County of Los Angeles
Chief Executive Office

COMMUNITY SERVICES CLUSTER
AGENDA REVIEW MEETING

DATE: **Wednesday, September 21, 2022**
TIME: **3:30 p.m.**

FESIA A. DAVENPORT
Chief Executive Officer

THIS MEETING WILL BE CONDUCTED VIRTUALLY TO ENSURE THE SAFETY OF MEMBERS OF THE PUBLIC AND EMPLOYEES AS PERMITTED UNDER STATE LAW.
TO PARTICIPATE IN THE MEETING CALL TELECONFERENCE NUMBER: (323) 776-6996 ID: 994 112 379#
Click here to join the meeting

AGENDA

Members of the Public may address the Community Services Cluster on any agenda item by submitting a written request prior to the meeting. Two (2) minutes are allowed per person in total for each item.

1. **CALL TO ORDER**

2. **INFORMATIONAL ITEM(S):** [Any Information Item is subject to discussion and/or presentation at the request of two or more Board offices with advance notification]:

   A. Board Letter (Parks and Recreation) for October 4, 2022 Board agenda:
   APPROVAL OF THE FINAL SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT FOR THE PROPOSED OPERATIONAL CHANGES AT VIRGINIA ROBINSON GARDENS

   B. Board Letter (Parks and Recreation) for October 4, 2022 Board agenda:
   APPROVAL OF LANDSCAPE MAINTENANCE, PARK MAINTENANCE, AND MOWING SERVICES CONTRACTS FOR VARIOUS FACILITIES

   C. Board Letter (Public Works) for October 4, 2022 Board agenda:
   CONSTRUCTION RELATED CONTRACT
   WATER RESOURCES CORE SERVICE AREA
   AWARD OF AS-NEEDED ENVIRONMENTAL CONSULTANT SERVICES CONTRACTS FOR PUBLIC WORKS PROJECTS AND ACTIVITIES

   D. Board Letter (Public Works) for October 4, 2022 Board agenda:
   CONSTRUCTION CONTRACT
   WATER RESOURCES CORE SERVICE AREA
   DELEGATED AUTHORITY TO ADOPT, ADVERTISE, AND AWARD
   LOS ANGELES RIVER HEADWATERS PAVILION PROJECT
   PROJECT ID NO. FCC0001384
   IN THE CITY OF LOS ANGELES

E. Board Letter (Public Works) for October 4, 2022 Board agenda:
WATER RESOURCES CORE SERVICE AREA
INTERIM SERVICE AGREEMENT AMENDMENT
BETWEEN LIBERTY UTILITIES (PARK WATER) CORPORATION AND
THE COUNTY OF LOS ANGELES FOR WATER SALE TO THE
SATIVA WATER

F. Board Letter (Public Works) for October 4, 2022 Board agenda:
WATER RESOURCES CORE SERVICE AREA
AWARD CONSULTANT SERVICES AGREEMENTS
FOR ON-CALL SAFE, CLEAN WATER PROGRAM IMPLEMENTATION
AND OTHER SUPPORT CONTRACTS

G. Board Letter (Public Works) for October 4, 2022 Board agenda:
WATER RESOURCES CORE SERVICE AREA
AWARD CONSULTANT SERVICES AGREEMENTS FOR
ON-CALL ENGINEERING AND PROJECTS MANAGEMENT SERVICES

H. Board Letter (Public Works) for October 4, 2022 Board agenda:
ON-CALL CONSULTANT SERVICES AGREEMENTS FOR WATER
QUALITY MONITORING AND RELATED SERVICES

I. Board Letter (Public Works) for October 4, 2022 Board agenda:
FEDERAL TRANSIT ADMINISTRATION SECTION 5311 GRANT
PROGRAM

