CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

4024, 4064 & 4200 N. Radford Avenue
LADOT Case No. SFV24-116500
LADOT Project ID No. 56834

Date: August 9, 2024

To: Claudia Rodriguez, Senior City Planner
Department of City Planning

Vicente Cordero

From: Vicente Cordero, Transportation Engineer
Department of Transportation

Subject: **TRANSPORTATION ASSESSMENT FOR THE RADFORD STUDIOS DEVELOPMENT LOCATED AT 4024, 4064, AND 4200 NORTH RADFORD AVENUE (CPC-2023-1347-GPA-VZC-SP-SN)**

The Los Angeles Department of Transportation (LADOT) has reviewed the transportation assessment prepared by Gibson Transportation Consulting, Inc., dated July 2024, for the Radford Studio Center development located at 4024, 4064, and 4200 N Radford Avenue in the Sherman Oaks - Studio City - Toluca Lake -Cahuenga Pass Community Planning Area of the City of Los Angeles. On July 30, 2019, pursuant to Senate Bill (SB) 743 and the recent changes to Section 15064.3 of the State's California Environmental Quality Act (CEQA) Guidelines, the City of Los Angeles adopted vehicle miles traveled (VMT) as the criteria by which to determine transportation impacts under CEQA. Pursuant to the VMT thresholds and study methodology established in LADOT's Transportation Assessment Guidelines (TAG), the proposed project submitted a transportation impact assessment and VMT analysis, which is summarized below.

DISCUSSION AND FINDINGS

A. Project Description

The project would establish the Radford Studio Center Specific Plan to allow for the continuation of an existing studio use and the modernization of media production facilities. The North and South Lots are currently improved with multiple buildings totaling approximately 1,179,110 square feet (sf), including 359,730 sf of sound stages, 255,510 sf of production support, 450,060 sf of production office, and 113,810 sf of creative office.

The proposed Specific Plan would allow a maximum total of up to approximately 2,200,000 sf of sound stage, production support, production office, creative office, and retail uses within the project site upon buildout of the project as well as associated ingress/egress, circulation, parking, landscaping, and open space improvements. The Specific Plan would permit up to approximately 1,667,010 sf of new floor area, the retention of approximately 532,990 sf of existing uses, and the demolition of up to approximately 646,120 sf of existing uses. The project also includes open space and landscaping

improvements to enhance the public realm along the perimeter of the project site and improve public access to the Los Angeles River and Tujunga Wash. Consistent with existing conditions, the project would continue to operate 24 hours a day, seven days a week, and special events would continue to be governed by the Los Angeles Municipal Code (LAMC).

Under the proposed Specific Plan, the permitted floor area of certain studio uses may be adjusted pursuant to the land use exchange provisions detailed in the proposed Specific Plan, provided the total permitted floor area on-site does not exceed 2,200,000 sf. The proposed Specific Plan would allow for limited exchanges between certain permitted studio land uses and associated floor areas. Specifically, the floor area from any permitted land use could be reduced in exchange for an equivalent increase in sound stage and/or production support floor area, as long as the limitations of the proposed Specific Plan are met. The permitted adjustments would be limited as follows:

- The total sound stage floor area may be increased from 450,000 sf up to a total of 575,000 sf in exchange for equivalent decreases in the floor area of any other permitted uses.

- The total production support floor area may be increased from 300,000 sf up to a total of 575,000 sf in exchange for equivalent decreases in the floor area of any other permitted uses.

- As the exchange in floor area is only limited to the sound stage and production support uses, the total permitted floor area for production office uses would not exceed 725,000 sf, the total permitted floor area for creative office uses would not exceed 700,000 sf, and the total permitted floor area for retail uses would not exceed 25,000 sf.

For the purposes of the transportation assessment, the proposed project development summary from **Attachment A** represents a conservative program and was used in all analyses herein.

A total of approximately 6,050 parking spaces would be provided, including approximately 2,170 existing parking spaces to remain, within a combination of above-grade parking structures, subterranean structures, and/or surface parking lots. The project would also provide bicycle parking spaces, including short-term and long-term spaces, in accordance with the LAMC.

Vehicular access to the project site would continue to be provided along Radford Avenue via the existing ingress/egress driveways at the southwestern portion of the South Lot, the Radford Gate, and the northwestern portion of the South Lot, which provides direct access to the existing Sater parking structure. Vehicular access from Colfax Avenue via the existing ingress/egress driveway, the Colfax Gate, would be located in the southeastern portion of the South Lot. Additional vehicular access from Ventura Boulevard, via Carpenter Avenue, would be provided via a former ingress/egress driveway at the Carpenter Gate that would be restored as part of the project. The project is also proposing a new multi-modal bridge, referred to as the Radford Mobility Connector, which would extend Radford Avenue north across the Tujunga Wash to Moorpark Street (no through access for vehicles would be permitted north or south along Radford Avenue). Two additional existing ingress/egress driveways located in the northwestern and southwestern portion of the North Lot along Radford Avenue would be for limited access only, consistent with existing conditions. Two loading/service access areas would also be located along the southern boundary of the project site accessed from the adjacent public alley.

Mobility Hub(s) would be located on-site, currently proposed as one in the northern portion of the North Lot and one in the southern portion of the South Lot, subject to operational needs. The Mobility Hub within the North Lot would be constructed after completion of the Radford Mobility Connector. The Mobility Hub(s) would support first-mile/last-mile connections; encourage employee use of public transit, carpooling, vanpooling, and biking/scootering to work; and support other transportation demand management (TDM) strategies. The Mobility Hub(s) would provide an off-street space for project-related passenger pick-up/drop-off and the temporary parking of buses, carpools, vanpools, shuttles, ride-share, taxi, and other commercial and non-commercial vehicles. The Mobility Hub(s) would include space to accommodate support uses, storage, maintenance, staging facilities, bike share, and ridership amenities.

Project buildout could take place in one or multiple years and is anticipated to be completed as early as Year 2028. However, the project is seeking a Development Agreement with a term of 20 years, which could extend the full buildout year to approximately year 2045. The analysis in this study considers project operations in Year 2028 as well as the Year 2045 long-term buildout scenario.

B. **Freeway Safety Analysis**

Per the Interim Guidance for Freeway Safety Analysis memorandum issued by LADOT on May 1, 2020 to address Caltrans safety concerns on freeways, the study addressed the project's effects on vehicle queuing on freeway off-ramps. Such an evaluation measures the project's potential to lengthen a forecasted off-ramp queue and create speed differentials between vehicles exiting the freeway off-ramps and vehicles operating on the freeway mainline. The evaluation identified the number of project trips expected to be added to nearby freeway off-ramps serving the project site. It was determined that the project would add 25 or more peak hour trips to the following off-ramps during the morning and afternoon peak hours:

- US 101 Northbound Off-Ramp to Laurel Canyon Boulevard (morning peak hour)
- US 101 Southbound Off-Ramp to Laurel Canyon Boulevard (morning and afternoon peak hours)
- SR 170 Southbound Off-Ramp to Riverside Drive (morning peak hour)
- SR 134 Westbound Off-Ramp to Lankershim Boulevard (morning peak hour)
-

Conditions were analyzed for the anticipated project buildout year of 2028 and the long-term buildout year of 2045. The assessment of the off-ramp facilities included a review of the resulting queue length as compared to the total available queuing capacity of the ramp to determine whether the queue would extend beyond the length of the ramp onto the freeway mainline. As shown in **Attachment B**, under Future with Project Conditions (Year 2028) and Future with Project Conditions (Year 2045), none of the four analyzed off-ramps would have queues that both exceed the ramp storage length and include project-related vehicles that would add 50 feet or more to any queue during any of the analyzed peak hours compared to Future without Project Conditions (Year 2028 and Year 2045). Therefore, the project would not be subject to a speed differential analyses and no corrective measures are required. The project would implement comprehensive TDM strategies to reduce single-occupancy vehicle trips and encourage the use of alternative transportation modes to and from the project site.

C. **CEQA Screening Threshold**

A trip generation analysis was conducted to determine if the project would exceed the net 250 daily

vehicle trips (DVT) screening threshold set forward by the TAG. The City of Los Angeles VMT Calculator Tool, which draws upon trip rate estimates published in the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition, as well as applying trip generation adjustments when applicable, based on sociodemographic data and the built environment factors of the project's surroundings, determined that the project exceeds the net 250 DVT threshold. The transportation assessment concluded that implementation of the project would **not** result in a significant transportation impact. The traffic analysis included further discussion on the screening of the following CEQA transportation thresholds:

1. **Threshold T-1: Conflicting with Plans, Programs, Ordinances, or Policies**
   The transportation assessment evaluated the proposed project for conformance with the adopted City's transportation plans and policies for all travel modes. According to the analysis, the project does not obstruct or conflict with the City's development policies and standards for the transportation system. Therefore, no project or cumulative significant transportation impact was identified for this threshold.

2. **Threshold T-2.1: Causing Substantial Vehicle Miles Traveled**
   Using the VMT Calculator, the assessment determined that the project would generate a net increase in DVT and a net increase in daily VMT. The analysis concluded that the project would not result in a significant VMT impact as discussed below under Section D, CEQA Transportation Analysis.

3. **Threshold T-3: Substantially Increasing Hazards Due To a Geometric Design Feature or Incompatible Use**
   The project does not involve any design features that are unusual for the area or any incompatible use.

D. **CEQA Transportation Analysis**

The LADOT Transportation Assessment Guidelines (TAG) provide instructions on preparing transportation assessments for land use proposals and defines the significant impact thresholds. LADOT identified distinct thresholds for significant VMT impacts for each of the seven Area Planning Commission (APC) areas in the City. For the South Valley APC area, in which the project is located, the following threshold has been established:

- Daily Household VMT per Capita: 9.4
- Daily Work VMT per Employee: 11.6

The VMT analysis was based on the gross total project, including 2,175,000 sf of total permitted floor area for sound stages, production support, production office, and creative office uses, and 25,000 sf of total permitted floor area for retail on the project site. For conservative purposes, the 25,000 sf of retail space in its entirety was considered as high-turnover restaurant use in the VMT calculator. Although the project would voluntarily implement a comprehensive TDM Program, the VMT analysis conservatively considered only those TDM measures required by City ordinance and code. The analysis incorporated two of these measures, which are bicycle parking per the LAMC and promotions and marketing of site-specific transportation options, and the effects of travel choices. The project would generate an average Work VMT per Employee of 6.2

which falls below the established threshold for the South Valley APC area. The project does not have a residential component and, therefore, the household VMT per capita does not apply. The VMT analysis results are shown in **Attachment C**. It was concluded that the implementation of the project would not result in a significant VMT impact. The additional TDM measures not accounted for in this analysis would further reduce total VMT and VMT per Employee.

Land Use Exchange Scenarios

The proposed Specific Plan would allow for limited exchanges between certain permitted studio land uses and associated floor areas, would account for the special needs of the project site, and allow for adapting to and addressing potential future changes in technology and space requirements inherent to the rapid pace of entertainment technology's advancement. Accordingly, the Specific Plan would allow for the limited increase in sound stages, and production support uses for an equivalent decrease in the floor area of other permitted uses, provided that the maximum permitted floor area of 2,200,000 sf is not exceeded. Specifically, sound stage floor area may be increased by up to 125,000 sf (from 450,000 sf to up to 575,000 sf) in exchange for equivalent decreases in the floor area of other uses, and production support floor area may be increased by up to 275,000 sf (from 300,000 sf to up to 575,000 sf) in exchange for equivalent decreases in the floor area of other uses. The Maximum Land Use Exchange Scenarios and supplemental VMT analysis can be seen in **Attachment D** and **Attachment E,** respectively.

E. **Pedestrian, Bicycle, and Transit Access Assessment**

The project's potential effect on surrounding pedestrian, bicycle, and transit facilities was assessed and would result in an increase in activity. Given the project site's location near local bus stops and its proximity to active commercial centers, it is ideally located to encourage non-automobile trips to and from those destinations and reach additional public transit routes. The project would also expand employment opportunities in close proximity to housing and transit options to further reduce the reliance on single occupancy vehicle travel. Additionally, the project would improve the adjacent pedestrian facilities and promote a more comfortable and safer environment for all users through a new bridge connection, a protected bikeway along Radford Avenue, wider setback areas, and new landscaping along the project frontages. The project's on-site Mobility Hub(s) would also provide first-mile/last-mile connections for employees and visitors through bike-share facilities, shuttle connections, etc. The amount of additional pedestrian, bicycle, and transit activity generated by the project would not strain the capacity of facilities and operations dedicated to those modes.

F. **Access and Circulation**

The access and circulation analysis included a study of selected intersections using the Highway Capacity Manual (HCM) methodology which calculates the amount of delay per vehicle based upon the intersection traffic volumes, lane configurations, and signal timing.

Traffic Conditions

Intersection turning movement counts at the study intersections were collected in March 2023 and November 2023 during the morning (7:00 AM to 10:00 AM) and afternoon (3:00 PM to 6:00 PM) peak periods to develop the Existing Conditions Year 2023. The project may be constructed over a 39-month period beginning in Year 2025 and ending by Year 2028. Under the project's Development Agreement, the project buildout could extend through Year 2045. Thus, for the purposes of the transportation

analysis, it is anticipated that by Year 2045, the study area would be affected by transportation infrastructure improvements and other development projects completed in the interim.

The Future without Project traffic volumes include ambient growth, which reflects increases in traffic due to regional growth and development outside the study area, as well as traffic generated by ongoing or entitled projects near or within the study area. An ambient growth factor of 1% per year compounded annually was applied to be conservative by adjusting the existing traffic volumes to reflect the effects of the regional growth and development. A total growth of 5.1% was applied to account for the five-year period corresponding to buildout in Year 2028. An ambient growth factor of 0.5% per year compounded annually was applied to the adjusted traffic volumes between Year 2028 to Year 2045 to simulate regional traffic growth corresponding to the project's buildout under the Development Agreement. As such, a total growth of 14.95% was applied to account for the additional 17-year period. These growth factors account for increases in traffic due to potential projects plus projects not yet proposed and projects located outside of the study area.

Related Projects were considered and conservatively assumed to be completed by completion of the project in Year 2028. The related project volumes were added to the existing traffic volumes after accounting for ambient growth through the project buildout Year 2028 and Development Agreement Year 2045. These volumes represent the Future without Project Conditions for Year 2028 and Year 2045 at the study intersections.

The project-only morning and afternoon peak hour traffic volumes without and with completion of the Radford Mobility Connector were added to both the Future without Project Conditions (Year 2028) and Future without Project Conditions (Year 2045) morning and afternoon peak hour traffic volumes. The resulting volumes represent the Future with Project Conditions (Year 2028) and Future with Project Conditions (Year 2045) without and with the Radford Mobility Connector respectively. All future adjustments including cumulative traffic growth (i.e., ambient growth and Related Project traffic) and programmed transportation improvements are incorporated into the Future with Project Conditions (Year 2028) and Future with Project Conditions (Year 2045).

Under the HCM methodology, level of service (LOS) at signalized and unsignalized intersections is defined based on the delay experienced per vehicle as seen in **Attachment F**. LADOT has reviewed this analysis and determined that it adequately disclosed operation concerns.

Intersection Queuing Analysis

Project vehicles were evaluated to determine whether the project site access would contribute to unacceptable queueing on an Avenue or Boulevard at project driveways or would cause or substantially extend queuing at nearby signalized intersections. The queue lengths were estimated using Synchro software, which reports the 95th percentile queue length, in vehicles, for each approach lane. The reported queues are calculated using the HCM signalized intersection methodology. The results of the queuing analysis are shown in **Attachment G**. LADOT has reviewed this analysis and determined that it adequately disclosed queueing concerns.

Driveway Operational Analysis

An analysis of anticipated operating conditions based on the Future with Project Conditions (Year 2028) and Future with Project Conditions (Year 2045) was conducted for the project's five vehicular

driveways. The analysis determined that the anticipated queues entering the project driveways would not extend into the public right of way and would not substantially affect through traffic along adjacent corridors. All security gates would be located to provide adequate queueing areas that would meet City requirements and project demand and would minimize the potential for vehicle queueing into the public streets. The results of the driveway operational analysis under Future with Project Conditions (Year 2028) and Future with Project Conditions (Year 2045) are shown in **Attachment H**.

