANSFORMER CONCRETE PAD (15'x15')
07	(N) 8"H AND 8"W CMU WALL
08	(N) 8"H WROUGHT IRON VEHICULAR GATE
09	(N) WROUGHT IRON PEDESTRIAN GATE
10	(N) 42"H CMU WALL AND CHAIN LINK FENCE ON TOP

2018.10.16

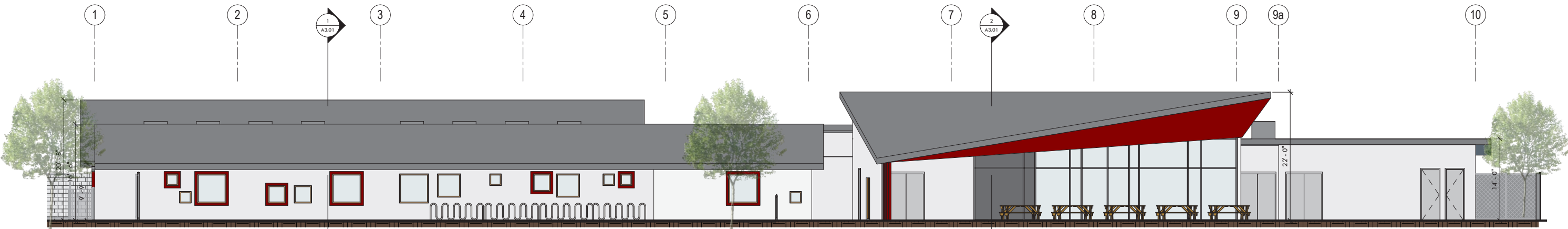




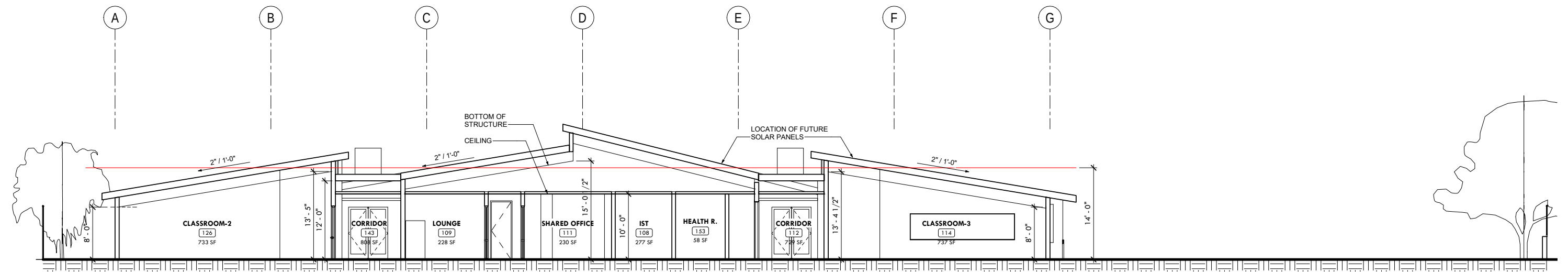
2018.10.16



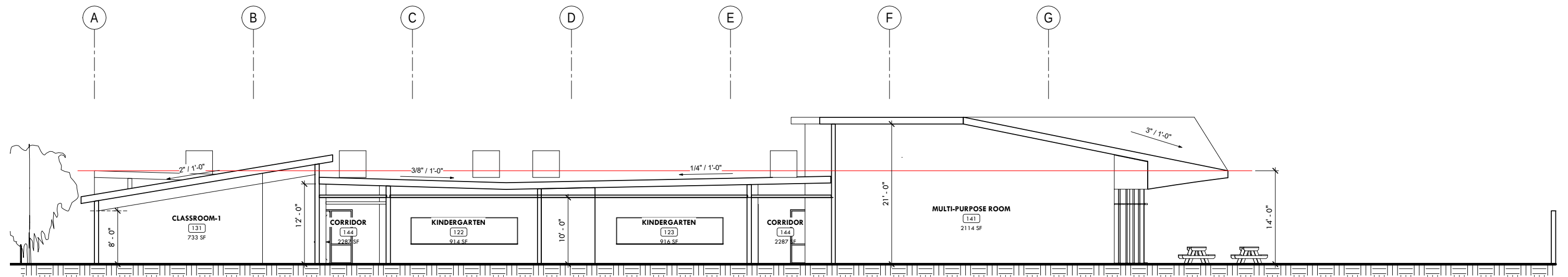
WEST ELEVATION



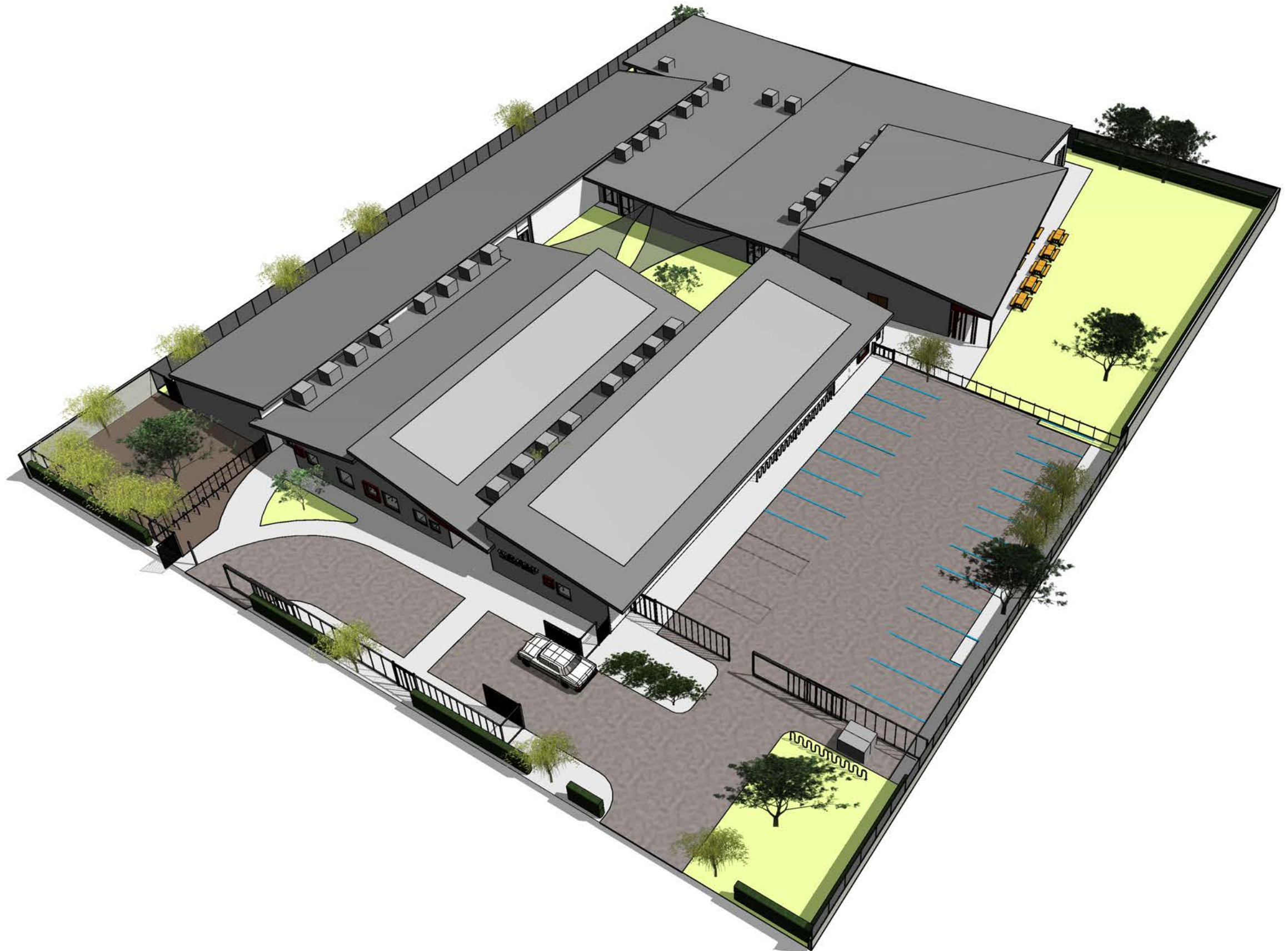
SOUTH ELEVATION



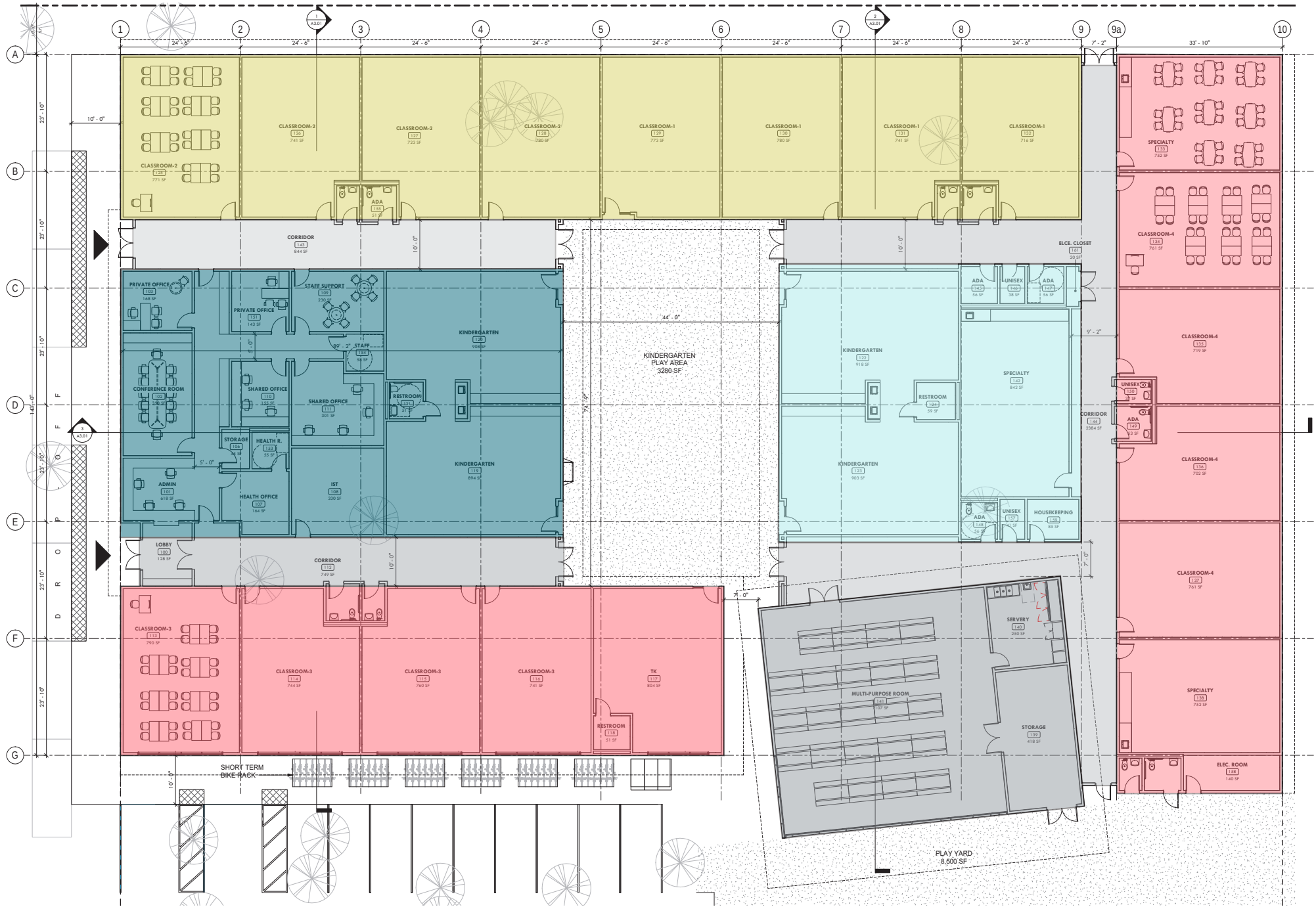
SECTION 1



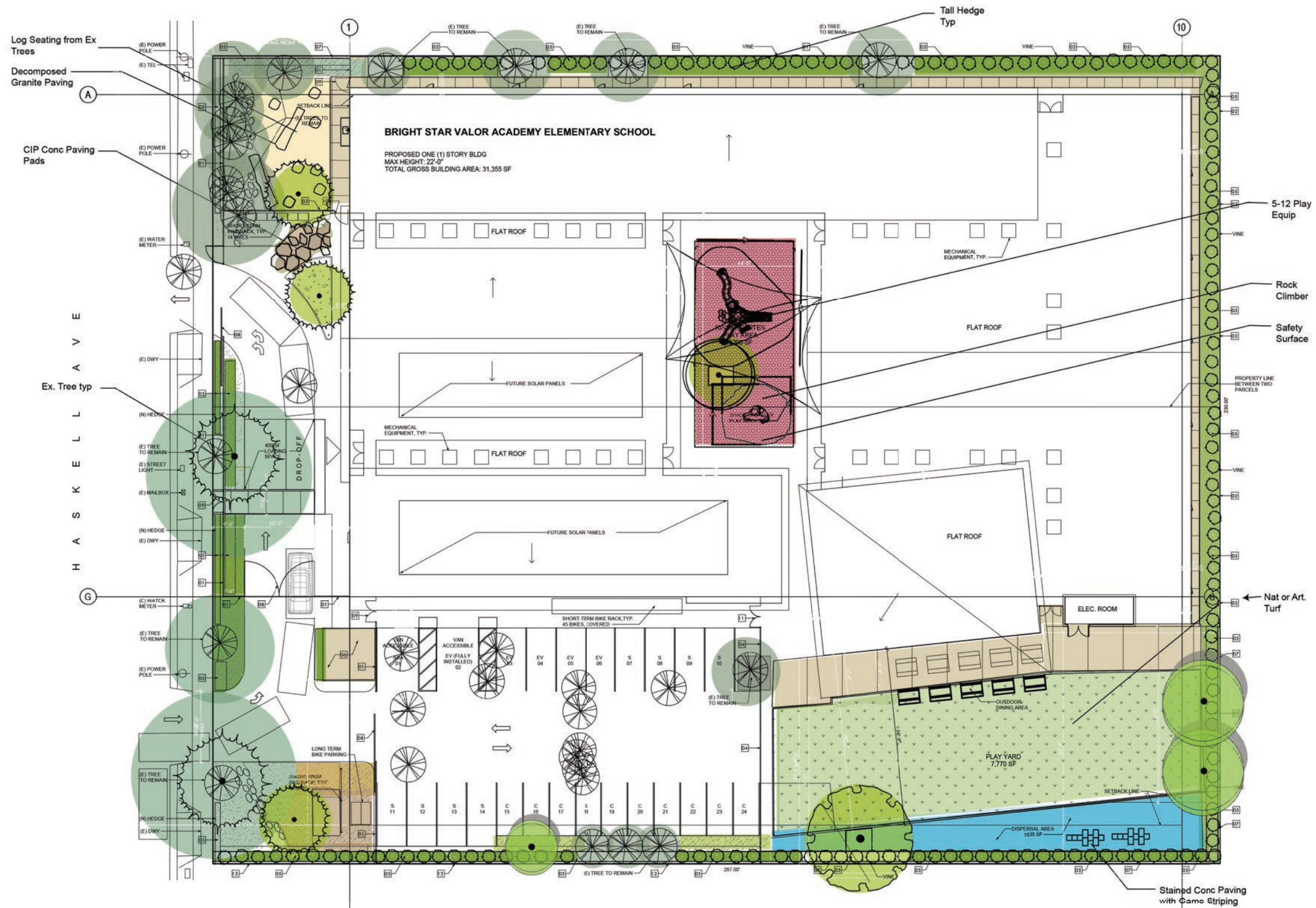
SECTION 2







Area color	Room	Area (SF)
	Grades 1-2	6607
	Grade 4 + two specialties	5100
	two Ks + one specialty	3502
	Admin	4933
	Grade 3 + TK	4250
	Corridor 143	878