J. Board Letter (Public Works) for October 4, 2022 Board agenda:
REJECT BIDS AVENUE K TRANSMISSION WATER MAIN PHASE IIIA

K. Board Letter (Regional Planning) for October 18, 2022 Board agenda:
HEARING ON TITLE 22 TUNE UP: “SERIES 002” ORDINANCE
PROJECT NO. PRJ2021-003909 - (1-5)
ADVANCE PLANNING CASE NO. RPPL2021010991

3. PRESENTATION/DISCUSSION ITEM(S):

A. Board Briefing (Regional Planning):
TITLE 22 TUNE-UP: “SERIES 002” ORDINANCE
Speaker: Amy Bodek and Connie Chung

4. PUBLIC COMMENTS (2 minutes each speaker)

5. ADJOURNMENT

BOARD LETTER/MEMO
CLUSTER FACT SHEET

☒ Board Letter ☐ Board Memo ☐ Other

CLUSTER AGENDA REVIEW DATE	9/21/2022
BOARD MEETING DATE	10/4/2022
SUPERVISORIAL DISTRICT AFFECTED	☐ All ☐ 1st ☐ 2nd ☒ 3rd ☐ 4th ☐ 5th
DEPARTMENT(S)	Parks and Recreation
SUBJECT	Approval of the Final Supplemental Environmental Impact Report for the Proposed Operational Changes at the Virginia Robinson Gardens
PROGRAM	N/A
AUTHORIZES DELEGATED AUTHORITY TO DEPT	☒ Yes ☐ No
SOLE SOURCE CONTRACT	☐ Yes ☒ No
	If Yes, please explain why:
DEADLINES/ TIME CONSTRAINTS	
COST & FUNDING	Total cost: $ / Funding source:
	TERMS (if applicable):
	Explanation:
PURPOSE OF REQUEST	To adopt the Final Supplemental Environmental Impact Report (SEIR) for the proposed operational changes at Virginia Robinson Gardens and authorize the director to enter into an amended Support Agreement with the Friends of Robinson Gardens.
BACKGROUND (include internal/external issues that may exist including any related motions)	Virginia Robinson Gardens (Gardens) is a unique 6.2-acre publicly accessible historic estate and gardens located in the City of Beverly Hills (City) operated and maintained by the Los Angeles County Department of Parks and Recreation (DPR) with support from the Friends of Robinson Gardens, a not-for-profit organization founded in 1982. Built in 1911, the Gardens was once the residence of Virginia and Harry Robinson (of the Robinson department stores). Shortly before her death in 1977, Mrs. Robinson bequeathed her estate to the County of Los Angeles. To ensure the Gardens continue to fulfill the purposes of Virginia Robinson's bequeathment for the benefit and enjoyment of the general public as an arboretum and botanical garden, DPR believes that modifying the current hours of operation and limited uses is appropriate. Therefore, DPR prepared the 2022 SEIR, which is an update to the 2014 SEIR, to analyze the potential environmental impacts of the proposed operational changes that would meet current objectives of inclusivity and accessibility and adhere to DPR's mission to serve as stewards of parklands, build healthy and resilient communities, and advance social equity and cohesion.
EQUITY INDEX OR LENS WAS UTILIZED	☒ Yes ☐ No If Yes, please explain how: The recommended actions further the Board of Supervisors (Board) approved County Strategic Plan Goal to Foster Vibrant and Resilient Communities (Goal II) by expanding access for all County residents who have

	traditionally underutilized the County's museums, theatres, beaches, parks, and other recreational facilities.
SUPPORTS ONE OF THE NINE BOARD PRIORITIES	☐ Yes ☒ No If Yes, please state which one(s) and explain how:
DEPARTMENTAL CONTACTS	Sean Woods, DPR, swoods@parks.lacounty.gov, (626) 588-5345 Clement Lau, DPR, clau@parks.lacounty.gov, (626) 588-5301

COUNTY OF LOS ANGELES
DEPARTMENT OF PARKS AND RECREATION
"Parks Make Life Better!"
Norma E. García-González, Director Alina Bokde, Chief Deputy Director