Signal Warrant Analysis

Signal warrant analyses were conducted at the intersection of Radford Avenue & Moorpark Street proposed for signalization to determine whether the anticipated traffic volumes are sufficient to technically justify the installation of traffic signals. The analysis used Future with Project Conditions with the Radford Mobility Connector traffic volume forecasts for Year 2028 and 2045. The analyzed intersection meets the warrant thresholds for signalization under both Year 2028 and 2045. Furthermore, signalization is recommended in order to provide safe pedestrian and bicycle crossings and safe operations for vehicles accessing the project site via the Radford Mobility Connector. No through vehicle access would be allowed north or south on Radford Avenue from the Radford Mobility Connector.

Residential Street Cut-Through Analysis

The objective of the residential street cut-through analysis is to determine potential increases in average daily traffic volumes on designated Local Streets, as classified in the City's General Plan, that can be identified as cut-through trips generated by the project. Based on the analysis indicated in the traffic study, the residential streets in the following four neighborhoods to the north (North Neighborhood), east (East Neighborhood), south (South Neighborhood), and west (West Neighborhood) of the project site were examined for the availability of parallel local streets that could be used as cut-through route to avoid arterial congestion as shown in **Attachment I**.

- North Neighborhood: The neighborhood to the north of the project site is generally bounded by US 101 to the north, Colfax Avenue to the east, Moorpark Street to the south, and Laurel Canyon Boulevard to the west.
- East Neighborhood: The neighborhood to the east of the project site is generally bounded by Moorpark Street to the north, Tujunga Avenue to the east, the Los Angeles River to the south, and Colfax Avenue to the west.
- South Neighborhood: The neighborhood to the south of the project site is generally bounded by Ventura Boulevard to the north, Carpenter Avenue to the east, Sunshine Terrace to the south, and Whitsett Avenue to the west.
- West Neighborhood: The neighborhood to the west of the project site is generally bounded by Moorpark Street to the north, Radford Avenue to the east, Ventura Boulevard to the south, and Laurel Canyon Boulevard to the west.

Neighborhood Traffic Management Plan (NTMP)

LADOT has developed an iterative process, through which neighborhoods most directly affected by a project's potential cut-through traffic effects are included in the process to develop, evaluate, and implement traffic calming options preferred as part of a NTMP to minimize these types of issues. This NTMP process includes the collection of new traffic data after the approval of a project to assess the actual effects of project trips and multiple community workshops with potentially affected residents

and LADOT, during which a mutually acceptable NTMP would be formed. A toolbox of typical neighborhood measures is provided in **Attachment J**.

The project applicant has voluntarily begun the NTMP process in the four neighborhoods identified above. Individual, small group, and neighborhood-wide meetings and public workshops with each of the neighborhoods have been underway since October 2023. While the general concerns and issue areas are similar in the four neighborhoods, representatives from each neighborhood have identified specific topics that relate to their particular geographic area. Because the issues and concerns in each neighborhood are different, the detailed NTMP plans for each neighborhood would utilize different measures and strategies to minimize the identified issues and concerns. For this reason, it is important that the detailed NTMP plans be prepared by each individual neighborhood in consultation with LADOT.

The project applicant would continue the NTMP process in each of the four study neighborhoods by funding and coordinating the implementation of the NTMP studies already begun as part of the project planning efforts. As a component of the project's NTMP contribution, the applicant would contribute a total of up to $500,000 to assist with the funding of an NTMP study in the neighborhoods and the implementation of the measures approved by LADOT and supported by stakeholders.

PROJECT REQUIREMENTS

A. **TDM Program**

The project would implement a series of TDM measures for the project site as a whole and would be available to both existing and new employees on-site. The TDM strategies proposed under the TDM program are as follows:

- Educational Programs/On-Site Coordinator: The coordinator would provide information on public transit and any related incentives, flexible work schedules and telecommuting programs, pedestrian and bicycle amenities provided, ride-share/carpool/vanpool programs, and parking incentives.

- Transportation Information Center/Kiosks via Mobility Hub(s): The project would install a transportation information center at the Mobility Hub(s). The transportation information center would provide employees and visitors with information regarding transit, commute programs, and planning travel without using an automobile.

- Bicycle Parking and Amenities: In order to facilitate bicycle use, the project would provide short-term and long-term bicycle parking spaces in accordance with the LAMC, as well as showers, lockers, and bicycle service areas and repair stands within the Project Site. The project would incorporate features for bicyclists, such as exclusive access points and secured bicycle parking facilities. The project applicant would also contribute toward the implementation of bicycle improvements within the study area under the Mobility Plan.

- Pedestrian Amenities: The project would incorporate features for pedestrians, such as pedestrian-only access points and upgraded pedestrian facilities and bus stops. Additionally,

the Project Site would be designed to be a friendly and convenient environment for pedestrians. The Project would provide more pedestrian-friendly sidewalks and areas along Radford Avenue, Colfax Avenue, and Moorpark Street, and maintain internal walkways throughout the Project Site. The project applicant would also contribute toward pedestrian facilities improvements as part of Vision Zero.

- Ride-Share Matching and Carpool/Vanpool Program: The on-site TDM coordinator would provide ride share matching services to match interested employees with similar commutes into carpools and vanpools. Carpools/vanpools provide the potential for employees to come to work relaxed and/or work during the commute and reduce the number of single-occupant vehicles and, therefore, reduce automobile trips and VMT.

- Neighborhood Enhancements: The project would enhance the transportation mobility around the perimeter of the project site to encourage alternative transportation modes within the development and connections to the development from off-site locations. The project would also enhance existing crosswalks at the signalized intersections in the Project area to current LADOT standards. As part of the Radford Mobility Connector, the project would provide pedestrian and bicycle access from Moorpark Street to Ventura Boulevard via Radford Avenue, while prohibiting through access north and south along Radford Avenue for vehicles. Access to the Los Angeles River and Tujunga Wash would also be enhanced.

- First-Mile/Last-Mile Options: There has been a proliferation of new options for personal transportation in recent years that help to address first-mile/last-mile connectivity issues with public transit including motorized scooters, skateboards, and bicycles as well as human-powered bicycles. The project applicant is committed to forward-thinking mobility solutions in the design and implementation of the project and intends to provide support for such services at the Mobility Hub(s).

- Carpool/Vanpool Parking and Loading via Mobility Hub: The Mobility Hub(s) would provide safe and convenient passenger loading areas for employee carpools/vanpools along with access to the project site's internal roadway network to get to the parking structures. Additional passenger loading areas are also proposed within the project site at the Mobility Hub(s).

- Guaranteed Ride Home Program: A Guaranteed Ride Home program assures transportation service to individuals who commute without their personal automobiles. In the event of personal or family emergencies, the individual would be reimbursed for a taxi ride, ride-share ride, or short-term car rental. This program would cover all employees participating in the carpool/vanpool program or using transit to and from the project site.

B. **Off-Site Transportation Improvements**

The project would implement a series of off-site transportation improvements that were identified in consultation with LADOT. These improvements fall into the categories of pedestrian and bicycle safety, traffic signal operations and vehicular mobility, neighborhood transportation conditions, and transit stop amenities as shown in **Attachment K**.

Pedestrian and Bicycle Improvements

The project would install a Class IV protected bicycle lane along Radford Avenue between Radford Mobility Connector and Hoffman Street, as programmed in the Los Angeles River Revitalization Master Plan. In addition, the project would contribute toward the implementation of bicycle and pedestrian connections to the Tujunga Wash as part of the Radford Mobility Connector or an equivalent bicycle/pedestrian connection at a similar location. The project would contribute up to $3 million toward these improvements.

Transportation Systems Management (TSM) Improvements

The project would contribute toward the installation of TSM improvements at locations identified by LADOT to provide system-wide benefits and to better accommodate traffic operations throughout the project area. These features could include signal upgrades, new controllers and cabinets, closed circuit television cameras and necessary infrastructure, installation of vehicle detection loops, flashing yellow arrows, leading pedestrian intervals, and/or left-turn signal phasing at several key intersections along Laurel Canyon Boulevard, Colfax Avenue, Moorpark Street, and Ventura Boulevard. The TSM improvements would provide LADOT with the ability to better monitor traffic operations and respond instantly to incidents that delay vehicles and transit service. The project would contribute up to $1.55 million toward the implementation of TSM improvements.

NTMP

As noted in Section F, four neighborhoods were identified as potential alternative routes that could be used as a cut-through route to avoid arterial congestion. The project applicant would allocate funds for a NTMP to assist with the funding of an NTMP study in each neighborhood and the implementation of the measures approved by LADOT and supported by stakeholders. In total, the project would contribute a total of up to $500,000 (e.g. $125,000 to each neighborhood).

Vision Zero

Vision Zero is a traffic safety policy that promotes strategies to eliminate transportation-related collisions that result in severe injury or death. As part of the Vision Zero improvements, upgraded ADA ramps would be provided at key locations in the Project Site vicinity (all corner ramps at Radford Avenue & Ventura Boulevard, northwest and southwest corners at 4024 Radford Avenue, and southwest corner at 4141 Radford Avenue) and a pedestrian hybrid beacon (a type of traffic signal control for pedestrian crosswalks) at the intersection of Laurel Canyon Boulevard & Valleyheart Drive. The project would contribute up to $550,000 toward these Vision Zero improvements.

Transit Stop Improvements

The project would contribute to the implementation of transit stop improvements to promote non-auto travel. Upgrading and enhancing the transit stop infrastructure around the project site and throughout the study area effectively facilitates the use of alternative modes and reduces the reliance on single occupancy vehicle travel. The transit stop improvements may include the installation of bus stop shelters, benches, signage, etc. The project would contribute up to $200,000 toward transit stop improvements.

C. **Non-CEQA-Related Requirements and Considerations**

To comply with transportation and mobility goals and provisions of adopted City plans and ordinances, the applicant should be required to implement the following:

1. **Construction Impacts**
   LADOT recommends that a construction worksite traffic control plan be submitted to LADOT's Citywide Temporary Traffic Control Section for review and approval prior to the start of any construction work. Refer to https://ladot.lacity.org/businesses/temporary-traffic-control-plans to determine which section to coordinate review of the worksite traffic control plan. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. LADOT also recommends that construction related traffic be restricted to off-peak hours to the extent possible.

2. **Highway Dedication and Street Widening Requirements**
   The project would be consistent with the intent of the Mobility Plan and would maintain roadways with street standards in accordance with standards and criteria contained in the Mobility Plan standards. The project applicant is requesting a waiver of dedication, but would provide a three-foot public sidewalk easement to widen the existing sidewalk along Radford Avenue.

   The applicant should check with Bureau of Engineering's Land Development Group to determine if there are any applicable highway dedication, street widening, and/or sidewalk requirements for this project.

3. **Parking Requirements**
   There are currently approximately 3,095 parking spaces located in multiple above-grade parking structures and surface parking lots throughout the project site. With the project, a total of approximately 6,050 parking spaces would be provided, including approximately 2,170 existing parking spaces to remain, within a combination of above-grade parking structures, subterranean structures, and/or surface parking lots. The project would also provide bicycle parking spaces including short-term and long-term spaces in accordance with the LAMC. The on-site parking facilities would serve the parking needs for project employees, staff, visitors, audiences, etc.

   The applicant should check with the Department of Building and Safety on the number of Code-required parking spaces needed for the project.

4. **Driveway Access and Circulation**
   Vehicular access to the project site would continue to be provided along Radford Avenue via the existing ingress/egress driveways at the southwestern portion of the South Lot, the Radford Gate, and the northwestern portion of the South Lot, which provides direct access to the existing Sater parking structure. Vehicular access from Colfax Avenue via the existing ingress/egress driveway, the Colfax Gate, would be located in the southeastern portion of the South Lot. Additional vehicular access from Ventura Boulevard, via Carpenter Avenue, would be provided via a former ingress/egress driveway at the Carpenter Gate that would be restored as part of the project. The project is also proposing a new multi-modal bridge, the Radford Mobility Connector, which would extend Radford Avenue north across the Tujunga Wash to Moorpark Street (no through access for vehicles would be permitted

north or south along Radford Avenue). Removable bollards, fire access gates, planters, and/or other traffic calming measures would be installed to prevent cut-through vehicular traffic by prohibiting vehicular access from Moorpark Street south to Ventura Boulevard. The Radford Mobility Connector would provide a pedestrian and bicycle connection to the Tujunga Wash and include new studio-related vehicle access, as well as ramps and/or stairs to provide direct access to the Los Angeles River trail system.

Two additional existing ingress/egress driveways located in the northwestern and southwestern portion of the North Lot along Radford Avenue would be for limited access only, consistent with existing conditions. Two loading/service access areas would also be located along the southern boundary of the project site accessed from the adjacent public alley.

A copy of the project site plan is shown in **Attachment L**. The review of this study does not constitute approval of the existing driveway dimensions, access, and circulation scheme with regard to this project. Those elements require separate review and approval and should be coordinated with LADOT's Valley Planning Coordination Section (6262 Van Nuys Boulevard, Rm 320, @ 818-374-4699). To minimize and prevent last-minute design changes, the applicant should contact LADOT before the commencement of building or parking layout design efforts, for driveway width and internal circulation requirements. Additionally, the applicant should check with City Planning regarding the project's vehicular access and design.

5. **Transportation Demand Management Ordinance**

The TDM Ordinance establishes trip reduction requirements for non-residential projects in excess of 25,000 sf. The project will comply with the requirements of the TDM Ordinance through the project's design and TDM program. Transportation information and carpool/vanpool loading areas would be provided at the on-site Mobility Hub(s). Designated carpool/vanpool parking would be provided within the project site. The project's internal circulation system would provide pathways for pedestrians and bicycles to the public street and sidewalks, and the project would provide pedestrian enhancements around the project site within the proposed setbacks. The project would coordinate with the appropriate agencies regarding any improvements to local transit services in the area, such a upgraded benches, shelters, lighting, signage, etc.

The TDM Ordinance (LAMC 12.26 J) is currently being updated. The updated ordinance, which is currently progressing through the City's approval process, will:

- Expand the reach and application of TDM strategies to more land uses and neighborhoods.
- Rely on a broader range of strategies that be updated to keep pace with technology and
- Provide flexibility for developments and communities to choose strategies that work best for their neighborhood context.

Although not yet adopted, LADOT recommends that the applicant be subject to the terms of the proposed TDM Ordinance upon its approval. The updated ordinance is expected to be completed prior to the anticipated start of construction of this project.

6. **Development Review Fees**
   Section 19.15 of the LAMC identifies specific fees for traffic study review, condition clearance, and permit issuance. The applicant shall comply with any applicable fees per this ordinance.

If you have any questions, please contact Sheila Ahoraian of my staff at (818) 374-4690.

Attachments

J:\Projects\SFV\56834 – 4200 N Radford Ave_Radford Studios

cc: Armida Reyes, Council District 4
Steve Rostam, LADOT East Valley District
Ali Nahass, BOE Valley District
Quyen Phan, BOE Land Development Group
Emily Wong, Gibson Transportation Consulting, Inc.

Attachment A
Proposed Project Development Summary

TABLE 1
PROPOSED PROJECT DEVELOPMENT SUMMARY [a]

Land Use	Existing	Demolition	Existing to Remain	Proposed New Construction	Total Permitted [b]	Net New [c]
Sound Stages	359,730 sf	136,310 sf	223,420 sf	226,580 sf	450,000 sf	90,270 sf
Production Support	255,510 sf	170,370 sf	85,140 sf	214,860 sf	300,000 sf	44,490 sf
Production Office [d]	450,060 sf	297,110 sf	152,950 sf	572,050 sf	725,000 sf	274,940 sf
Creative Office	113,810 sf	42,330 sf	71,480 sf	628,520 sf	700,000 sf	586,190 sf
Retail [e]	-	-	-	25,000 sf	25,000 sf	25,000 sf
Total Development	1,179,110 sf	646,120 sf	532,990 sf	1,667,010 sf	2,200,000 sf	1,020,890 sf

Notes:
All land use sizes shown in square feet (sf) measured as described in the Radford Studio Center Specific Plan.