	Corridor 112	863
	Corridor 144	2303
	MPR + servery + storage	2919
	Building footprint	31355
	Roof projections more than 5' (@MPR only)	657
	Area where ceiling is over 14' @ MPR	2176
	Exterior walls (Excluded)	624
	Total RFA	33564



Preliminary Landscape Concept Plan Valor Elementary School Haskell Ave
10-04-2018 OotDL



Play structure Kinder Court



Climbing Structure Kinder Court



Loop climber
south yard



Rhamnus Hedge



Carolina Cherry Hedge

Valor Elem
10-02 -2018

2018.10.16



APPLICATIONS:

THIS BOX FOR CITY PLANNING STAFF USE ONLY

Case Number _____

Env. Case Number _____

Application Type _____

Case Filed With (Print Name) _____

Date Filed _____

Application includes letter requesting:

☐ Waived hearing

☐ Concurrent hearing

☐ Hearing not be scheduled on a specific date (e.g. vacation hold)

Related Case Number _____

Provide all information requested. Missing, incomplete or inconsistent information will cause delays.

All terms in this document are applicable to the singular as well as the plural forms of such terms.

Detailed filing instructions are found on form CP-7810

1. PROJECT LOCATION

Street Address¹ 8618 and 8630 N. Haskell Ave.

Unit/Space Number _____

Legal Description² (Lot, Block, Tract) Fr Lot 502 of Tract No. 2899

Assessor Parcel Number 2673-011-062 and 2673-011-063

Total Lot Area 66,103.4 sq ft

2. PROJECT DESCRIPTION

Present Use Landscaping business and open storage of associated materials and trucks

Proposed Use Public Charter Elementary School for 520 students in grades TK - 4

Project Name (if applicable) Valor Academy Elementary School

Describe in detail the characteristics, scope and/or operation of the proposed project Construct a 1-story 31,355 gsf gross sq ft, 24 classroom, admin, and multipurpose room building to relocate a public charter elementary school, serving 520 students in grades TK-4, with 24 parking spaces and on-site drop-off and pick-up

Additional information attached

☒ YES

☐ NO

Complete and check all that apply:

Existing Site Conditions

☐ Site is undeveloped or unimproved (i.e. vacant)

☐ Site is located within 500 feet of a freeway or railroad

☒ Site has existing buildings (provide copies of building permits)

☐ Site is located within 500 feet of a sensitive use (e.g. school, park)

¹ Street Addresses must include all addresses on the subject/application site (as identified in ZIMAS—<http://zimas.lacity.org>)

² Legal Description must include all contiguously owned properties (even if they are not a part of the proposed project site)

☐ Site is/was developed with use that could release hazardous materials on soil and/or groundwater (e.g. dry cleaning, gas station, auto repair, industrial)

☐ Site has special designation (e.g. National Historic Register, Survey LA)

Proposed Project Information

(Check all that apply or could apply)

☒ Demolition of existing buildings/structures

☐ Relocation of existing buildings/structures

☐ Interior tenant improvement

☐ Additions to existing buildings

☒ Grading

☒ Removal of any on-site tree

☐ Removal of any street tree

☐ Removal of protected trees on site or in the public right of way

☒ New construction: 31,355 gross square feet

☒ Accessory use (fence, sign, wireless, carport, etc.)

☐ Exterior renovation or alteration

☐ Change of use and/or hours of operation

☐ Haul Route

☐ Uses or structures in public right-of-way

☐ Phased project

Housing Component Information

Number of Residential Units: Existing 0 – Demolish(ed)³ _____ + Adding 0 = Total 0

Number of Affordable Units⁴ Existing 0 – Demolish(ed) _____ + Adding 0 = Total 0

Number of Market Rate Units Existing 0 – Demolish(ed) _____ + Adding 0 = Total 0

Mixed Use Projects, Amount of Non-Residential Floor Area: _____ square feet

Public Right-of-Way Information

Have you submitted the Planning Case Referral Form to BOE? (required) ☒ YES ☐ NO

Is your project required to dedicate land to the public right-of-way? ☐ YES ☒ NO

If so, what is/are your dedication requirement(s)? _____ ft.

If you have dedication requirements on multiple streets, please indicate: _____

3. ACTION(S) REQUESTED

Provide the Los Angeles Municipal Code (LAMC) Section that authorizes the request and (if applicable) the LAMC Section or the Specific Plan/Overlay Section from which relief is sought; follow with a description of the requested action.

Does the project include Multiple Approval Requests per LAMC 12.36? ☒ YES ☐ NO

Authorizing Code Section 12.24.U.24

Code Section from which relief is requested (if any): 12.07

Action Requested, Narrative: CUP for a public charter elementary school (520 students - grades TK-4) with 31,355 gross sq ft, 33,564 RFA sq ft, one-story classroom, administration, and multipurpose room building in the RA-1 zone

Authorizing Code Section 12.24.F

Code Section from which relief is requested (if any): 12.07.C.5

Action Requested, Narrative: Area adjustment to permit 33,564 sq ft of Residential Floor Area (RFA) for a school in lieu of the maximum 13,220 square feet of RFA permitted under the RA-1 Zone on the site

Additional Requests Attached ☒ YES ☐ NO

³ Number of units to be demolished and/or which have been demolished within the last five (5) years.

⁴ As determined by the Housing and Community Investment Department

Attachment to Department of City Planning Application
Additional Requests – 8618 – 8630 N. Haskell Avenue

3. ACTION(S) REQUESTED

Provide the Los Angeles Municipal Code (LAMC) Section that authorizes the request and (if applicable) the LAMC Section or the Specific Plan/Overlay Section from which relief is sought; follow with a description of the requested action.

Authorizing Section 12.24.F – Area adjustments – Rear Yard

Code Section from which relief is requested (if any): 12.07.C.3 requiring a 25-foot rear yard setback and 12.21.C.3(d) requiring rear yards for schools to conform to requirements of the existing zone

Request: Rear yard area adjustment to permit an 11-foot rear yard setback for a classroom building in the RA-1 Zone, in lieu of requirements for a 25-foot rear yard setback per LAMC §12.07.C.1, and the requirement in LAMC §12.21.C.3(d) that rear yards for a school conform to the requirements of the existing Zone.