October 4, 2022

The Honorable Board of Supervisors
County of Los Angeles
383 Kenneth Hahn Hall of Administration
500 West Temple Street
Los Angeles, California 90012

Dear Supervisors:

APPROVAL OF THE FINAL SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT FOR THE PROPOSED OPERATIONAL CHANGES AT VIRGINIA ROBINSON GARDENS (SUPERVISORIAL DISTRICT 3) (3 VOTES)

SUBJECT

Approval of the recommended actions will adopt the Final Supplemental Environmental Impact Report for the proposed operational changes at Virginia Robinson Gardens and authorize the Director of the Department of Parks and Recreation to enter into an amended Support Agreement with the Friends of Robinson Gardens.

IT IS RECOMMENDED THAT YOUR BOARD:

1. Consider the 1980 Environmental Impact Report, as revised by the 2022 Final Supplemental Environmental Impact Report, for the proposed operational changes to expand public access and programming at Virginia Robinson Gardens, together with any comments received during the public review period; certify that the Board has independently considered and reached its own conclusions regarding the environmental effects of the proposed project as shown in the Final Supplemental Environmental Impact Report; adopt the mitigation finding that there are no feasible mitigation measures within the Board's power that would substantially lessen or avoid any significant effect the proposed project would have on the environment; and determine that the significant adverse effect of the proposed project has either been reduced to an acceptable level or is outweighed by the specific considerations of the project, as outlined in the Findings of Fact and Statement of Overriding Considerations, which findings and statement are adopted and incorporated by reference.

2. Authorize the Director of the Department of Parks and Recreation to enter into an amended Support Agreement with the Friends of Robinson Gardens to reflect the operational changes approved by the Board.

PURPOSE/JUSTIFICATION OF RECOMMENDED ACTIONS

The Virginia Robinson Gardens (VRG), which is listed on the National Register of Historic Places, is a County cultural jewel that transports the visitor back to the birthplace of Beverly Hills. Built in 1911, it was once the residence of retail giants Virginia and Harry Robinson (of the Robinson department stores). The beautiful six-acre property contains a breathtaking display garden, mansion and pool pavilion. A favorite destination for both local and international visitors, the property attracts a varied audience, from those interested in the history of Los Angeles and Beverly Hills to people who appreciate beautiful gardens and traditional design. The Robinson Gardens was once the site of lavish Hollywood parties. Mrs. Robinson was known as the first lady of Beverly Hills and her triumphs as a hostess are legendary: her diverse guests included royalty such as the Duke and Duchess of Windsor to Hollywood stars like Marlene Dietrich, Charlie Chaplin, Sophia Loren and Fred Astaire. The 6.2-acre garden was developed over a period of 66 years. The plants chosen to compose the garden were in large part sourced by the Robinsons and were shipped to the estate from all over the world. For example, the historic display garden contains a King Palm forest with over 1000 palms and is presumed to be the largest stand of King Palms in the world outside of Queensland, Australia. Shortly before her death in 1977, Mrs. Robinson bequeathed her estate to the County of Los Angeles (County). Los Angeles County Department of Parks and Recreation, with the support not-for-profit organization Friends of Robinson Gardens, preserve the estate for future generations to enjoy. The Department is currently pursuing museum accreditation for VRG to establish the facility as an international destination and to qualify for additional grant opportunities.

On June 10, 1980, your Board certified an Environmental Impact Report (1980 EIR) for the Gardens to accompany the land use change from a single-family estate (residential purposes) to a public open space and garden. The 1980 EIR established a detailed schedule limiting the hours of operation and number of daily visitors allowed at the Gardens project site (Project Site) for guided tours, classes and seminars, and special events, as well as the number of employees at the Project Site. The 1980 EIR included operational regulations for the future use of the Project Site and served as the governing land use document since that time until 2014.