[a] Per the proposed Radford Studio Center Specific Plan, floor area shall be defined in accordance with LAMC Section 12.03, with the following exceptions: areas related to the Mobility Hubs; basecamp; outdoor eating areas (covered or uncovered); trellis and shade structures; covered walkways and storage areas; and all temporary uses (e.g., sets/façades). The approximately 2,200,000 sf of total floor area within the Project Site per the Specific Plan definition is equivalent to approximately 2,345,000 sf based on the LAMC definition.

[b] Total permitted includes existing uses to remain. The Specific Plan would allow for the exchange of certain permitted studio land uses and associated floor areas in order to respond to the future needs and demands of the entertainment industry. Specifically, floor area from any permitted land use category may be exchanged for additional sound stage and production support uses as long as the limitations of the Specific Plan are met. However, the total permitted floor area on-site would not exceed 2,200,000 sf. In addition, the total floor area of production office, creative office, and retail uses permitted under the Specific Plan would not exceed 725,000 sf, 700,000 sf, and 25,000 sf, respectively.

[c] Net new = Proposed New Construction – Demolition.

[d] Includes an approximately 13,500 sf Mill building that would be relocated within the Project Site.

[e] Could include up to 25,000 sf of ancillary restaurant uses.

Attachment B
Freeway Off-ramp Queuing Safety Analysis (Year 2028 & 2045)

TABLE 12
FREEWAY OFF-RAMP QUEUING SAFETY ANALYSIS (YEAR 2028)

Off-ramp	Ramp Storage Length Capacity (ft) [a]	Peak Hour	95th Percentile Queue (ft)		Exceeds Ramp Storage [b]	Project Adds 50 Feet [c]	Requires Speed Analysis [d]
			Future without Project Conditions (Year 2028)	Future with Project Conditions (Year 2028)			
US 101 Northbound Off-ramp to Laurel Canyon Boulevard	935	A.M.	253	288	NO	NO	NO
US 101 Southbound Off-ramp to Laurel Canyon Boulevard	1,265	A.M.	218	270	NO	**YES**	NO
		P.M.	310	333	NO	NO	NO
SR 170 Southbound Off-ramp to Riverside Drive	815	A.M.	270	355	NO	**YES**	NO
SR 134 Westbound Off-ramp to Lankershim Boulevard	830	A.M.	298	290	NO	NO	NO

Notes:
Ramp storage length and 95th percentile queue reported in feet.
[a] Storage length capacity is the distance from the freeway mainline gore point to the terminus of the off-ramp, expressed in feet.
[b] Based on Future with Project Conditions (Year 2028) queue.
[c] The difference in queue length between Future with Project and without Project Conditions.
[d] Speed differential analysis is required if the ramp storage length is exceeded and the Project adds 50 or more feet to the queue length.

TABLE 13
FREEWAY OFF-RAMP QUEUING SAFETY ANALYSIS (YEAR 2045)

Off-ramp	Ramp Storage Length Capacity (ft) [a]	Peak Hour	95th Percentile Queue (ft)		Exceeds Ramp Storage [b]	Project Adds 50 Feet [c]	Requires Speed Analysis [d]
			Future without Project Conditions (Year 2045)	Future with Project Conditions (Year 2045)			
US 101 Northbound Off-ramp to Laurel Canyon Boulevard	935	A.M.	278	310	NO	NO	NO
US 101 Southbound Off-ramp to Laurel Canyon Boulevard	1,265	A.M.	235	290	NO	**YES**	NO
		P.M.	343	363	NO	NO	NO
SR 170 Southbound Off-ramp to Riverside Drive	815	A.M.	328	510	NO	**YES**	NO
SR 134 Westbound Off-ramp to Lankershim Boulevard	830	A.M.	303	320	NO	NO	NO

Notes:
Ramp storage length and 95th percentile queue reported in feet.
[a] Storage length capacity is the distance from the freeway mainline gore point to the terminus of the off-ramp, expressed in feet.
[b] Based on Future with Project Conditions (Year 2045) queue.
[c] The difference in queue length between Future with Project and without Project Conditions.
[d] Speed differential analysis is required if the ramp storage length is exceeded and the Project adds 50 or more feet to the queue length.

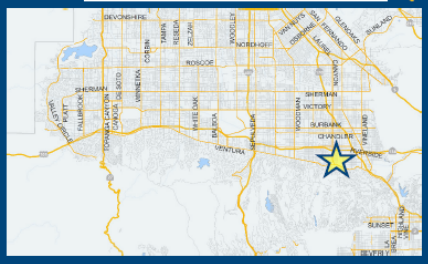
Attachment C
City of LA VMT Calculator Results

CITY OF LOS ANGELES VMT CALCULATOR Version 1.4

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

Project Information

Project: Radford Studio Center Project
Scenario: Project - Custom Studio & Office Land Use
Address: 4200 N RADFORD AVE, 91604



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

● Yes ○ No

Existing Land Use

Land Use Type	Value	Unit
Office | General Office	285	ksf
(custom) Studio, Production & Office | Daily	8622	Trips
(custom) Studio, Production & Office | HBW-At	52	Percent
(custom) Studio, Production & Office | HBO-At	24	Percent
(custom) Studio, Production & Office | NHB-Att	12	Percent
(custom) Studio, Production & Office | HBW-Pr	0	Percent
(custom) Studio, Production & Office | HBO-Pr	0	Percent
(custom) Studio, Production & Office | NHB-Pr	12	Percent
(custom) Studio, Production & Office | Daily	0	Residents
(custom) Studio, Production & Office | Daily	4781	Employees
(custom) Studio, Production & Office | Daily	Non-Retai	Retail/Non-R

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

Proposed Project Land Use

Land Use Type	Value	Unit
Office | General Office	0.001	ksf
Retail | High-Turnover Sit-Down Restaurant	25	ksf
Office | General Office	0.001	ksf
(custom) Studio, Production & Office | Daily	16981	Trips
(custom) Studio, Production & Office | HBW-At	52	Percent
(custom) Studio, Production & Office | HBO-At	24	Percent
(custom) Studio, Production & Office | NHB-Att	12	Percent
(custom) Studio, Production & Office | HBW-Pr	0	Percent
(custom) Studio, Production & Office | HBO-Pr	0	Percent
(custom) Studio, Production & Office | NHB-Pr	12	Percent
(custom) Studio, Production & Office | Daily	0	Residents
(custom) Studio, Production & Office | Daily	8820	Employees
(custom) Studio, Production & Office | Daily	Non-Retai	Retail/Non-R

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

Project Screening Summary

Existing Land Use	Proposed Project
7,783 Daily Vehicle Trips	17,228 Daily Vehicle Trips
52,567 Daily VMT	115,300 Daily VMT

Tier 1 Screening Criteria

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

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	9,445 Net Daily Trips
The net increase in daily VMT ≤ 0	62,733 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	25,000 ksf

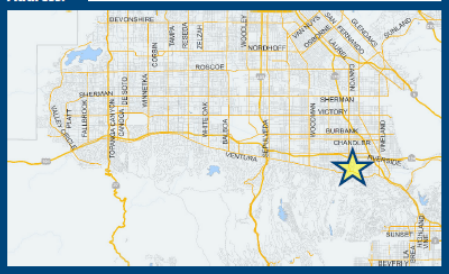
The proposed project is required to perform VMT analysis.

Measuring the Miles

CITY OF LOS ANGELES VMT CALCULATOR Version 1.4

Project Information

Project: Radford Studio Center Project
Scenario: Project - Custom Studio & Office Land Use
Address: 4200 N RADFORD AVE, 91604



Proposed Project Land Use Type	Value	Unit
Retail | High-Turnover Sit-Down Restaurant	25	ksf
Office | General Office	0.001	ksf
(custom) Studio, Production & Office | Daily	16981	Trips
(custom) Studio, Production & Office | HBW-At	52	Percent
(custom) Studio, Production & Office | HBO-At	24	Percent
(custom) Studio, Production & Office | NHB-Att	12	Percent
(custom) Studio, Production & Office | HBW-Pr	0	Percent
(custom) Studio, Production & Office | HBO-Pr	0	Percent
(custom) Studio, Production & Office | NHB-Pr	12	Percent
(custom) Studio, Production & Office | Daily	0	Residents
(custom) Studio, Production & Office | Daily	8820	Employees
(custom) Studio, Production & Office | Daily	Non-Retai	Retail/Non-Reta

TDM Strategies

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

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

A Parking

Reduce Parking Supply	100	city code parking provision for the project site
☐ Proposed Prj ☐ Mitigation	74	actual parking provision for the project site
Unbundle Parking	175	monthly parking cost (dollar) for the project site
☐ Proposed Prj ☐ Mitigation		
Parking Cash-Out	50	percent of employees eligible
☐ Proposed Prj ☐ Mitigation		
Price Workplace Parking	6.00	daily parking charge (dollar)
☐ Proposed Prj ☐ Mitigation	50	percent of employees subject to priced parking
Residential Area Parking Permits	200	cost (dollar) of annual permit
☐ Proposed Prj ☐ Mitigation		

B Transit

C Education & Encouragement

D Commute Trip Reductions

E Shared Mobility

F Bicycle Infrastructure

G Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
16,435 Daily Vehicle Trips	16,435 Daily Vehicle Trips
109,996 Daily VMT	109,996 Daily VMT
0.0 Household VMT per Capita	0.0 Household VMT per Capita
6.2 Work VMT per Employee	6.2 Work VMT per Employee

Significant VMT Impact?

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

Measuring the Miles

Attachment D
Maximum Land Use Exchange Scenarios

TABLE D-1
ANALYSIS SCENARIO SUMMARY

Land Use	Existing Uses	Conceptual Development Program	Maximum Land Use Exchange Scenario 1	Maximum Land Use Exchange Scenario 2	Maximum Land Use Exchange Scenario 3	Maximum Land Use Exchange Scenario 4
Sound Stages	359,730 sf	450,000 sf	575,000 sf	175,000 sf	575,000 sf	450,000 sf
Production Support	255,510 sf	300,000 sf	175,000 sf	575,000 sf	300,000 sf	575,000 sf
Production Office	450,060 sf	725,000 sf	725,000 sf	725,000 sf	600,000 sf	450,000 sf
Creative Office	113,810 sf	700,000 sf	700,000 sf	700,000 sf	700,000 sf	700,000 sf
Retail	-	25,000 sf	25,000 sf	25,000 sf	25,000 sf	25,000 sf
Total Development	1,179,110 sf	2,200,000 sf	2,200,000 sf	2,200,000 sf	2,200,000 sf	2,200,000 sf

Notes
All land use sizes shown in square feet (sf) measured as described in the Radford Studios Center Specific Plan.
[a] Permitted development for individual land uses varies from these values as described in Chapter 1. Overall site-wide permitted development is 2,200,000 sf.

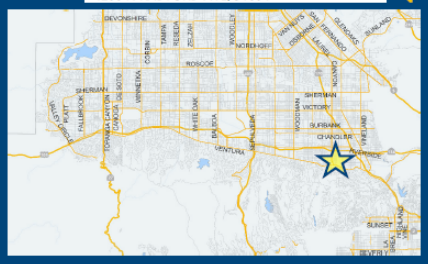
Attachment E
City of LA VMT Calculator Results – Scenario 1

CITY OF LOS ANGELES VMT CALCULATOR Version 1.4

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

Project Information

Project: Radford Studio Center Project
Scenario: Max LU Exchange Secnario 1
Address: 4200 N RADFORD AVE, 91604



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

● Yes ○ No

Existing Land Use

Land Use Type	Value	Unit
Office | General Office	285	ksf
(custom) Studio, Production & Office | Daily	8622	Trips
(custom) Studio, Production & Office | HBW-At	52	Percent
(custom) Studio, Production & Office | HBO-At	24	Percent
(custom) Studio, Production & Office | NHB-Att	12	Percent
(custom) Studio, Production & Office | HBW-Pr	0	Percent
(custom) Studio, Production & Office | HBO-Pr	0	Percent
(custom) Studio, Production & Office | NHB-Pr	12	Percent
(custom) Studio, Production & Office | Daily	0	Residents
(custom) Studio, Production & Office | Daily	4781	Employees
(custom) Studio, Production & Office | Daily	Non-Retai	Retail/Non-R

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

Proposed Project Land Use

Land Use Type	Value	Unit
Office | General Office		ksf
Retail | High-Turnover Sit-Down Restaurant	25	ksf
Office | General Office	0.001	ksf
(custom) Studio, Production & Office | Daily	17202	Trips
(custom) Studio, Production & Office | HBW-At	52	Percent
(custom) Studio, Production & Office | HBO-At	24	Percent
(custom) Studio, Production & Office | NHB-Att	12	Percent
(custom) Studio, Production & Office | HBW-Pr	0	Percent
(custom) Studio, Production & Office | HBO-Pr	0	Percent
(custom) Studio, Production & Office | NHB-Pr	12	Percent
(custom) Studio, Production & Office | Daily	0	Residents
(custom) Studio, Production & Office | Daily	9270	Employees
(custom) Studio, Production & Office | Daily	Non-Retai	Retail/Non-R

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

Project Screening Summary

Existing Land Use	Proposed Project
7,783 Daily Vehicle Trips	17,425 Daily Vehicle Trips
52,567 Daily VMT	116,632 Daily VMT

Tier 1 Screening Criteria

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

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	9,642 Net Daily Trips
The net increase in daily VMT ≤ 0	64,065 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	25.000 ksf

The proposed project is required to perform VMT analysis.

Measuring the Miles

CITY OF LOS ANGELES VMT CALCULATOR Version 1.4

Project Information

Project: Radford Studio Center Project
Scenario: Max LU Exchange Secnario 1
Address: 4200 N RADFORD AVE, 91604

Proposed Project Land Use Type	Value	Unit
Retail | High-Turnover Sit-Down Restaurant	25	ksf
Office | General Office	0.001	ksf
(custom) Studio, Production & Office | Daily	17202	Trips
(custom) Studio, Production & Office | HBW-At	52	Percent
(custom) Studio, Production & Office | HBO-At	24	Percent
(custom) Studio, Production & Office | NHB-Att	12	Percent
(custom) Studio, Production & Office | HBW-Pr	0	Percent
(custom) Studio, Production & Office | HBO-Pr	0	Percent
(custom) Studio, Production & Office | NHB-Pr	12	Percent
(custom) Studio, Production & Office | Daily	0	Residents
(custom) Studio, Production & Office | Daily	9270	Employees
(custom) Studio, Production & Office | Daily	Non-Retai	Retail/Non-Reta

TDM Strategies

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

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

- A Parking
- B Transit
- C Education & Encouragement
  - Voluntary Travel Behavior Change Program: 100 percent of employees and residents participating — ☐ Proposed Prj ☐ Mitigation
  - Promotions & Marketing: 100 percent of employees and residents participating — ☑ Proposed Prj ☐ Mitigation
- D Commute Trip Reductions
- E Shared Mobility
- F Bicycle Infrastructure
- G Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
16,623 Daily Vehicle Trips	16,623 Daily Vehicle Trips
111,266 Daily VMT	111,266 Daily VMT
0.0 Household VMT per Capita	0.0 Household VMT per Capita
6.0 Work VMT per Employee	6.0 Work VMT per Employee

Significant VMT Impact?