Authorizing Section 12.24.S – Parking Modification – Short Term Bicycle Parking

Code Section from which relief is requested (if any): 12.21.A.16(a)(2) requiring 4 short term bicycle spaces per classroom

Request: A 20% reduction in the number of required short term bicycle parking spaces for an elementary school serving grades TK – 4 with 24 classrooms, which would permit 77 short term bike spaces, in lieu of the 96 such bike spaces required by LAMC §12.21.A.16.(a)(2)

Authorizing Section 12.24.X.7 – Over-height Fence/Wall

Code Section from which relief is requested (if any): 12.22.C.20(f)(2) limiting the height of walls and fences in the front yards of the RA Zone to 6 feet

Request: Over height fence approval to permit an 8-foot high wrought iron security fence for an elementary school in the front yard of an RA-1 zoned lot, in lieu of the limitation to a 6-foot high fence height in the front yard of an RA Zone under LAMC §12.22.C.20(f)(2)

Authorizing Section 16.05.E – Site Plan Review

Code Section from which relief is requested (if any): LAMC §16.05.C.1(d)

Request: a Site Plan Review for a change of use other than Drive-Through or Fast Food which results in a net increase of 1,000 or more average daily trips pursuant to LAMC §16.05.C.1(d)

4. RELATED DEPARTMENT OF CITY PLANNING CASES

Are there previous or pending cases/decisions/environmental clearances on the project site? ☒ YES ☐ NO

If YES, list all case number(s) ZA-2011-0704-ZV and ZA-1991-967-ZV variance approvals to maintain a landscaping business, open storage of associated materials, and overnight storage of 15 commercial trucks in the RA-1 Zone

If the application/project is directly related to one of the above cases, list the pertinent case numbers below and complete/check all that apply (provide copy).

Case No. _____

Ordinance No.: _____

☐ Condition compliance review

☐ Clarification of Q (Qualified) classification

☐ Modification of conditions

☐ Clarification of D (Development Limitations) classification

☐ Revision of approved plans

☐ Amendment to T (Tentative) classification

☐ Renewal of entitlement

☐ Plan Approval subsequent to Master Conditional Use

For purposes of environmental (CEQA) analysis, is there intent to develop a larger project? ☐ YES ☒ NO

Have you filed, or is there intent to file, a Subdivision with this project? ☐ YES ☒ NO

If YES, to either of the above, describe the other parts of the projects or the larger project below, whether or not currently filed with the City:

5. RELATED DOCUMENTS / REFERRALS

To help assigned staff coordinate with other Departments that may have a role in the proposed project, please provide a copy of any applicable form and reference number if known.

a. Specialized Requirement Form _____

b. Geographic Project Planning Referral _____

c. Citywide Urban Design Guidelines Checklist _____

d. Affordable Housing Referral Form _____

e. Mello Form _____

f. Unpermitted Dwelling Unit (UDU) Inter-Agency Referral Form _____

g. HPOZ Authorization Form _____

h. Management Team Authorization _____

i. Expedite Fee Agreement Expedited Fee Agreement

j. Department of Transportation (DOT) Referral Form MOU with LADOT for traffic study

k. Bureau of Engineering (BOE) Planning Case Referral Form (PCRF) 201800444

l. Order to Comply _____

m. Building Permits and Certificates of Occupancy _____

n. Hillside Referral Form _____

o. Low Impact Development (LID) Referral Form (Storm water Mitigation) _____

p. Proof of Filing with the Housing and Community Investment Department _____

q. Are there any recorded Covenants, affidavits or easements on this property? ☒ YES (provide copy) ☐ NO

PROJECT TEAM INFORMATION (Complete all applicable fields)

Applicant⁵ name Hrag Hamalian, Executive Director

Company/Firm Bright Star Schools

Address: 600 S La Fayette Park Place Unit/Space Number 302

City Los Angeles State CA Zip Code: 90057

Telephone (323) 954-9957 E-mail: hhamalian@brightstarschools.org

Are you in escrow to purchase the subject property? ☐ YES ☒ NO

Property Owner of Record ☐ Same as applicant ☒ Different from applicant

Name (if different from applicant) 8618 Haskell LLC

Address 3495 Oak Glen Drive Unit/Space Number _____

City Los Angeles State CA Zip Code: 90068

Telephone _____ E-mail: _____

Agent/Representative name Michael S. Woodward

Company/Firm _____

Address: 4600 Mirador Place Unit/Space Number _____

City Tarzana State CA Zip: 91356

Telephone (818) 516-8599 E-mail: mswoodward3@gmail.com

Other (Specify Architect, Engineer, CEQA Consultant etc.) Project Manager

Name Mishelle Oun

Company/Firm Pacific Charter School Development

Address: 600 Wilshire Blvd. Unit/Space Number _____

City Los Angeles State CA Zip Code: 90017

Telephone (213) 542-4717 E-mail: mishelle@pacificcharter.org

Primary Contact for Project Information
(select only one)

☐ Owner

☐ Applicant

☒ Agent/Representative

☐ Other

To ensure notification of any public hearing as well as decisions on the project, make sure to include an individual mailing label for each member of the project team in both the Property Owners List, and the Abutting Property Owners List.