When the 1980 EIR was certified, the Project Site was most valued as an extension of the plant testing program at the Los Angeles County Arboretum and Botanic Gardens. However, since the 1980 EIR was certified, the primary objectives of the Gardens shifted. In 2012, preservation, programming, and public access were the primary goals of the Project Site. To meet these goals, operational changes were proposed for the Gardens. A Supplemental Environmental Impact Report (2014 SEIR) was prepared to analyze the proposed modifications to the operational limitations established in the 1980 EIR. The Final SEIR was certified in 2014 by your Board. In addition, approval of the 2014 operational changes amended Section 4 of the Friends of Robinson Gardens Support Agreement No. 010158 to reflect the changes to conform with changes described in the Final 2014 SEIR. The 2014 SEIR concluded that there would be a significant and unavoidable impact with respect to traffic when compared to the City's local street traffic standards. The additional traffic on Elden Way (on Saturdays) would result in an increase greater than the City's local street threshold of 16 percent. Consequently, a Findings of Fact and Statement of Overriding Considerations was adopted by your Board along with certification of the 2014 SEIR.

After extensive understanding, analysis and collaboration between LA County Parks and the Friends of Virginia Robinson and assessing community needs, the Department is recommending an expansion of the current hours of operation and programming as a critical component to expand access countywide and advance inclusive and diverse educational programming; particularly for Title I schoolchildren to this underutilized historic gem. VRG offers very limited tours and educational programs to children across Los Angeles County, including students from Title I schools. Title I is a federal entitlement program designed to meet the needs of children in low-income households. The program offers supplemental funds to school districts with high concentration of poverty to support the school's educational goals. VRG follows the third-grade curriculum for science and has trained docents to lead the tours. This program can also serve the fourth grade at a teacher's discretion. The buses that take students to VRG are all underwritten by fundraising and grants to the Friends of Robinson Gardens. The expansion of access and educational programming also uplifts the legacy of Virginia Robinson to expose and connect the public, with a special focus on children, to the importance of historic preservation and the beautification of the environment. To this end, docent-led tours and educational programs are offered to the public. The expansion of access and educational programming uplifts the wishes and legacy of Virginia Robinson to showcase and connect the public, with a special focus on children, to the importance of historic preservation and the beautification of the environment that she and her family created for decades at the VRG.

Therefore, the Department prepared the 2022 SEIR, which is an update to the 2014 SEIR, to analyze the potential environmental impacts of the proposed operational changes that would meet current objectives of inclusivity and accessibility and adhere to the Department's mission to serve as stewards of parklands, build healthy and resilient communities, and advance social equity and cohesion.

Currently, the VRG operate on a reservation basis for all visitors and is open Monday through Saturday. The current hours of operation are 9:30 a.m. to 4:00 p.m. year-round. All visitors must make a reservation and there is a limit of 100 visitors per day. No street parking is allowed on Elden Way. There is also a limit of four special use events per year as identified in the 2014 SEIR. These special use events are limited in the number of attendees. Their purpose is to generate funds to reduce taxpayer dollars needed to support the Gardens.

The 2022 SEIR analyzes the following proposed operational changes:

- Days open to the public: Monday to Sunday (7 days a week).
- Hours for public use: 9:30 a.m. to sunset
- Number of patrons in attendance: With advance reservations, up to 200 visitors per day, spread throughout the day for either tours, meetings seminars and classes, events, or commercial filming (video only, no motion picture) or a combination of any of these activities
- Types of events: In addition to existing events, consider family ceremonies such as weddings
- Special Uses: Up to 24 special use events a yea

In addition, VRG will continue, its current practice, to operate on a reservations basis which limits the number of patrons allowed at the Gardens at the same time. VRG will continue to ensure that no visitors park on Elden Way currently or in the future. Programming will continue to comply with City ordinances, and valet service must obtain City parking permits for use of public streets to avoid overlapping events with surrounding neighbors. In addition, the current requirement of an event-specific traffic and parking plan will remain and strengthened in the SIER. Noise impacts associated with the use of amplified sound at special use events will be reduced by limiting when such events may occur and requiring a processor to control the maximum output of speakers. Also, the types of special events being proposed have been analyzed and decibel levels will remain within acceptable levels.