Proposed Project	With Mitigation
Household: No (Threshold = 9.4, 15% Below APC)	Household: No (Threshold = 9.4, 15% Below APC)
Work: No (Threshold = 11.6, 15% Below APC)	Work: No (Threshold = 11.6, 15% Below APC)

Measuring the Miles

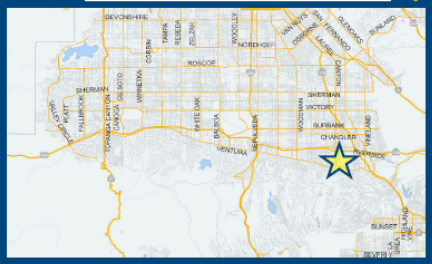
Attachment E (cont'd)
City of LA VMT Calculator Results – Scenario 2

CITY OF LOS ANGELES VMT CALCULATOR Version 1.4

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

Project Information

Project: Radford Studio Center Project
Scenario: Max LU Exchange Scenario 2
Address: 4200 N RADFORD AVE, 91604



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

● Yes ○ No

Existing Land Use

Land Use Type	Value	Unit
Office | General Office	285	ksf
(custom) Studio, Production & Office | Daily	8622	Trips
(custom) Studio, Production & Office | HBW-At	52	Percent
(custom) Studio, Production & Office | HBO-At	24	Percent
(custom) Studio, Production & Office | NHB-Att	12	Percent
(custom) Studio, Production & Office | HBW-Pr	0	Percent
(custom) Studio, Production & Office | HBO-Pr	0	Percent
(custom) Studio, Production & Office | NHB-Pr	12	Percent
(custom) Studio, Production & Office | Daily	0	Residents
(custom) Studio, Production & Office | Daily	4781	Employees
(custom) Studio, Production & Office | Daily	Non-Retai	Retail/Non-R

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

Proposed Project Land Use

Land Use Type	Value	Unit
Office | General Office		ksf
Retail | High-Turnover Sit-Down Restaurant	25	ksf
Office | General Office	0.001	ksf
(custom) Studio, Production & Office | Daily	16494	Trips
(custom) Studio, Production & Office | HBW-At	52	Percent
(custom) Studio, Production & Office | HBO-At	24	Percent
(custom) Studio, Production & Office | NHB-Att	12	Percent
(custom) Studio, Production & Office | HBW-Pr	0	Percent
(custom) Studio, Production & Office | HBO-Pr	0	Percent
(custom) Studio, Production & Office | NHB-Pr	12	Percent
(custom) Studio, Production & Office | Daily	0	Residents
(custom) Studio, Production & Office | Daily	7830	Employees
(custom) Studio, Production & Office | Daily	Non-Retai	Retail/Non-R

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

Project Screening Summary

Existing Land Use	Proposed Project
7,783 Daily Vehicle Trips	16,789 Daily Vehicle Trips
52,567 Daily VMT	112,336 Daily VMT

Tier 1 Screening Criteria

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

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	9,006 Net Daily Trips
The net increase in daily VMT ≤ 0	59,769 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	25.000 ksf

The proposed project is required to perform VMT analysis.

Measuring the Miles

CITY OF LOS ANGELES VMT CALCULATOR Version 1.4

Project Information

Project: Radford Studio Center Project
Scenario: Max LU Exchange Scenario 2
Address: 4200 N RADFORD AVE, 91604

Proposed Project Land Use Type	Value	Unit
Retail | High-Turnover Sit-Down Restaurant	25	ksf
Office | General Office	0.001	ksf
(custom) Studio, Production & Office | Daily	16494	Trips
(custom) Studio, Production & Office | HBW-At	52	Percent
(custom) Studio, Production & Office | HBO-At	24	Percent
(custom) Studio, Production & Office | NHB-Att	12	Percent
(custom) Studio, Production & Office | HBW-Pr	0	Percent
(custom) Studio, Production & Office | HBO-Pr	0	Percent
(custom) Studio, Production & Office | NHB-Pr	12	Percent
(custom) Studio, Production & Office | Daily	0	Residents
(custom) Studio, Production & Office | Daily	7830	Employees
(custom) Studio, Production & Office | Daily	Non-Retai	Retail/Non-Reta

TDM Strategies

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

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

- A Parking
- B Transit
- C Education & Encouragement
  - Voluntary Travel Behavior Change Program: 100 percent of employees and residents participating — ☐ Proposed Prj ☐ Mitigation
  - Promotions & Marketing: 100 percent of employees and residents participating — ☑ Proposed Prj ☐ Mitigation
- D Commute Trip Reductions
- E Shared Mobility
- F Bicycle Infrastructure
- G Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
16,017 Daily Vehicle Trips	16,017 Daily Vehicle Trips
107,168 Daily VMT	107,168 Daily VMT
0.0 Household VMT per Capita	0.0 Household VMT per Capita
6.8 Work VMT per Employee	6.8 Work VMT per Employee

Significant VMT Impact?

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

Measuring the Miles

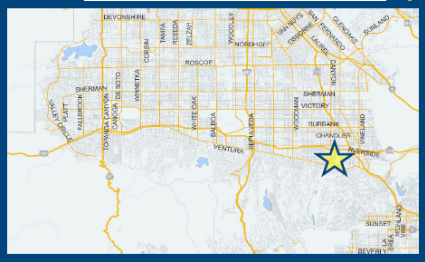
Attachment E (cont'd)
City of LA VMT Calculator Results – Scenario 3

CITY OF LOS ANGELES VMT CALCULATOR Version 1.4

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

Project Information

Project: Radford Studio Center Project
Scenario: Max LU Exchange Secnario 3
Address: 4200 N RADFORD AVE, 91604



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

○ Yes ○ No

Existing Land Use

Land Use Type	Value	Unit
Office | General Office	285	ksf
(custom) Studio, Production & Office | Daily	8622	Trips
(custom) Studio, Production & Office | HBW-At	52	Percent
(custom) Studio, Production & Office | HBO-At	24	Percent
(custom) Studio, Production & Office | NHB-Att	12	Percent
(custom) Studio, Production & Office | HBW-Pr	0	Percent
(custom) Studio, Production & Office | HBO-Pr	0	Percent
(custom) Studio, Production & Office | NHB-Pr	12	Percent
(custom) Studio, Production & Office | Daily	0	Residents
(custom) Studio, Production & Office | Daily	4781	Employees
(custom) Studio, Production & Office | Daily	Non-Retai	Retail/Non-R

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

Proposed Project Land Use

Land Use Type	Value	Unit
Office | General Office		ksf
Retail | High-Turnover Sit-Down Restaurant	25	ksf
Office | General Office	0.001	ksf
(custom) Studio, Production & Office | Daily	16551	Trips
(custom) Studio, Production & Office | HBW-At	52	Percent
(custom) Studio, Production & Office | HBO-At	24	Percent
(custom) Studio, Production & Office | NHB-Att	12	Percent
(custom) Studio, Production & Office | HBW-Pr	0	Percent
(custom) Studio, Production & Office | HBO-Pr	0	Percent
(custom) Studio, Production & Office | NHB-Pr	12	Percent
(custom) Studio, Production & Office | Daily	0	Residents
(custom) Studio, Production & Office | Daily	9020	Employees
(custom) Studio, Production & Office | Daily	Non-Retai	Retail/Non-R

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

Project Screening Summary

Existing Land Use	Proposed Project
7,783 Daily Vehicle Trips	16,841 Daily Vehicle Trips
52,567 Daily VMT	112,688 Daily VMT

Tier 1 Screening Criteria

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

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	9,058 Net Daily Trips
The net increase in daily VMT ≤ 0	60,121 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	25.000 ksf

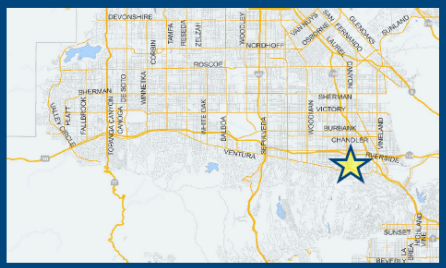
The proposed project is required to perform VMT analysis.

Measuring the Miles

CITY OF LOS ANGELES VMT CALCULATOR Version 1.4

Project Information

Project: Radford Studio Center Project
Scenario: Max LU Exchange Secnario 3
Address: 4200 N RADFORD AVE, 91604



Proposed Project Land Use Type	Value	Unit
Retail | High-Turnover Sit-Down Restaurant	25	ksf
Office | General Office	0.001	ksf
(custom) Studio, Production & Office | Daily	16551	Trips
(custom) Studio, Production & Office | HBW-At	52	Percent
(custom) Studio, Production & Office | HBO-At	24	Percent
(custom) Studio, Production & Office | NHB-Att	12	Percent
(custom) Studio, Production & Office | HBW-Pr	0	Percent
(custom) Studio, Production & Office | HBO-Pr	0	Percent
(custom) Studio, Production & Office | NHB-Pr	12	Percent
(custom) Studio, Production & Office | Daily	0	Residents
(custom) Studio, Production & Office | Daily	9020	Employees
(custom) Studio, Production & Office | Daily	Non-Retai	Retail/Non-Reta

TDM Strategies

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

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

- A Parking
- B Transit
- C Education & Encouragement
  - Voluntary Travel Behavior Change Program — 100 percent of employees and residents participating — ☐ Proposed Prj ☐ Mitigation
  - Promotions & Marketing — 100 percent of employees and residents participating — ☑ Proposed Prj ☐ Mitigation
- D Commute Trip Reductions
- E Shared Mobility
- F Bicycle Infrastructure
- G Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
16,067 Daily Vehicle Trips	16,067 Daily Vehicle Trips
107,504 Daily VMT	107,504 Daily VMT
0.0 Household VMT per Capita	0.0 Household VMT per Capita
5.9 Work VMT per Employee	5.9 Work VMT per Employee

Significant VMT Impact?

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

Measuring the Miles

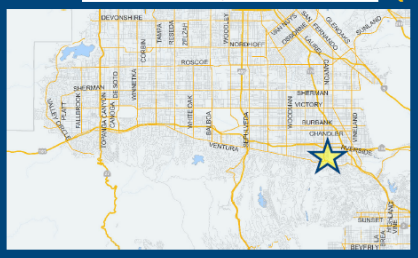
Attachment E (cont'd)
City of LA VMT Calculator Results – Scenario 4

CITY OF LOS ANGELES VMT CALCULATOR Version 1.4

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

Project Information

Project: Radford Studio Center Project
Scenario: Max LU Exchange Secnario 4
Address: 4200 N RADFORD AVE, 91604



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

● Yes ○ No

Existing Land Use

Land Use Type	Value	Unit
Office | General Office	285	ksf
(custom) Studio, Production & Office | Daily	8622	Trips
(custom) Studio, Production & Office | HBW-At	52	Percent
(custom) Studio, Production & Office | HBO-At	24	Percent
(custom) Studio, Production & Office | NHB-Att	12	Percent
(custom) Studio, Production & Office | HBW-Pr	0	Percent
(custom) Studio, Production & Office | HBO-Pr	0	Percent
(custom) Studio, Production & Office | NHB-Pr	12	Percent
(custom) Studio, Production & Office | Daily	0	Residents
(custom) Studio, Production & Office | Daily	4781	Employees
(custom) Studio, Production & Office | Daily	Non-Retai	Retail/Non-R

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

Proposed Project Land Use

Land Use Type	Value	Unit
Office | General Office		ksf
Retail | High-Turnover Sit-Down Restaurant	25	ksf
Office | General Office	0.001	ksf
(custom) Studio, Production & Office | Daily	15551	Trips
(custom) Studio, Production & Office | HBW-At	52	Percent
(custom) Studio, Production & Office | HBO-At	24	Percent
(custom) Studio, Production & Office | NHB-Att	12	Percent
(custom) Studio, Production & Office | HBW-Pr	0	Percent
(custom) Studio, Production & Office | HBO-Pr	0	Percent
(custom) Studio, Production & Office | NHB-Pr	12	Percent
(custom) Studio, Production & Office | Daily	0	Residents
(custom) Studio, Production & Office | Daily	8270	Employees
(custom) Studio, Production & Office | Daily	Non-Retai	Retail/Non-R

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

Project Screening Summary

Existing Land Use	Proposed Project
7,783 Daily Vehicle Trips	15,938 Daily Vehicle Trips
52,567 Daily VMT	106,589 Daily VMT

Tier 1 Screening Criteria

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

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	8,155 Net Daily Trips
The net increase in daily VMT ≤ 0	54,022 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	25.000 ksf

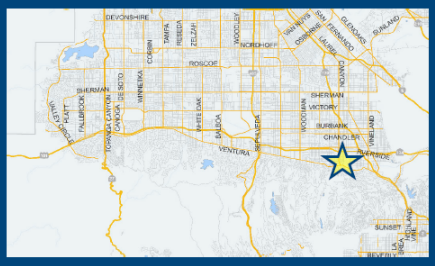
The proposed project is required to perform VMT analysis.

Measuring the Miles

CITY OF LOS ANGELES VMT CALCULATOR Version 1.4

Project Information

Project: Radford Studio Center Project
Scenario: Max LU Exchange Secnario 4
Address: 4200 N RADFORD AVE, 91604



Proposed Project Land Use Type	Value	Unit
Retail | High-Turnover Sit-Down Restaurant	25	ksf
Office | General Office	0.001	ksf
(custom) Studio, Production & Office | Daily	15551	Trips
(custom) Studio, Production & Office | HBW-At	52	Percent
(custom) Studio, Production & Office | HBO-At	24	Percent
(custom) Studio, Production & Office | NHB-Att	12	Percent
(custom) Studio, Production & Office | HBW-Pr	0	Percent
(custom) Studio, Production & Office | HBO-Pr	0	Percent
(custom) Studio, Production & Office | NHB-Pr	12	Percent
(custom) Studio, Production & Office | Daily	0	Residents
(custom) Studio, Production & Office | Daily	8270	Employees
(custom) Studio, Production & Office | Daily	Non-Retai	Retail/Non-Reta

TDM Strategies

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

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

- A Parking
- B Transit
- C Education & Encouragement
  - Voluntary Travel Behavior Change Program: 100 percent of employees and residents participating — ☐ Proposed Prj ☐ Mitigation
  - Promotions & Marketing: 100 percent of employees and residents participating — ☑ Proposed Prj ☐ Mitigation
- D Commute Trip Reductions
- E Shared Mobility
- F Bicycle Infrastructure
- G Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
15,205 Daily Vehicle Trips	15,205 Daily Vehicle Trips
101,687 Daily VMT	101,687 Daily VMT
0.0 Household VMT per Capita	0.0 Household VMT per Capita
6.1 Work VMT per Employee	6.1 Work VMT per Employee

Significant VMT Impact?