⁵ An applicant is a person with a lasting interest in the completed project such as the property owner or a lessee/user of a project. An applicant is not someone filing the case on behalf of a client (i.e. usually not the agent/representative).

PROJECT TEAM INFORMATION (Complete all applicable fields)

Applicant⁵ name _____
Company/Firm _____
Address: _____ Unit/Space Number _____
City _____ State _____ Zip Code: _____
Telephone _____ E-mail: _____
Are you in escrow to purchase the subject property? ☐ YES ☐ NO

Property Owner of Record ☐ Same as applicant ☐ Different from applicant
Name (if different from applicant) Galasso LLLP, a Nevada Limited Liability Limited Partnership
Address 1349 West Galleria Drive Unit/Space Number 200
City Henderson State Nevada Zip Code: 89014
Telephone (702) 610-5209 E-mail: CarmenLE@aol.com

Agent/Representative name _____
Company/Firm _____
Address: _____ Unit/Space Number _____
City _____ State _____ Zip: _____
Telephone _____ E-mail: _____

Other (Specify Architect, Engineer, CEQA Consultant etc.) _____
Name _____
Company/Firm _____
Address: _____ Unit/Space Number _____
City _____ State _____ Zip Code: _____
Telephone _____ E-mail: _____

Primary Contact for Project Information ☐ Owner ☐ Applicant
(select only one) ☐ Agent/Representative ☐ Other

To ensure notification of any public hearing as well as decisions on the project, make sure to include an individual mailing label for each member of the project team in both the Property Owners List, and the Abutting Property Owners List.

⁵ An applicant is a person with a lasting interest in the completed project such as the property owner or a lessee/user of a project. An applicant is not someone filing the case on behalf of a client (i.e. usually not the agent/representative).

PROPERTY OWNER

7. **PROPERTY OWNER AFFIDAVIT.** Before the application can be accepted, the owner of each property involved must provide a notarized signature to verify the application is being filed with their knowledge. Staff will confirm ownership based on the records of the City Engineer or County Assessor. In the case of partnerships, corporations, LLCs or trusts the agent for service of process or an officer of the ownership entity so authorized may sign as stipulated below.

- **Ownership Disclosure.** If the property is owned by a partnership, corporation, LLC or trust, a disclosure identifying the agent for service of process or an officer of the ownership entity must be submitted. The disclosure must list the names and addresses of the principal owners (25% interest or greater). The signatory must appear in this list of names. A letter of authorization, as described below, may be submitted provided the signatory of the letter is included in the Ownership Disclosure. Include a copy of the current partnership agreement, corporate articles, or trust document as applicable.
- **Letter of Authorization (LOA).** A LOA from a property owner granting someone else permission to sign the application form may be provided if the property is owned by a partnership, corporation, LLC or trust or in rare circumstances when an individual property owner is unable to sign the application form. To be considered for acceptance, the LOA must indicate the name of the person being authorized the file, their relationship to the owner or project, the site address, a general description of the type of application being filed and must also include the language in items A-D below. In the case of partnerships, corporations, LLCs or trusts the LOA must be signed and notarized by the authorized signatory as shown on the Ownership Disclosure or in the case of private ownership by the property owner. Proof of Ownership for the signatory of the LOA must be submitted with said letter.
- **Grant Deed.** Provide a Copy of the Grant Deed If the ownership of the property does not match City Records and/or if the application is for a Coastal Development Permit. The Deed must correspond exactly with the ownership listed on the application.
- **Multiple Owners.** If the property is owned by more than one individual (e.g. John and Jane Doe or Mary Smith and Mark Jones) notarized signatures are required of all owners.

- a. I hereby certify that I am the owner of record of the herein previously described property located in the City of Los Angeles which is involved in this application or have been empowered to sign as the owner on behalf of a partnership, corporation, LLC or trust as evidenced by the documents attached hereto.
- b. I hereby consent to the filing of this application on my property for processing by the Department of City Planning.
- c. I understand if the application is approved, as a part of the process the City will apply conditions of approval which may be my responsibility to satisfy including, but not limited to, recording the decision and all conditions in the County Deed Records for the property.
- d. By my signature below, I declare under penalty of perjury under the laws of the State of California that the foregoing statements are true and correct.