The purpose of the 2022 SEIR is to provide local decision-makers and the public with an objective analysis of the potential environmental consequences of the above proposed operational changes. In addition, since certification of the previous SEIR in 2014, the CEQA Guidelines have been revised to included analysis of energy, tribal cultural resources, wildfire, and vehicle miles traveled (CEQA Guidelines Section 15064.3). The 2022 SEIR concludes that implementation of the proposed operational changes would result in a significant and unavoidable traffic impact. All other potential impacts identified would be mitigated to less-than-significant levels.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommended actions further the Board of Supervisors-approved County Strategic Plan Goal to Foster Vibrant and Resilient Communities (Goal II) by expanding access for all County residents who have traditionally underutilized the County's museums, theatres, beaches, parks, and other recreational facilities.

FISCAL IMPACT/ FINANCING

Based on the recommended actions, the Department anticipates ongoing costs of approximately $387,000 for staff coverage and maintenance. DPR, in collaboration with the Friends of Virginia Robinson Gardens and CEO, will develop a funding plan. The extended operating schedule for the Gardens will not be implemented until full funding for ongoing costs is identified.

FACTS AND PROVISIONS/ LEGAL REQUIREMENTS

County Counsel has reviewed and approved this letter and the attached Draft and Final SEIR.

ENVIRONMENTAL DOCUMENTATION

The Department, on behalf of the County, as lead agency pursuant to the California Environmental Quality Act (CEQA), conducted an Initial Study of the proposed Project and determined that a SEIR was necessary for the Project. A Draft SEIR, Final SEIR, and Findings of Fact and Statement of Overriding Considerations (Attachment) have been prepared for the Project pursuant to CEQA (Cal. Pub. Res. Code 21000, et seq.).

A Notice of Completion and Availability of the Draft SEIR was published in the *Beverly Hills Courier* on July 15, 2022 and July 22, 2022, pursuant to Public Resources Code Section 21092, and posted at the Registrar Recorder/County Clerk, pursuant to Section 21092.3. Copies of the Draft SEIR were made available for public review at the headquarters of the Department of Parks and Recreation (1000 S. Fremont Avenue, Unit #40, A-9 West, 3rd Floor, Alhambra, CA 91803), the Beverly Hills Public Library (444 North Rexford Drive, Beverly Hills, CA 90210) and Virginia Robinson Gardens (1008 Elden Way, Beverly Hills, CA 90210). Notices regarding the availability of the Draft SEIR were also mailed to about 80 properties within 500 feet of the Gardens. The Notices also contained the availability of the document online with the link to the Department's website. A total of X comment e-mails/letters was received, including X residents from the City of Beverly Hills, X from various organizations, and X from public agencies (add names of agencies). All comments received and responses to those comments are included in the Final SEIR. Responses to the comments were sent to the X public agencies mentioned above, pursuant to Section 21092.5 of the State CEQA Guidelines.

A Findings of Fact and Statement of Overriding Considerations is provided with respect to the significant and unavoidable traffic impact. The benefits and value of the Proposed Project described above, compared to the significant impact, after all feasible mitigation has been proposed, would be weighed by the decision makers.

Upon your Board's adoption of the Final SEIR, the Department will file a Notice of Determination in accordance with Section 21152(a) of the California Public Resources Code, and pay the required filing and processing fees with the Registrar-Recorder/County Clerk in the amount of $75.

IMPACT ON CURRENT SERVICES (OR PROJECTS)

Approval of these actions will not impact any current services and programs.

CONCLUSION

Please instruct the Executive Officer-Clerk of the Board to return two adopted copies of this action to the Department of Parks and Recreation.