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

Measuring the Miles

Attachment F
Intersection Levels of Service (LOS)

TABLE 16
EXISTING CONDITIONS (YEAR 2023)
INTERSECTION LEVELS OF SERVICE

No	Intersection	Peak Hour	Existing Conditions		Existing with Project Conditions	
			Delay	LOS	Delay	LOS
1.	Laurel Canyon Boulevard	AM	67.4	E	67.6	E
	Riverside Drive	PM	74.6	E	74.2	E
2.	Radford Avenue	AM	266.4	F	266.4	F
[a]	Riverside Drive	PM	53.0	F	53.0	F
3.	Colfax Avenue	AM	16.8	B	22.5	C
	Riverside Drive	PM	16.0	B	16.6	B
4.	SR 170 Southbound Off-Ramp	AM	15.5	B	16.0	B
[b]	Riverside Drive	PM	15.2	B	15.4	B
5.	Tujunga Avenue	AM	58.5	E	59.0	E
[b]	Riverside Drive-Camarillo Street	PM	65.3	E	67.4	E
6.	Laurel Canyon Boulevard	AM	20.4	C	21.8	C
	US 101 Northbound Ramps	PM	32.0	C	33.5	C
7.	Laurel Canyon Boulevard	AM	25.7	C	27.5	C
	US 101 Southbound Ramps	PM	13.6	B	15.9	B
8.	Laurel Canyon Boulevard	AM	29.4	C	65.0	E
[b]	Landale Street	PM	22.0	C	24.9	C
9.	Colfax Avenue	AM	16.4	B	16.3	B
	Sarah Street	PM	13.7	B	14.2	B
10.	Colfax Avenue	AM	5.3	A	5.9	A
[b]	Landale Street	PM	4.8	A	5.0	A
11.	Whitsett Avenue	AM	42.5	D	46.7	D
	Moorpark Street	PM	46.8	D	49.4	D
12.	Laurel Canyon Boulevard	AM	106.6	F	176.1	F
	Moorpark Street	PM	149.0	F	209.5	F
13.	Radford Avenue	AM	19.9	C	19.9	C
[a]	Moorpark Street	PM	17.2	C	17.2	C
14.	Colfax Avenue	AM	34.8	C	39.2	D
	Moorpark Street	PM	30.9	C	32.9	C
15.	Irvine Avenue	AM	21.6	C	24.5	C
[a]	Moorpark Street	PM	19.9	C	20.8	C
16.	Tujunga Avenue	AM	21.0	C	20.4	C
	Moorpark Street	PM	19.6	B	21.2	C
17.	Tujunga Avenue	AM	4.8	A	4.5	A
	Woodbridge Street	PM	6.1	A	6.0	A
18.	Whitsett Avenue	AM	38.1	D	38.4	D
[b]	Ventura Boulevard	PM	24.3	C	25.0	C
19.	Laurel Canyon Boulevard	AM	23.1	C	23.6	C
[b]	Ventura Place	PM	30.5	C	37.8	D
20.	Laurel Canyon Boulevard	AM	43.0	D	51.3	D
	Ventura Boulevard	PM	47.0	D	47.0	D
21a.	Retail Driveway-Radford Avenue	AM	48.5	D	65.1	E
[b]	Ventura Boulevard	PM	58.9	E	127.7	F
21b.	Ventura Place	AM	29.8	C	92.7	F
[b]	Ventura Boulevard	PM	71.7	E	108.0	F
22.	Carpenter Avenue	AM	21.6	C	63.7	E
	Ventura Boulevard	PM	24.3	C	79.5	E
23.	Colfax Avenue	AM	15.5	B	17.4	B
[b]	Ventura Boulevard	PM	22.4	C	25.9	C
24.	Berry Drive	AM	5.4	A	5.5	A
[b]	Ventura Boulevard	PM	5.4	A	6.1	A
25.	Tujunga Avenue	AM	16.4	B	17.1	B
[b]	Ventura Boulevard	PM	15.3	B	21.0	C
26.	Laurel Canyon Boulevard	AM	16.2	B	16.3	B
	Maxwellton Road	PM	13.5	B	13.6	B
27.	Laurel Canyon Boulevard	AM	23.0	C	24.0	C
	Laurel Terrace Dr-Sunshine Terrace Dr	PM	31.1	C	32.5	C
28.	Laurel Canyon Boulevard	AM	15.2	B	15.4	B
[b]	Fryman Road	PM	9.6	A	9.8	A
29.	Laurel Canyon Boulevard	AM	93.7	F	[c]	F
[a]	Woodbridge Street	PM	201.8	F	[c]	F
30.	Laurel Canyon Boulevard	AM	47.8	E	89.7	F
[a]	Valleyheart Drive (North)	PM	70.1	F	148.1	F
31.	Laurel Canyon Boulevard	AM	25.0	C	35.6	E
[a]	Valleyheart Drive (South)	PM	45.4	E	112.6	F
32.	Radford Avenue	AM	8.5	A	8.5	A
[d]	Sarah Street	PM	7.4	A	7.4	A

Notes:

Delay is measured in seconds per vehicle. LOS = Level of Service

Intersection analysis based on HCM 6th Edition Signalized methodology, which calculates the average intersection delay, in seconds, for each vehicle passing through the intersection, unless otherwise stated.

[a] Intersection analysis based on the HCM 6th Edition Two-Way Stop Control Unsignalized methodology, which calculates the control delay, in seconds, for each individual approach of an intersection. The reported control delay represents the worst-case approach, and does not account for traffic gaps created by adjacent traffic signals.

[b] Intersection analysis based on HCM 2000 Signalized methodology, which calculates the average intersection delay, in seconds, for each vehicle passing through the intersection.

[c] The reported control delay of the worst-case approach (i.e., minor street of the intersection) exceeds 300 seconds.

[d] Intersection analysis based on HCM 6th Edition All-Way Stop Control Unsignalized methodology, which calculates the average intersection delay, in seconds, for each vehicle passing through the intersection.

Attachment F (cont'd)
Intersection Levels of Service (LOS)

TABLE 16
FUTURE CONDITIONS (YEAR 2028)
INTERSECTION LEVELS OF SERVICE

No	Intersection	Peak Hour	Future without Project Conditions		Future with Project Conditions without Radford Mobility Connector		Future with Project Conditions with Radford Mobility Connector	
			Delay	LOS	Delay	LOS	Delay	LOS
1.	Laurel Canyon Boulevard	AM	67.7	E	73.5	E	73.5	E
	Riverside Drive	PM	49.6	D	52.3	D	52.3	D
2.	Radford Avenue	AM	[b]	F	[b]	F	[b]	F
[a]	Riverside Drive	PM	73.7	F	73.7	F	73.7	F
3.	Colfax Avenue	AM	16.8	B	23.6	C	23.6	C
	Riverside Drive	PM	12.0	B	12.5	B	12.5	B
4.	SR 170 Southbound Off-Ramp	AM	16.9	B	17.4	B	17.4	B
[c]	Riverside Drive	PM	16.2	B	16.5	B	16.5	B
5.	Tujunga Avenue	AM	69.8	E	70.4	E	70.4	E
[c]	Riverside Drive-Camarillo Street	PM	83.0	F	88.4	F	88.4	F
6.	Laurel Canyon Boulevard	AM	21.4	C	22.8	C	22.8	C
	US 101 Northbound Ramps	PM	29.1	C	30.8	C	30.8	C
7.	Laurel Canyon Boulevard	AM	20.0	B	21.2	C	21.2	C
	US 101 Southbound Ramps	PM	13.6	B	22.1	C	22.3	C
8.	Laurel Canyon Boulevard	AM	37.9	D	80.8	F	81.0	F
[c]	Landale Street	PM	25.9	C	32.3	C	31.6	C
9.	Colfax Avenue	AM	16.9	B	21.0	C	21.0	C
	Sarah Street	PM	14.5	B	12.8	B	12.8	B
10.	Colfax Avenue	AM	6.5	A	7.4	A	7.4	A
[c]	Landale Street	PM	5.2	A	5.5	A	5.5	A
11.	Whitsett Avenue	AM	53.1	D	58.6	E	58.6	E
	Moorpark Street	PM	61.6	E	66.6	E	66.6	E
12.	Laurel Canyon Boulevard	AM	142.2	F	204.1	F	179.9	F
	Moorpark Street	PM	192.2	F	247.5	F	219.9	F
13.	Radford Avenue	AM	23.1	C	23.1	C	4.6	A
[d]	Moorpark Street	PM	19.6	C	19.6	C	4.3	A
14.	Colfax Avenue	AM	36.2	D	49.3	D	41.0	D
	Moorpark Street	PM	36.2	D	46.9	D	43.4	D
15.	Irvine Avenue	AM	26.5	D	26.3	D	31.5	D
[a]	Moorpark Street	PM	22.1	C	23.1	C	24.8	C
16.	Tujunga Avenue	AM	23.8	C	21.7	C	22.2	C
	Moorpark Street	PM	18.5	B	22.3	C	19.6	B
17.	Tujunga Avenue	AM	4.5	A	4.5	A	4.5	A
	Woodbridge Street	PM	6.0	A	5.9	A	5.9	A
18.	Whitsett Avenue	AM	41.3	D	42.7	D	42.8	D
[c]	Ventura Boulevard	PM	34.0	C	39.2	D	39.2	D
19.	Laurel Canyon Boulevard	AM	23.9	C	25.6	C	25.0	C
[c]	Ventura Place	PM	35.8	D	60.8	E	56.4	E
20.	Laurel Canyon Boulevard	AM	47.3	D	57.2	E	56.2	E
	Ventura Boulevard	PM	37.2	D	42.2	D	41.6	D
21a.	Retail Driveway-Radford Avenue	AM	79.2	E	96.4	F	92.5	F
[c]	Ventura Boulevard	PM	89.2	F	170.3	F	155.2	F
21b.	Ventura Place	AM	39.9	D	132.2	F	115.6	F
[c]	Ventura Boulevard	PM	119.3	F	155.7	F	149.8	F
22.	Carpenter Avenue	AM	22.7	C	62.3	E	44.2	D
	Ventura Boulevard	PM	26.2	C	106.1	F	106.2	F
23.	Colfax Avenue	AM	20.4	C	26.4	C	26.0	C
[c]	Ventura Boulevard	PM	78.9	E	78.3	E	79.5	E
24.	Berry Drive	AM	6.7	A	7.4	A	7.1	A
[c]	Ventura Boulevard	PM	5.7	A	6.4	A	6.0	A
25.	Tujunga Avenue	AM	17.9	B	19.2	B	19.2	B
[c]	Ventura Boulevard	PM	17.1	B	22.9	C	19.9	B
26.	Laurel Canyon Boulevard	AM	19.0	B	18.8	B	18.7	B
	Maxwelton Road	PM	14.5	B	14.4	B	14.4	B
27.	Laurel Canyon Boulevard	AM	25.5	C	26.8	C	26.8	C
	Laurel Terrace Dr-Sunshine Terrace Dr	PM	34.1	C	35.9	D	35.9	D
28.	Laurel Canyon Boulevard	AM	18.5	B	19.0	B	19.0	B
[c]	Fryman Road	PM	10.6	B	10.8	B	10.8	B
29.	Laurel Canyon Boulevard	AM	135.5	F	[b]	F	270.3	F
[a]	Woodbridge Street	PM	[b]	F	[b]	F	[b]	F
30.	Laurel Canyon Boulevard	AM	68.2	F	[b]	F	114.7	F
[a]	Valleyheart Drive (North)	PM	137.9	F	272.3	F	215.1	F
31.	Laurel Canyon Boulevard	AM	32.7	D	54.4	F	47.1	E
[a]	Valleyheart Drive (South)	PM	86.9	F	[b]	F	231.2	F
32.	Radford Avenue	AM	8.6	A	8.6	A	8.6	A
[e]	Sarah Street	PM	7.4	A	7.4	A	7.4	A

Notes:
Delay is measured in seconds per vehicle. LOS = Level of Service
Intersection analysis based on HCM 6th Edition Signalized methodology, which calculates the average intersection delay, in seconds, for each vehicle passing through the intersection, unless otherwise stated.
[a] Intersection analysis based on the HCM 6th Edition Two-Way Stop Control Unsignalized methodology, which calculates the control delay, in seconds, for each individual approach of an intersection. The reported control delay represents the worst-case approach, and does not account for traffic gaps created by adjacent traffic signals.
[b] The reported control delay of the worst-case approach (i.e., minor street of the intersection) exceeds 300 seconds.
[c] Intersection analysis based on HCM 2000 Signalized methodology, which calculates the average intersection delay, in seconds, for each vehicle passing through the intersection.
[d] The intersection is currently and would be unsignalized under with Project without Radford Mobility Connector scenario. Under with Project with Radford Mobility Connector Scenario, the intersection would be signalized.
[e] Intersection analysis based on HCM 6th Edition All-Way Stop Control Unsignalized methodology, which calculates the average intersection delay, in seconds, for each vehicle passing through the intersection.

Attachment F (cont'd)
Intersection Levels of Service (LOS)

TABLE 17
FUTURE CONDITIONS (YEAR 2046)
INTERSECTION LEVELS OF SERVICE

No	Intersection	Peak Hour	Future without Project Conditions		Future with Project Conditions without Radford Mobility Connector		Future with Project Conditions with Radford Mobility Connector	
			Delay	LOS	Delay	LOS	Delay	LOS
1.	Laurel Canyon Boulevard	AM	84.6	F	90.5	F	90.5	F
	Riverside Drive	PM	58.7	E	63.8	E	63.8	E
2.	Radford Avenue	AM	[b]	F	[b]	F	[b]	F
[a]	Riverside Drive	PM	129.8	F	129.8	F	129.8	F
3.	Colfax Avenue	AM	18.2	B	30.4	C	30.4	C
	Riverside Drive	PM	13.8	B	14.5	B	14.5	B
4.	SR 170 Southbound Off-Ramp	AM	17.6	B	17.6	B	17.6	B
[c]	Riverside Drive	PM	17.5	B	17.4	B	17.4	B
5.	Tujunga Avenue	AM	88.9	F	88.1	F	88.1	F
[c]	Riverside Drive-Camarillo Street	PM	102.3	F	106.9	F	106.9	F
6.	Laurel Canyon Boulevard	AM	22.9	C	24.3	C	24.3	C
	US 101 Northbound Ramps	PM	31.0	C	32.6	C	32.6	C
7.	Laurel Canyon Boulevard	AM	21.8	C	24.1	C	24.1	C
	US 101 Southbound Ramps	PM	16.0	B	28.9	C	29.1	C
8.	Laurel Canyon Boulevard	AM	55.0	D	102.5	F	102.6	F
[c]	Landale Street	PM	36.4	D	48.5	D	47.6	D
9.	Colfax Avenue	AM	19.9	B	30.5	C	30.5	C
	Sarah Street	PM	13.1	B	13.5	B	13.5	B
10.	Colfax Avenue	AM	7.3	A	8.7	A	8.7	A
[c]	Landale Street	PM	6.5	A	7.0	A	7.0	A
11.	Whitsett Avenue	AM	71.3	E	78.0	E	78.0	E
	Moorpark Street	PM	87.3	F	95.8	F	95.8	F
12.	Laurel Canyon Boulevard	AM	187.7	F	249.0	F	221.8	F
	Moorpark Street	PM	237.1	F	292.9	F	264.6	F
13.	Radford Avenue	AM	27.8	D	27.8	D	4.0	A
[d]	Moorpark Street	PM	23.1	C	23.1	C	4.0	A
14.	Colfax Avenue	AM	43.2	D	67.3	E	53.5	D
	Moorpark Street	PM	47.3	D	58.3	E	48.3	D
15.	Irvine Avenue	AM	40.9	E	52.5	F	54.6	F
[a]	Moorpark Street	PM	28.9	D	30.4	D	33.0	D
16.	Tujunga Avenue	AM	23.0	C	20.8	C	22.1	C
	Moorpark Street	PM	20.0	B	24.0	C	21.4	C
17.	Tujunga Avenue	AM	4.5	A	4.5	A	4.5	A
	Woodbridge Street	PM	6.1	A	6.1	A	6.1	A
18.	Whitsett Avenue	AM	51.5	D	53.3	D	53.6	D
[c]	Ventura Boulevard	PM	57.0	E	64.3	E	64.3	E
19.	Laurel Canyon Boulevard	AM	25.4	C	26.2	C	25.9	C
[c]	Ventura Place	PM	50.0	D	75.5	E	74.0	E
20.	Laurel Canyon Boulevard	AM	65.2	E	79.9	E	73.6	E
	Ventura Boulevard	PM	44.3	D	53.2	D	52.0	D
21.	Retail Driveway-Radford Avenue	AM	94.4	F	113.7	F	110.0	F
[c]	Ventura Boulevard	PM	110.5	F	194.1	F	179.5	F
21.	Ventura Place	AM	59.6	E	171.6	F	153.9	F
[c]	Ventura Boulevard	PM	145.4	F	181.7	F	175.9	F
22.	Carpenter Avenue	AM	23.8	C	71.0	E	48.6	D
	Ventura Boulevard	PM	36.5	D	131.0	F	130.2	F
23.	Colfax Avenue	AM	30.5	C	53.5	D	54.0	D
[c]	Ventura Boulevard	PM	98.9	F	96.3	F	96.5	F
24.	Berry Drive	AM	8.2	A	8.8	A	8.6	A
[c]	Ventura Boulevard	PM	6.4	A	7.2	A	6.6	A
25.	Tujunga Avenue	AM	19.7	B	20.9	C	20.8	C
[c]	Ventura Boulevard	PM	20.0	B	41.0	D	27.0	C
26.	Laurel Canyon Boulevard	AM	21.8	C	22.7	C	22.7	C
	Maxwelton Road	PM	16.0	B	16.3	B	16.3	B
27.	Laurel Canyon Boulevard	AM	31.7	C	33.9	C	33.9	C
	Laurel Terrace Dr-Sunshine Terrace Dr	PM	40.7	D	42.3	D	42.3	D
28.	Laurel Canyon Boulevard	AM	34.2	C	35.6	D	35.6	D
[c]	Fryman Road	PM	12.7	B	13.1	B	13.1	B
29.	Laurel Canyon Boulevard	AM	253.7	F	[b]	F	[b]	F
[a]	Woodbridge Street	PM	[b]	F	[b]	F	[b]	F
30.	Laurel Canyon Boulevard	AM	128.6	F	[b]	F	259.5	F
[a]	Valleyheart Drive (North)	PM	215.1	F	[b]	F	[b]	F
31.	Laurel Canyon Boulevard	AM	59.6	F	138.1	F	116.2	F
[a]	Valleyheart Drive (South)	PM	224.2	F	[b]	F	[b]	F
32.	Radford Avenue	AM	8.8	A	8.8	A	8.8	A
[e]	Sarah Street	PM	7.4	A	7.4	A	7.4	A

Notes:
Delay is measured in seconds per vehicle. LOS = Level of Service
Intersection analysis based on HCM 6th Edition Signalized methodology, which calculates the average intersection delay, in seconds, for each vehicle passing through the intersection, unless otherwise stated.
[a] Intersection analysis based on the HCM 6th Edition Two-Way Stop Control Unsignalized methodology, which calculates the control delay, in seconds, for each individual approach of an intersection. The reported control delay represents the worst-case approach, and does not account for traffic gaps created by adjacent traffic signals.
[b] The reported control delay of the worst-case approach (i.e., minor street of the intersection) exceeds 300 seconds.
[c] Intersection analysis based on HCM 2000 Signalized methodology, which calculates the average intersection delay, in seconds, for each vehicle passing through the intersection.
[d] The intersection is currently and would be unsignalized under with Project without Radford Mobility Connector scenario. Under with Project with Radford Mobility Connector Scenario, the intersection would be signalized.
[e] Intersection analysis based on HCM 6th Edition All-Way Stop Control Unsignalized methodology, which calculates the average intersection delay, in seconds, for each vehicle passing through the intersection.