*Property Owner's signatures must be signed/notarized in the presence of a Notary Public.
The City requires an original signature from the property owner with the "wet" notary stamp.
A Notary Acknowledgement is available for your convenience on following page.*

Signature _____

Date _____

Print Name _____

Signature _____

Date _____

Print Name _____

Space Below For Notary's Use

California All-Purpose Acknowledgement

Civil Code ' 1189

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document, to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California

County of

Los Angeles

On

October 8, 2018

before me,

KATALIN LANGIANESE, Notary Public
(Insert Name of Notary Public and Title)

personally appeared

EDGAR ZALIAN

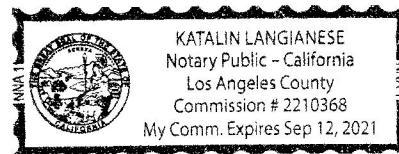
who

proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf on which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Katalin Langianese (Seal)
Signature



PROPERTY OWNER

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*Property Owner's signatures must be signed/notarized in the presence of a Notary Public.
The City requires an original signature from the property owner with the "wet" notary stamp.
A Notary Acknowledgement is available for your convenience on following page.*

Signature _____

Date 10-4-18

Print Name CARMEN LEE STARK

Signature _____

Date _____

Print Name _____

Space Below For Notary's Use

California All-Purpose Acknowledgement

Civil Code ' 1189

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document, to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of ~~California~~ Nevada

County of Clark

On October 4, 2018 before me, Beth E Stanley Notary
(Insert Name of Notary Public and Title)

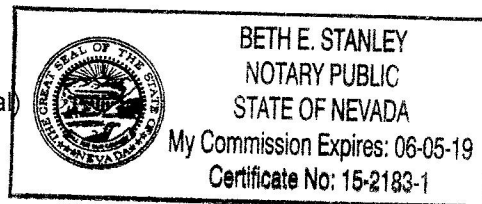
personally appeared CARMEN L STARK, who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf on which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Beth E Stanley
Signature

(Seal)



APPLICANT

8. **APPLICANT DECLARATION.** A separate signature from the applicant, whether they are the property owner or not, attesting to the following, is required before the application can be accepted.
- a. I hereby certify that the information provided in this application, including plans and other attachments, is accurate and correct to the best of my knowledge. Furthermore, should the stated information be found false or insufficient to fulfill the requirements of the Department of City Planning, I agree to revise the information as appropriate.
 - b. I hereby certify that I have fully informed the City of the nature of the project for purposes of the California Environmental Quality Act (CEQA) and have not submitted this application with the intention of segmenting a larger project in violation of CEQA. I understand that should the City determine that the project is part of a larger project for purposes of CEQA, the City may revoke any approvals and/or stay any subsequent entitlements or permits (including certificates of occupancy) until a full and complete CEQA analysis is reviewed and appropriate CEQA clearance is adopted or certified.
 - c. I understand that the environmental review associated with this application is preliminary, and that after further evaluation, additional reports, studies, applications and/or fees may be required.
 - d. I understand and agree that any report, study, map or other information submitted to the City in furtherance of this application will be treated by the City as public records which may be reviewed by any person and if requested, that a copy will be provided by the City to any person upon the payment of its direct costs of duplication.
 - e. I understand that the burden of proof to substantiate the request is the responsibility of the applicant. Additionally, I understand that planning staff are not permitted to assist the applicant or opponents of the project in preparing arguments for or against a request.
 - f. I understand that there is no guarantee, expressed or implied, that any permit or application will be granted. I understand that each matter must be carefully evaluated and that the resulting recommendation or decision may be contrary to a position taken or implied in any preliminary discussions.
 - g. I understand that if this application is denied, there is no refund of fees paid.
 - i. I understand and agree to defend, indemnify, and hold harmless, the City, its officers, agents, employees, and volunteers (collectively "City"), from any and all legal actions, claims, or proceedings (including administrative or alternative dispute resolution (collectively "actions"), arising out of any City process or approval prompted by this Action, either in whole or in part. Such actions include but are not limited to: actions to attack, set aside, void, or otherwise modify, an entitlement approval, environmental review, or subsequent permit decision; actions for personal or property damage; actions based on an allegation of an unlawful pattern and practice; inverse condemnation actions; and civil rights or an action based on the protected status of the petitioner or claimant under state or federal law (e.g. ADA or Unruh Act). I understand and agree to reimburse the City for any and all costs incurred in defense of such actions. This includes, but is not limited to, the payment of all court costs and attorneys' fees, all judgments or awards, damages, and settlement costs. The indemnity language in this paragraph is intended to be interpreted to the broadest extent permitted by law and shall be in addition to any other indemnification language agreed to by the applicant.
 - i. By my signature below, I declare under penalty of perjury, under the laws of the State of California, that all statements contained in this application and any accompanying documents are true and correct, with full knowledge that all statements made in this application are subject to investigation and that any false or dishonest answer to any question may be grounds for denial or subsequent revocation of license or permit.

The City requires an original signature from the applicant. The applicant's signature below does not need to be notarized.

Signature:  _____

Date: 10.10.18

Print Name: HRAG HAMALIAN