Should you have any questions, please contact Sean Woods at (626) 588-5345 or swoods@parks.lacounty.gov, Clement Lau at (626) 588-5301 or clau@parks.lacounty.gov or Kimberly Rios at (626) 588-5368 or krios@parks.lacounty.gov.

Respectfully submitted,

Norma E. García-González
Director

NEGG:SW:CL

Enclosures

c: Chief Executive Office
County Counsel
Executive Office, Board of Supervisors

COUNTY OF LOS ANGELES
DEPARTMENT OF PARKS AND RECREATION
"Parks Make Life Better!"

Norma E. García-González, Director Alina Bokde, Chief Deputy Director

REVISED NOTICE OF COMPLETION AND AVAILABILITY OF DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT FOR PROPOSED OPERATIONAL CHANGES AT THE VIRGINIA ROBINSON GARDENS STATE CLEARINGHOUSE NUMBER 2012091034

The Los Angeles County Department of Parks and Recreation, acting in the capacity of "Lead Agency" under the County Environmental Guidelines, Chapter III, Section 304, has filed a "Notice of Completion and Availability" of a Draft Supplemental Environmental Impact Report (Draft SEIR) for the Project. This document has been prepared in accordance with, and pursuant to, the California Environmental Quality Act (CEQA), as amended; Public Resources Code, Section 21000 *et seq*.; and the "Guidelines for Implementation of the California Environmental Quality Act (State CEQA Guidelines), California Code of Regulation, Title 14, Chapter 15000 *et seq*., (including Section 15160).

PUBLIC REVIEW PERIOD
The formal public review period for the Draft SEIR is from **July 22, 2022 to September 6, 2022.** All comments received by the closing of the public review period will be considered in the Final SEIR. (The previous notice indicated that the public review period would end on September 5, 2022. Because September 5, 2022 is a public holiday, the public review period has been extended to September 6, 2022.)

SITE LOCATION
The Project Site encompasses the Virginia Robinson Gardens, located at 1008 Elden Way in the City of Beverly Hills, Los Angeles County, California on a 6.2-acre parcel (location map attached). The Project Site is located within a fully developed area of the City of Beverly Hills on County property, at the top of a hill above Sunset Boulevard at the end of a cul-de-sac (Elden Way). The property is a terraced, irregularly shaped parcel bound by residential uses on all sides. The Project Site features the main residence, pool pavilion, trees, dense vegetation, and other landscape and built features.

PROPOSED PROJECT
The Los Angeles County Department of Parks and Recreation is proposing changes to expand the use of Virginia Robinson Gardens for increased public access and benefit. Specifically, the following operational changes are proposed:

	Existing	Proposed
Days Open and Hours	• Monday to Saturday; 6 days per week. • 9:30 a.m. to 4:00 p.m.	• Monday to Sunday; 7 days a week. • 9:30 a.m. to sunset
Number of Patrons in Attendance	• With advance reservation. • Up to 100 visitors per day of docent tours, seminar/classes, or commercial filming (video only, no motion picture) or a combination of any of these activities.	• With advance reservation. • Up to 200 visitors per day for docent tours, seminar/classes, or commercial filming (video only, no motion picture) or a combination of any of these activities.
Types of Events	• Offer children's programming. • Schedule staff and public programming	• In addition to the existing type of events listed to the left, propose adding private and family

	Existing	Proposed
	such as temporary exhibits, health and physical fitness activities, painting, wine and cooking classes etc. • Institute subsidized musical and performing arts programs, and movie screenings. • Subject matter for events to be determined at the discretion of the Superintendent.	ceremonies such as weddings.
Special Uses	• 4 special use events per year. Tickets are sold to regulate the number of visitors to ensure safety and a quality experience.	• Up to 24 special use events per year; up to 4 events per month. Tickets would continue to be sold to regulate the number of visitors to ensure safety and a quality experience.
Parking	• With advance reservation: • Parking on property (35 spaces available). • No parking permitted on Elden Way. • For special events, offsite parking is made available, so guests are shuttled to the estate. Valet service is also utilized. • Visitor drop-off and walk-ins allowed. • All events require a parking/transportation plan. • Promote the use of shuttle service to reduce the number of trips to the Gardens.	• In addition to existing conditions listed to the left, promote the use of public transit and ridesharing such as Lyft/Uber.