Attachment G
Queuing Analysis Results

TABLE 18
FUTURE CONDITIONS (YEAR 2028)
INTERSECTION CORRIDOR QUEUES

Intersection	Intersection Spacing (Capacity)	Peak Hour	Approach LOS (Fut w Proj)	95th Percentile Queue (ft)			Project Contribution to Queue (ft) without Radford Mobility Connector	Project Contribution to Queue (ft) with Radford Mobility Connector
				Future without Project Conditions	Future with Project Conditions without Radford Mobility Connector	Future with Project Conditions with Radford Mobility Connector		
Intersection #8. Laurel Canyon Boulevard & Landale Street								
Westbound Through	2,525	A.M. P.M.	D [a] [b]	-- --	-- --	-- --	-- --	-- --
Northbound Through	525	A.M. P.M.	A [a] [b]	-- --	-- --	-- --	-- --	-- --
Southbound Through	595	A.M. P.M.	F [b]	596 --	810 --	810 --	214 --	214 --
Intersection #12. Laurel Canyon Boulevard & Moorpark Street								
Eastbound Through	2,525	A.M. P.M.	F F	470 328	530 338	530 338	60 10	60 10
Westbound Through	2,525	A.M. P.M.	E D [a]	578 --	543 --	620 --	-35 --	42 --
Northbound Through	1,825	A.M. P.M.	F F	1,078 1,650	1,253 2,305	1,218 2,060	175 655	140 410
Southbound Through	515	A.M. P.M.	F F	1,188 1,673	2,035 1,853	1,755 1,735	847 180	567 62
Intersection #14. Colfax Avenue & Moorpark Street								
Eastbound Through	2,525	A.M. P.M.	A [a] A [a]	-- --	-- --	-- --	-- --	-- --
Westbound Through	560	A.M. P.M.	E D [a]	-- --	-- --	-- --	-- --	-- --
Northbound Through	3,200	A.M. P.M.	E F	260 468	245 680	260 680	-15 212	0 212
Southbound Through	570	A.M. P.M.	C [a] C [a]	-- --	-- --	-- --	-- --	-- --
Intersection #19. Laurel Canyon Boulevard & Ventura Place								
Westbound Through	940	A.M. P.M.	[b] F	-- 89	-- 89	-- 89	-- 0	-- 0
Northbound Through	440	A.M. P.M.	[b] C [a]	-- --	-- --	-- --	-- --	-- --
Southbound Through	1,830	A.M. P.M.	[b] C [a]	-- --	-- --	-- --	-- --	-- --
Intersection #20. Laurel Canyon Boulevard & Ventura Boulevard								
Eastbound Through	585	A.M. P.M.	D [a] C [a]	-- --	-- --	-- --	-- --	-- --
Westbound Through	440	A.M. P.M.	D [a] D [a]	-- --	-- --	-- --	-- --	-- --
Northbound Through	880	A.M. P.M.	E D [a]	425 --	548 --	520 --	123 --	95 --
Southbound Through	440	A.M. P.M.	E E	565 470	550 488	590 488	-15 18	25 18

Notes:
All lengths shown in feet based on 25 feet per vehicle. Queues based on 95th percentile queue calculated by the HCM methodology.
[a] The directional approach is not anticipated to operate at LOS E or F. As such, no further corridor queue analysis is not required.
[b] As detailed in Table 16, the intersection is not anticipated to operate at LOS D or worse during this peak hour. As such, a detailed corridor queue analysis is not required.

Attachment G (cont'd)
Queuing Analysis Results

TABLE 18 (CONT'D)
FUTURE CONDITIONS (YEAR 2028)
INTERSECTION CORRIDOR QUEUES

Intersection	Intersection Spacing (Capacity)	Peak Hour	Approach LOS (Fut w Proj)	95th Percentile Queue (ft)			Project Contribution to Queue (ft) without Radford Mobility Connector	Project Contribution to Queue (ft) with Radford Mobility Connector
				Future without Project Conditions	Future with Project Conditions without Radford Mobility Connector	Future with Project Conditions with Radford Mobility Connector		
Intersection #21a. Ventura Place-Radford Avenue & Ventura Boulevard								
Eastbound Through	90	A.M. P.M.	A [a] A [a]	-- --	-- --	-- --	-- --	-- --
Westbound Through	610	A.M. P.M.	F F	767 725	866 1,001	847 943	99 276	80 218
Southbound Through	315	A.M. P.M.	E F	150 343	180 406	180 406	30 63	30 63
Intersection #21b. Ventura Place & Ventura Boulevard								
Eastbound Through	420	A.M. P.M.	F F	657 916	1,094 1,036	1,030 1,047	437 120	373 131
Westbound Through	95	A.M. P.M.	B [a] C [a]	-- --	-- --	-- --	-- --	-- --
Intersection #22. Carpenter Avenue & Ventura Boulevard								
Eastbound Through	615	A.M. P.M.	D [a] D [a]	-- --	-- --	-- --	-- --	-- --
Westbound Through	935	A.M. P.M.	F F	460 383	768 463	608 443	308 80	148 60
Intersection #23. Colfax Avenue & Ventura Boulevard								
Eastbound Through	935	A.M. P.M.	B [a] B [a]	-- --	-- --	-- --	-- --	-- --
Westbound Through	2,685	A.M. P.M.	D [a] F	-- 693	-- 716	-- 716	-- 23	-- 23

Notes:
All lengths shown in feet based on 25 feet per vehicle. Queues based on 95th percentile queue calculated by the HCM methodology.
[a] The directional approach is not anticipated to operate at LOS E or F. As such, no further corridor queue analysis is not required.
[b] As detailed in Table 16, the intersection is not anticipated to operate at LOS D or worse during this peak hour. As such, a detailed corridor queue analysis is not required.

Attachment G (cont'd)
Queuing Analysis Results

TABLE 19
FUTURE CONDITIONS (YEAR 2028)
INTERSECTION TURN POCKET QUEUES

Intersection	Turn Pocket Length (ft)	Peak Hour	95th Percentile Queue (ft)			Project Contribution to Queue (ft) without Radford Mobility Connector	Project Contribution to Queue (ft) with Radford Mobility Connector
			Future without Project Conditions	Future with Project Conditions without Radford Mobility Connector	Future with Project Conditions witht Radford Mobility Connector		
Intersection #8. Laurel Canyon Boulevard & Landale Street [a]							
Eastbound Left-Turn	50	A.M. P.M.	189 238	189 238	189 238	0 0	0 0
Northbound Left-Turn	160	A.M. P.M.	50 7	46 8	52 9	-4 1	2 2
Southbound Left-Turn	125	A.M. P.M.	23 90	20 18	20 81	-3 -72	-3 -9
Southbound Right-Turn	120	A.M. P.M.	0 0	0 0	0 0	0 0	0 0
Intersection #12. Laurel Canyon Boulevard & Moorpark Street							
Eastbound Left-Turn	120	A.M. P.M.	603 585	600 588	600 590	-3 3	-3 5
Westbound Left-Turn	490	A.M. P.M.	230 123	245 128	255 135	15 5	25 12
Westbound Right-Turn	2525	A.M. P.M.	78 48	68 73	138 135	-10 25	60 87
Northbound Left-Turn	155	A.M. P.M.	73 63	80 213	80 200	7 150	7 137
Southbound Left-Turn	155	A.M. P.M.	43 65	45 58	113 83	2 -7	70 18
Intersection #14. Colfax Avenue & Moorpark Street							
Eastbound Left-Turn	180	A.M. P.M.	55 60	60 58	58 58	5 -2	3 -2
Westbound Left-Turn	90	A.M. P.M.	258 203	493 238	303 210	235 35	45 7
Northbound Left-Turn	75	A.M. P.M.	245 220	318 270	283 248	73 50	38 28
Northbound Right-Turn	190	A.M. P.M.	195 245	175 308	160 220	-20 63	-35 -25
Southbound Left-Turn	95	A.M. P.M.	123 125	108 130	113 130	-15 5	-10 5
Southbound Right-Turn	190	A.M. P.M.	70 78	63 80	105 98	-7 2	35 20
Intersection #19. Laurel Canyon Boulevard & Ventura Place [a]							
Westbound Right-Turn	40	A.M. P.M.	62 214	68 339	68 339	6 125	6 125
Northbound Left-Turn	105	A.M. P.M.	11 21	11 22	11 22	0 1	0 1
Southbound Left-Turn	55	A.M. P.M.	88 178	94 199	92 194	6 21	4 16

Attachment G (cont'd)
Queuing Analysis Results

TABLE 19 (CONT'D)
FUTURE CONDITIONS (YEAR 2026)
INTERSECTION TURN POCKET QUEUES

Intersection	Turn Pocket Length (ft)	Peak Hour	95th Percentile Queue (ft)			Project Contribution to Queue (ft) without Radford Mobility Connector	Project Contribution to Queue (ft) with Radford Mobility Connector
			Future without Project Conditions	Future with Project Conditions without Radford Mobility Connector	Future with Project Conditions witht Radford Mobility Connector		
Intersection #20. Laurel Canyon Boulevard & Ventura Boulevard							
Eastbound Left-Turn	370	A.M. P.M.	125 168	123 168	123 168	-2 0	-2 0
Eastbound Right-Turn	45	A.M. P.M.	255 63	260 63	255 63	5 0	0 0
Westbound Left-Turn	220	A.M. P.M.	325 200	458 240	435 245	133 40	110 45
Westbound Right-Turn	20	A.M. P.M.	45 70	90 200	75 163	45 130	30 93
Northbound Left-Turn	180	A.M. P.M.	208 228	215 258	215 258	7 30	7 30
Northbound Right-Turn	215	A.M. P.M.	170 173	230 195	228 195	60 22	58 22
Southbound Left-Turn	175	A.M. P.M.	78 145	305 223	263 205	227 78	185 60
Southbound Right-Turn	140	A.M. P.M.	123 150	123 120	125 120	0 -30	2 -30
Intersection #21a. Ventura Place-Radford Avenue & Ventura Boulevard [a]							
Eastbound Left-Turn	90	A.M. P.M.	101 83	157 87	171 89	56 4	70 6
Westbound Left-Turn	95	A.M. P.M.	132 251	132 251	131 251	0 0	-1 0
Westbound Right-Turn	50	A.M. P.M.	167 138	152 136	152 136	-15 -2	-15 -2
Southbound Left-Turn	90	A.M. P.M.	114 196	117 164	117 164	3 -32	3 -32
Southeastbound Right-Turn	90	A.M. P.M.	0 253	0 438	0 438	0 185	0 185
Intersection #21b. Ventura Place & Ventura Boulevard [a]							
Southbound Left-Turn	50	A.M. P.M.	54 108	52 116	52 108	-2 8	-2 0
Southbound Right-Turn	50	A.M. P.M.	31 28	30 31	30 28	-1 3	-1 0
Intersection #22. Carpenter Avenue & Ventura Boulevard							
Eastbound Left-Turn	70	A.M. P.M.	18 30	235 198	70 163	217 168	52 133
Westbound Left-Turn	55	A.M. P.M.	140 190	143 180	145 175	3 -10	5 -15
Intersection #23. Colfax Avenue & Ventura Boulevard [a]							
Eastbound Left-Turn	160	A.M. P.M.	104 246	130 152	122 141	26 -94	18 -105
Southbound Left-Turn	150	A.M. P.M.	331 306	338 331	338 331	7 25	7 25
Southbound Right-Turn	150	A.M. P.M.	50 32	119 41	83 34	69 9	33 2

Notes:
All lengths shown in feet based on 25 feet per vehicle. Queues based on 95th percentile queue calculated by the HCM methodology.
[a] Queues based on 95th percentile queue (in feet) as calculated by Synchro software.

Attachment G (cont'd)
Queuing Analysis Results

TABLE 20
FUTURE CONDITIONS (YEAR 2045)
INTERSECTION CORRIDOR QUEUES

Intersection	Intersection Spacing (Capacity)	Peak Hour	Approach LOS (Fut w Proj)	95th Percentile Queue (ft)			Project Contribution to Queue (ft) without Radford Mobility Connector	Project Contribution to Queue (ft) with Radford Mobility Connector
				Future without Project Conditions	Future with Project Conditions without Radford Mobility Connector	Future with Project Conditions with Radford Mobility Connector		
Intersection #8. Laurel Canyon Boulevard & Landale Street								
Westbound Through	2,525	A.M. P.M.	D [a] D [a]	– –	– –	– –	– –	– –
Northbound Through	525	A.M. P.M.	B [a] C [a]	– –	– –	– –	– –	– –
Southbound Through	595	A.M. P.M.	F E	680 765	892 833	892 833	212 68	212 68
Intersection #12. Laurel Canyon Boulevard & Moorpark Street								
Eastbound Through	2,525	A.M. P.M.	F F	590 370	658 385	658 385	68 15	68 15
Westbound Through	2,525	A.M. P.M.	F E	725 710	688 710	763 743	-37 0	38 33
Northbound Through	1,825	A.M. P.M.	F F	1,360 1,990	1,540 2,640	1,493 2,395	180 650	133 405
Southbound Through	515	A.M. P.M.	F F	1,643 1,925	2,393 2,140	2,065 2,028	750 215	422 103
Intersection #14. Colfax Avenue & Moorpark Street								
Eastbound Through	2,525	A.M. P.M.	B [a] B [a]	– –	– –	– –	– –	– –
Westbound Through	560	A.M. P.M.	F D [a]	543 –	603 –	655 –	60 –	112 –
Northbound Through	3,200	A.M. P.M.	F F	273 685	268 840	275 765	-5 155	2 80
Southbound Through	570	A.M. P.M.	D [a] C [a]	– –	– –	– –	– –	– –
Intersection #19. Laurel Canyon Boulevard & Ventura Place								
Westbound Through	940	A.M. P.M.	[b] F	– 97	– 97	– 97	– 0	– 0
Northbound Through	440	A.M. P.M.	[b] C [a]	– –	– –	– –	– –	– –
Southbound Through	1,830	A.M. P.M.	[b] D [a]	– –	– –	– –	– –	– –
Intersection #20. Laurel Canyon Boulevard & Ventura Boulevard								
Eastbound Through	585	A.M. P.M.	C [a] E	– 215	– 203	– 203	– -12	– -12
Westbound Through	440	A.M. P.M.	F E	298 343	298 355	303 360	0 12	5 17
Northbound Through	880	A.M. P.M.	F F	555 350	628 408	628 385	73 58	73 35
Southbound Through	440	A.M. P.M.	F F	740 593	723 605	725 605	-17 12	-15 12

Notes:
All lengths shown in feet based on 25 feet per vehicle. Queues based on 95th percentile queue calculated by the HCM methodology.
[a] The directional approach is not anticipated to operate at LOS E or F. As such, no further corridor queue analysis is not required.
[b] As detailed in Table 17, the intersection is not anticipated to operate at LOS D or worse during this peak hour. As such, a detailed corridor queue analysis is not required.