SUMMARY OF SIGNIFICANT ENVIRONMENTAL IMPACTS

The SEIR concludes that implementation of the proposed operational changes would result in new significant traffic impacts. Based on the Project trip generation analysis, the proposed operation changes would result in 100 net new daily vehicle trips. All of these trips would use local roadways to access the Project Site, and all of the trips would use Elden Way to access the Project Site driveway. Based on traffic counts on Elden Way conducted for the previous 2014 SEIR environmental analysis, volumes on that roadway range from 150 to 275 vehicles each day. The current Project operations add 50 vehicles per day to the same road segment, based on 100 daily visitors, an assumption of two persons per vehicle, and one inbound trip and one outbound trip. The Project addition of up to 100 additional trips each day on Elden Way would cause increases in volumes that range from 38 percent to 57 percent. The City of Beverly Hills maximum impact threshold of 16 percent would be exceeded every day of the week.

Feasible physical improvements for the local roadway volume impact on Elden Way were not identified, nor were feasible project mitigation measures identified that would reduce the number of Project trips to a level where the local impact is less than significant. The Proposed Project's impact to Elden Way would be significant and unavoidable.

All other potential impacts identified would be mitigated to less-than-significant levels.

REVIEWING LOCATIONS

The Draft SEIR is available for public review starting on **July 22, 2022 through September 6, 2022** at the following website: https://parks.lacounty.gov/environmental-documents/, and at the following locations:

City of Beverly Hills Public Library
444 N. Rexford Drive
Beverly Hills, California 90210

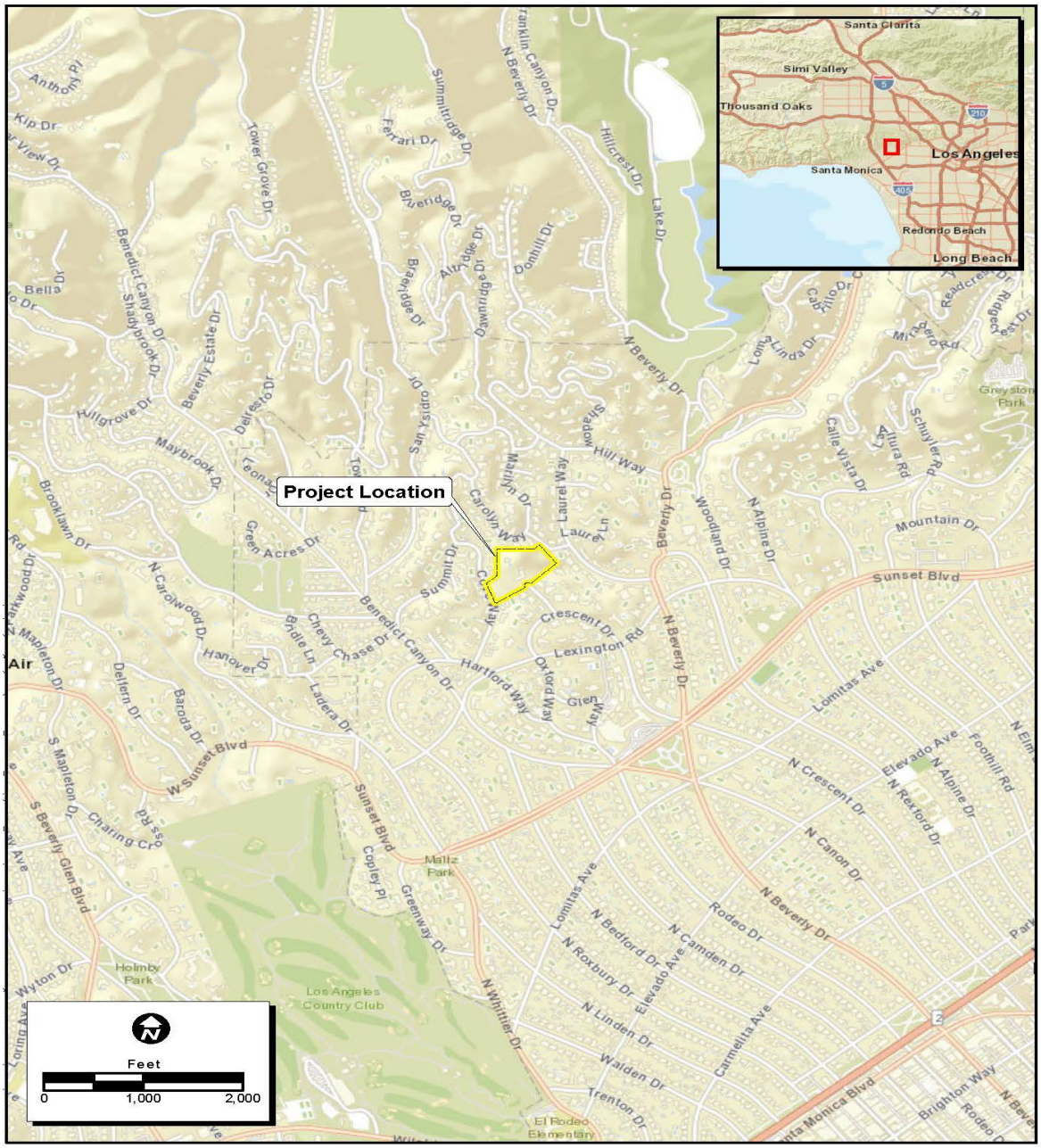
Virginia Robinson Gardens
1008 Elden Way
Beverly Hills, California 90210
(Please call (310) 550-2065 to make an appointment)