Attachment G (cont'd)
Queuing Analysis Results

TABLE 20 (CONT'D)
FUTURE CONDITIONS (YEAR 2045)
INTERSECTION CORRIDOR QUEUES

Intersection	Intersection Spacing (Capacity)	Peak Hour	Approach LOS (Fut w Proj)	95th Percentile Queue (ft)			Project Contribution to Queue (ft) without Radford Mobility Connector	Project Contribution to Queue (ft) with Radford Mobility Connector
				Future without Project Conditions	Future with Project Conditions without Radford Mobility Connector	Future with Project Conditions with Radford Mobility Connector		
Intersection #21a. Ventura Place-Radford Avenue & Ventura Boulevard								
Eastbound Through	90	A.M. P.M.	A [a] A [a]	– –	– –	– –	– –	– –
Westbound Through	610	A.M. P.M.	F F	853 808	953 1,083	932 1,025	100 275	79 217
Southbound Through	315	A.M. P.M.	E F	161 371	201 434	201 434	40 63	40 63
Intersection #21b. Ventura Place & Ventura Boulevard								
Eastbound Through	420	A.M. P.M.	F F	742 1,019	1,176 1,176	1,113 1,151	434 157	371 132
Westbound Through	95	A.M. P.M.	C [a] C [a]	– –	– –	– –	– –	– –
Intersection #22. Carpenter Avenue & Ventura Boulevard								
Eastbound Through	615	A.M. P.M.	D [a] E	– 398	– 753	– 703	– 355	– 305
Westbound Through	935	A.M. P.M.	E B [a]	473 –	800 –	590 –	327 –	117 –
Intersection #23. Colfax Avenue & Ventura Boulevard								
Eastbound Through	935	A.M. P.M.	B [a] B [a]	– –	– –	– –	– –	– –
Westbound Through	2,685	A.M. P.M.	D [a] F	– 770	– 796	– 796	– 26	– 26

Notes:
All lengths shown in feet based on 25 feet per vehicle. Queues based on 95th percentile queue calculated by the HCM methodology.
[a] The directional approach is not anticipated to operate at LOS E or F. As such, no further corridor queue analysis is not required.
[b] As detailed in Table 17, the intersection is not anticipated to operate at LOS D or worse during this peak hour. As such, a detailed corridor queue analysis is not required.

Attachment G (cont'd)
Queuing Analysis Results

TABLE 21
FUTURE CONDITIONS (YEAR 2045)
INTERSECTION TURN POCKET QUEUES

Intersection	Turn Pocket Length (ft)	Peak Hour	95th Percentile Queue (ft)			Project Contribution to Queue (ft) without Radford Mobility Connector	Project Contribution to Queue (ft) with Radford Mobility Connector
			Future without Project Conditions	Future with Project Conditions without Radford Mobility Connector	Future with Project Conditions with Radford Mobility Connector		
Intersection #8. Laurel Canyon Boulevard & Landale Street [a]							
Eastbound Left-Turn	50	A.M. P.M.	211 266	211 266	211 266	0 0	0 0
Northbound Left-Turn	160	A.M. P.M.	50 8	47 6	52 9	-3 -2	2 1
Southbound Left-Turn	125	A.M. P.M.	26 86	22 79	22 79	-4 -7	-4 -7
Southbound Right-Turn	120	A.M. P.M.	206 59	202 58	202 58	-4 -1	-4 -1
Intersection #12. Laurel Canyon Boulevard & Moorpark Street							
Eastbound Left-Turn	120	A.M. P.M.	740 735	740 735	740 735	0 0	0 0
Westbound Left-Turn	490	A.M. P.M.	313 158	318 158	323 165	5 0	10 7
Westbound Right-Turn	2525	A.M. P.M.	85 80	75 80	148 208	-10 0	63 128
Northbound Left-Turn	155	A.M. P.M.	80 170	90 255	90 255	10 85	10 85
Southbound Left-Turn	155	A.M. P.M.	48 58	50 58	128 83	2 0	80 25
Intersection #14. Colfax Avenue & Moorpark Street							
Eastbound Left-Turn	180	A.M. P.M.	63 65	68 65	65 65	5 0	2 0
Westbound Left-Turn	90	A.M. P.M.	303 210	605 263	365 230	302 53	62 20
Northbound Left-Turn	75	A.M. P.M.	303 320	473 385	378 310	170 65	75 -10
Northbound Right-Turn	190	A.M. P.M.	203 300	193 353	173 235	-10 53	-30 -65
Southbound Left-Turn	95	A.M. P.M.	128 150	113 150	115 148	-15 0	-13 -2
Southbound Right-Turn	190	A.M. P.M.	75 90	70 88	103 103	-5 -2	28 13
Intersection #19. Laurel Canyon Boulevard & Ventura Place [a]							
Westbound Right-Turn	40	A.M. P.M.	76 251	91 376	91 376	15 125	15 125
Northbound Left-Turn	105	A.M. P.M.	10 21	9 24	9 23	-1 3	-1 2
Southbound Left-Turn	55	A.M. P.M.	114 207	126 183	122 224	12 -24	8 17

Attachment G (cont'd)
Queuing Analysis Results

TABLE 21 (CONT'D)
FUTURE CONDITIONS (YEAR 2045)
INTERSECTION TURN POCKET QUEUES

Intersection	Turn Pocket Length (ft)	Peak Hour	95th Percentile Queue (ft)			Project Contribution to Queue (ft) without Radford Mobility Connector	Project Contribution to Queue (ft) with Radford Mobility Connector
			Future without Project Conditions	Future with Project Conditions without Radford Mobility Connector	Future with Project Conditions with Radford Mobility Connector		
Intersection #20. Laurel Canyon Boulevard & Ventura Boulevard							
Eastbound Left-Turn	370	A.M. P.M.	120 175	115 203	115 203	-5 28	-5 28
Eastbound Right-Turn	45	A.M. P.M.	288 70	265 65	273 65	-23 -5	-15 -5
Westbound Left-Turn	220	A.M. P.M.	543 233	688 260	643 265	145 27	100 32
Westbound Right-Turn	20	A.M. P.M.	45 73	93 203	78 165	48 130	33 92
Northbound Left-Turn	180	A.M. P.M.	280 245	273 295	273 295	-7 50	-7 50
Northbound Right-Turn	215	A.M. P.M.	178 165	230 183	230 183	52 18	52 18
Southbound Left-Turn	175	A.M. P.M.	83 155	420 255	295 235	337 100	212 80
Southbound Right-Turn	140	A.M. P.M.	138 128	140 133	138 133	2 5	0 5
Intersection #21a. Ventura Place-Radford Avenue & Ventura Boulevard [a]							
Eastbound Left-Turn	90	A.M. P.M.	90 83	137 87	146 89	47 4	56 6
Westbound Left-Turn	95	A.M. P.M.	149 277	149 277	149 277	0 0	0 0
Westbound Right-Turn	50	A.M. P.M.	180 147	167 146	167 146	-13 -1	-13 -1
Southbound Left-Turn	90	A.M. P.M.	123 220	126 181	126 181	3 -39	3 -39
Southbound Right-Turn	90	A.M. P.M.	0 277	0 459	0 459	0 182	0 182
Intersection #21b. Ventura Place & Ventura Boulevard [a]							
Southbound Left-Turn	50	A.M. P.M.	58 116	56 116	56 116	-2 0	-2 0
Southbound Right-Turn	50	A.M. P.M.	32 31	31 31	31 31	-1 0	-1 0
Intersection #22. Carpenter Avenue & Ventura Boulevard							
Eastbound Left-Turn	70	A.M. P.M.	20 38	535 195	345 168	515 157	325 130
Westbound Left-Turn	55	A.M. P.M.	140 395	120 213	123 203	-20 -182	-17 -192
Intersection #23. Colfax Avenue & Ventura Boulevard [a]							
Eastbound Left-Turn	160	A.M. P.M.	117 326	129 166	136 143	12 -160	19 -183
Southbound Left-Turn	150	A.M. P.M.	355 325	362 352	362 352	7 27	7 27
Southbound Right-Turn	150	A.M. P.M.	64 33	144 52	104 43	80 19	40 10

Notes:
All lengths shown in feet based on 25 feet per vehicle. Queues based on 95th percentile queue calculated by the HCM methodology.
[a] Queues based on 95th percentile queue (in feet) as calculated by Synchro software.

Attachment H
Project Driveway Level of Service (LOS)

TABLE 22
PROJECT DRIVEWAY LEVEL OF SERVICE OPERATIONS (YEAR 2028)

Access Point [a]	Peak Hour	Future with Project without Radford Mobility Connector		Future with Project with Radford Mobility Connector	
		Delay	LOS	Delay	LOS
Moorpark Gate	AM	0.0	A	8.9	A
	PM	0.0	A	7.9	A
Sater Parking Structure Gate	AM	9.4	A	8.8	A
	PM	10.1	B	9.4	A
Radford Gate	AM	13.4	B	13.4	B
	PM	13.6	B	13.6	B
Carpenter Gate	AM	15.6	C	11.5	B
	PM	13.2	B	10.6	B
Colfax Gate [b]	AM	91.9	F	48.7	E
	PM	269.4	F	113.9	F

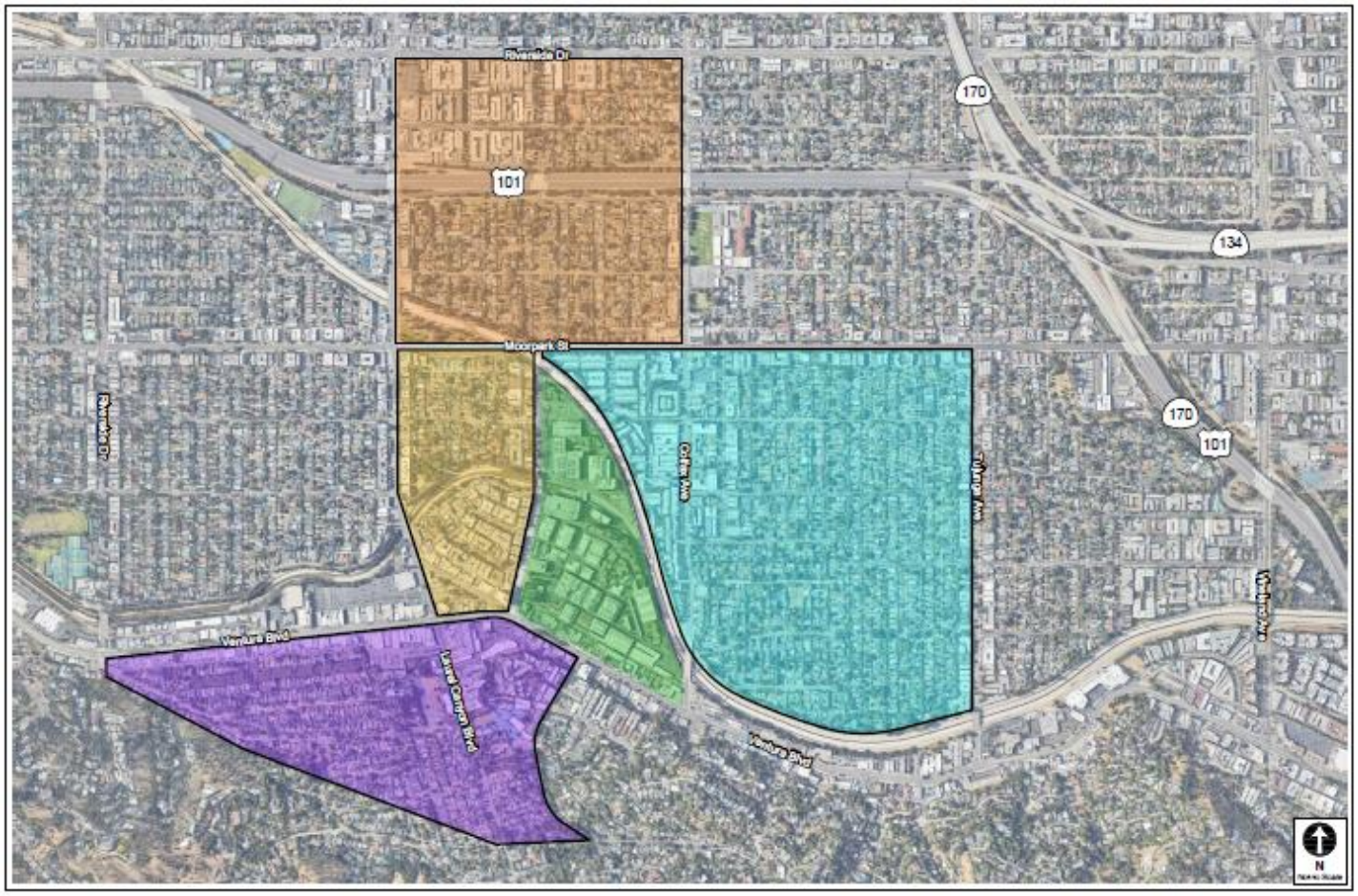
Notes:
[a] Unless otherwise noted, operational analysis is based on *Highway Capacity Manual, 6th Edition* (Transportation Research Board, 2016) (HCM) All-Way Stop Control Unsignalized methodology, which calculates the average intersection delay, in seconds, for each vehicle passing through the intersection.
[b] Operational analysis is based on HCM 6th Edition Two-Way Stop Control methodology, which calculates the control delay, in seconds, for each individual approach of an intersection. The reported control delay represents the worst-case approach, and does not account for traffic gaps created by adjacent traffic signals.

TABLE 23
PROJECT DRIVEWAY LEVEL OF SERVICE OPERATIONS (YEAR 2045)

Access Point [a]	Peak Hour	Future with Project without Radford Mobility Connector		Future with Project with Radford Mobility Connector	
		Delay	LOS	Delay	LOS
Moorpark Gate	AM	--	N/A	8.9	A
	PM	--	N/A	7.9	A
Sater Parking Structure Gate	AM	9.5	A	8.8	A
	PM	10.2	B	9.5	A
Radford Gate	AM	14.2	B	14.2	B
	PM	14.7	B	14.7	B
Carpenter Gate	AM	16.1	C	11.7	B
	PM	13.4	B	10.7	B
Colfax Gate [b]	AM	127.1	F	60.8	F
	PM	404.0	F	168.6	F

Notes:
[a] Unless otherwise noted, operational analysis is based on *Highway Capacity Manual, 6th Edition* (Transportation Research Board, 2016) (HCM) All-Way Stop Control Unsignalized methodology, which calculates the average intersection delay, in seconds, for each vehicle passing through the intersection.
[b] Operational analysis is based on HCM 6th Edition Two-Way Stop Control methodology, which calculates the control delay, in seconds, for each individual approach of an intersection. The reported control delay represents the worst-case approach, and does not account for traffic gaps created by adjacent traffic signals.

Attachment I
Neighborhood Boundaries



POTENTIALLY AFFECTED NEIGHBORHOODS	FIGURE 36

Attachment J
Neighborhood Traffic Management Tool Samples

City of Los Angeles Department of Transportation
NEIGHBORHOOD TRAFFIC MANAGEMENT TOOLS

[1]These are only rough cost estimates, and should not be used to formulate detailed budgets. Actual costs can vary greatly from the rough cost estimates, depending on street conditions, extent of landscaping, NTM goals, inflation, etc.

Neighborhood Traffic Measures / (Rough Cost[1])	Depiction	Pros	Cons	Considerations
EDGE LINES ($1,000 or more for each 1,000 ft.)	n/a	• Reduces side-swipe collisions. • May reduce vehicular speeds. • May facilitate traffic entering and exiting driveways, if there is a parking or shoulder area. • Inexpensive.	• May raise aesthetics concerns.	• 18-ft min. lane width if on-street parking is provided. • Must have adequate lane width for each direction of traffic.
LANE STRIPING— Such as two-way left-turn lane, centerline, etc. ($1,000 to $2,000 per 1,000 ft)	n/a	• May reduce vehicular speeds. • May reduce collisions. • Inexpensive.	• May raise aesthetics concerns	• Requires adequate roadway width to accommodate the existing or desired roadway usage (for traffic, parking, etc.) based on LADOT standards.
STOP SIGN PATTERN (Less than $3,000 per intersection)	n/a	• May reduce vehicular speeds, esp. at intersections. • Increases opportunity for pedestrian crossings. • May discourage cut-through traffic. • Inexpensive	• Drivers may speed up between stop signs. • Will increase noise and emissions at stop signs. • May require police enforcement.	• Must meet LADOT stop sign warrants.
SPEED HUMPS ($6,000 for three units)		• Slows traffic, esp. at midblock locations. • Self-enforcing. • Minimum maintenance. • More cost-effective than other traffic calming roadway features.	• May increase emergency service response time slightly. • May increase traffic noise in the vicinity of the hump. • May raise aesthetics concerns.	• Must meet justification and feasibility criteria. • Requires petition signed by at least 75% of households per block. • Higher cost for longer blocks.

City of Los Angeles Department of Transportation
NEIGHBORHOOD TRAFFIC MANAGEMENT TOOLS

[1]These are only rough cost estimates, and should not be used to formulate detailed budgets. Actual costs can vary greatly from the rough cost estimates, depending on street conditions, extent of landscaping, NTM goals, inflation, etc.

Neighborhood Traffic Measures / (Rough Cost[1])	Depiction	Pros	Cons	Considerations
SPEED TRAILERS ($15,000 per trailer)		• Slows traffic by educating drivers. • More cost-effective than the fixed speed display sign. • Allows for placement at multiple locations.	• May lose effectiveness over time, if periodic police enforcement is not provided. • May raise aesthetics concerns.	• Requires staffing resources to move around. • LAPD only has a limited number of these trailers. • Requires adequate shoulder or curb lane width for placement.
SPEED FEEDBACK SIGNS ($30,000 per sign, incl. 500 ft trench for power drop & new pole if a/c powered)		• Slows traffic by educating drivers.	• May lose effectiveness over time, if periodic police enforcement is not provided. • May raise aesthetics concerns. • Expensive.	• Must meet justification and feasibility criteria. • A/C powered sign is expensive to install. • Most effective with periodic police enforcement. • Solar powered sign can operate for a maximum of 12 hours/day, and for a shorter duration if daily sun exposure is less than optimum.
TRAFFIC CIRCLES ($100,000 to $150,000 or more, depending on size, extent of decorative treatments, and street conditions)		• Slows traffic, esp. at intersections. • Reduces collisions at intersection. • Landscaping enhances residential setting.	• Drivers have to learn to go around it. • May impede left turns by very large vehicles (buses, trailers, etc.). • May increase emergency service response time slightly. • May require removal of on-street parking. • Residents will have to maintain landscaping. • Very expensive.	• Must meet justification and feasibility requirements. • Requires petition signed by at least 67% of households from each block adjacent to the intersection. • Higher cost for larger intersections. • Requires commitment from neighborhood to maintain landscaping.

Note: Other NTM strategies and/or tools not listed in Attachment J may be used by the LADOT, with concurrence from LADCP, as part of the NTMP.

Attachment J (cont'd)
Neighborhood Traffic Management Tool Samples

City of Los Angeles Department of Transportation
NEIGHBORHOOD TRAFFIC MANAGEMENT TOOLS

[1]These are only rough cost estimates, and should not be used to formulate detailed budgets. Actual costs can vary greatly from the rough cost estimates, depending on street conditions, extent of landscaping, NTM goals, inflation, etc.

Neighborhood Traffic Measures / (Rough Cost[1])	Depiction	Pros	Cons	Considerations
RAISED MEDIAN ISLANDS ($30,000 + $100 per sq. ft.)		• May slow traffic by narrowing traffic lanes and creating a visual break in the roadway. • Landscaping enhances residential setting.	• May require removal of on-street parking spaces. • May restrict driveway access, resulting in u-turns. • Residents will have to maintain landscaping. • Very expensive.	• There may be objections from residents affected by parking and driveway access restrictions. • Requires commitment from neighborhood to maintain landscaping.
CURB EXTENSIONS / BUMPOUTS ($50,000 or more per corner)		• May slow traffic by narrowing traffic lanes. • Shortens pedestrian crossing distance if located at intersections. • Landscaping enhances residential setting.	• May require removal of on-street parking spaces. • At driveways, may impact driveway access. • Residents will have to maintain landscaping. • Very expensive.	• There may be objections from residents affected by parking restrictions. • Extent of driveway, gutter & curb work increases costs. • Requires commitment from neighborhood to maintain landscaping.
TURN RESTRICTION SIGNS ($500 for each access point)		• Reduces cut-through traffic volume. • May limit restrictions to problem hours. • No effect on response time for emergency service providers when compared to physical barriers. • Inexpensive.	• May cause drivers to use other neighborhood streets. • Will increase travel time for local residents as well. • Not self-enforcing; requires police enforcement.	• Must be verified by LADOT that there is a demonstrated cut-through problem. • Requires support of residents in the affected area (at least two-thirds in support). • Must address potential diversion of traffic to other neighborhood streets if restriction affects access to high volume streets (esp. collector streets).

City of Los Angeles Department of Transportation
NEIGHBORHOOD TRAFFIC MANAGEMENT TOOLS

[1]These are only rough cost estimates, and should not be used to formulate detailed budgets. Actual costs can vary greatly from the rough cost estimates, depending on street conditions, extent of landscaping, NTM goals, inflation, etc.

Neighborhood Traffic Measures / (Rough Cost[1])	Depiction	Pros	Cons	Considerations
SIGNAL TIMING METERING— To reduce green time for targeted traffic flows	n/a	• May reduce traffic volume, by discouraging some drivers from using the cut-thru route, once they perceive better time saving and convenience on adjacent highways and freeways. • Delay may create conditions that result in slower speeds.	• May cause drivers to use other neighborhood streets. • Excessive delay may cause long queue lengths over a longer period of time (to clear out). Residents may perceive the long queues to be undesirable as well (noise, emissions). • Residents are subjected to delays, too, while leaving or returning home. • May make driveway access across long queues difficult. • Depending on the signal timing scheme, may cause inconvenience to non-participating residents immediately adjacent to the NTM project area. • Expensive if traffic signal hardware changes are needed.	• Must be verified by LADOT that there is a demonstrated cut-through problem. • Requires support of residents in the affected area (at least two-thirds in support). • Must address potential diversion of traffic to other neighborhood streets if restriction affects access to high volume streets (esp. collector streets). • May be most effective if there are signal timing and striping changes that facilitate movements leading to the arterials.

Note: Other NTM strategies and/or tools not listed in Attachment J may be used by the LADOT, with concurrence from LADCP, as part of the NTMP.

Attachment J (cont'd)
Neighborhood Traffic Management Tool Samples

City of Los Angeles Department of Transportation
NEIGHBORHOOD TRAFFIC MANAGEMENT TOOLS

[1]These are only rough cost estimates, and should not be used to formulate detailed budgets. Actual costs can vary greatly from the rough cost estimates, depending on street conditions, extent of landscaping, NTM goals, inflation, etc.

Neighborhood Traffic Measures / (Rough Cost[1])	Depiction	Pros	Cons	Considerations
BARRIERS-- Such as half street closures, diagonal diverters, etc. ($50,000 to $100,000 and more for each access point, depending on street conditions and extent of landscaping)	 One type of barriers: Half Street Closure	• Reduces cut-through traffic volume. • Self-enforcing. • Landscaping enhances residential setting.	• May cause drivers to use other neighborhood streets. • Will increase travel time for local residents as well. • Some drivers may go around the barrier. • Very expensive.	• Must be verified by LADOT that there is a demonstrated cut-through problem. • Requires support of residents in the affected area (at least two-thirds in support). • Must maintain emergency or routine street access for service providers, including but not limited to the Fire Department and the Bureau of Sanitation. • Must address potential diversion of traffic to other neighborhood streets if restriction affects access to high volume streets (esp. collector streets). • Extent of gutter & curb work increases costs. • Requires commitment from neighborhood to maintain landscaping.

Note: Other NTM strategies and/or tools not listed in Attachment J may be used by the LADOT, with concurrence from LADCP, as part of the NTMP.

Attachment K
Recommended Transportation Improvements

TABLE 25
RECOMMENDED TRANSPORTATION IMPROVEMENTS

Improvement Measures	Cost Estimates [a]	
	without Moorpark Gate	with Moorpark Gate
Project Access Improvements		
New Carpenter Avenue Gate		
Carpenter Avenue & Ventura Boulevard Improvements	$1,000,000	$1,000,000
Improved Gate Control Operations		
RFID	$200,000	$200,000
Radford Mobility Connector / New Moorpark Street Gate [b]		
Bridge Connection & Neighborhood Access Restrictions		$28,000,000
Traffic Signal Installation		$500,000
Subtotal - Project Access Improvements	***$1,200,000***	***$29,700,000***
Project Features		
TDM Program		
Mobility Hub Construction Cost	$500,000	$4,500,000
Annual Operations / Maintenance [c]	$2,000,000	$2,000,000
Subtotal - Project Features & Ongoing Opertions and Maintenance	***$500,000 + $2,000,000 Annual Operations / Maintenance Costs***	***$4,500,000 + $2,000,000 Annual Operations / Maintenance Costs***
Off-Site Improvements		
Radford Mobility Connector - Bike & Pedestrian Improvements [d]	$2,000,000	$2,000,000
Radford Avenue - Class IV Bike Lanes from Radford Mobility Connector to Hoffman Street [e]	$1,000,000	$1,000,000
TSM Improvements (Intersection Signals and Corridor Signals) [f] [g]	$1,550,000	$1,550,000
Neighborhood Traffic Management Improvements	$500,000	$500,000
Vision Zero / Pedestrian / Mobility Improvements	$550,000	$550,000
Transit Stop Improvements	$200,000	$200,000
Subtotal - Off-Site Improvements [h]	***$5,800,000***	***$5,800,000***
Total - Project Contribution	**$7,500,000 + $2,000,000 Annual Operations / Maintenance Costs**	**$40,000,000 + $2,000,000 Annual Operations / Maintenance Costs**

Notes

[a] Cost estimates reflect one-time payments and do not include costs associated with design, engineering, utilities, on-going operations & maintenance, etc.

[b] The Radford Mobility Connector is a multi-modal bridge that would provide vehicular, pedestrian, and bicycle routes access across the Tujunga Wash, and include a new studio-related vehicle access.

[c] Represents an ongoing annual Operating and Maintenance cost to operate the TDM Program.

[d] The Project would contribute toward the LA River Master Plan improvement that would provide a pedestrian and bicycle route across the Tujunga Wash and the ramps and/or stairs that would provide direct access to the Los Angeles River trail system.

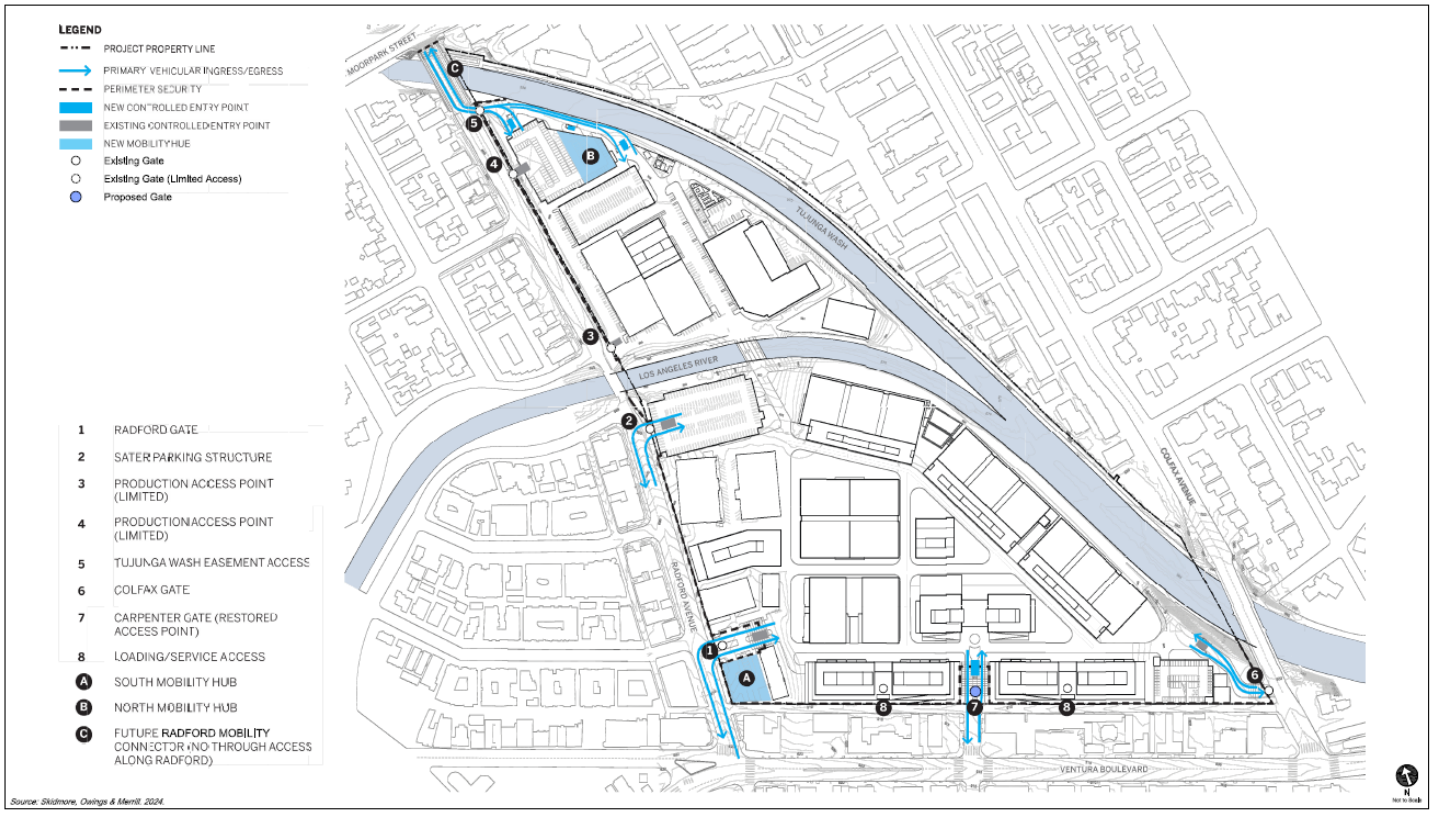
[e] Bike improvements along Radford Avenue to provide access to and connect pedestrians and bicyclists with the Los Angeles River and tributaries already envisioned by the City have been incorporated as part of the Project's off-site improvements.

[f] Traffic signal improvements could include but are not limited to signal controller upgrades, loop detectors, signal cabinets, etc.

[g] Corridor-wide improvements could include but are not limited to fiber optic cables, systemwide advance loop detectors, conduits, interconnect cables, etc.

[h] The off-site improvements are subject to refinement.

Attachment L
Project Site Plan



PROJECT SITE
VEHICULAR ACCESS - PROPOSED

FIGURE 2