County of Los Angeles
Department of Parks and Recreation
1000 S. Fremont Ave.
Unit #40 A-9 West, 3rd Floor
Alhambra, California 91083
(Please call (626) 588-5317 to make an appointment)

COMMENTS

Please submit written comments on the Draft SEIR by **September 6, 2022** to Ms. Jui Ing Chien, Park Planner, Department of Parks and Recreation at the above address. You may also email your comments to jchien@parks.lacounty.gov. Should you have any questions, please call (626) 588-5317.

PROJECT VICINITY MAP



DRAFT

Supplemental Environmental Impact Report for the Proposed Operational Changes at the Virginia Robinson Gardens SCH #2012091034

Lead Agency:

County of Los Angeles
Department of Parks and Recreation
1000 South Fremont Avenue, Unit #40
Building A-9 West, 3rd Floor
Alhambra, CA 91803

July 2022

ECORP Consulting, Inc.
ENVIRONMENTAL CONSULTANTS

Draft Supplemental Environmental Impact Report for the Proposed Operational Changes at the Virginia Robinson Gardens

State Clearinghouse No. 2012091034

Prepared for:

County of Los Angeles Department of Parks and Recreation
1000 S. Fremont Avenue, Unit #40
Building A-9 West, 3rd Floor
Alhambra, CA 91803

Prepared by:

ECORP Consulting, Inc.
215 North 5th Street
Redlands, California 92374

JULY 2022

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APPENDICES

1.0 INTRODUCTION

1.1 Background

1.1.1 Introduction

Virginia Robinson Gardens (Gardens) is a unique 6.2-acre publicly accessible historic estate and gardens in the City of Beverly Hills (City) operated and maintained by the Los Angeles County Department of Parks and Recreation (DPR) with support from the Friends of Robinson Gardens, a not-for-profit organization founded in 1982. The property is listed on the National Register of Historic Places, is designated as a California Point of Historical Interest, and is on the City of Beverly Hills Local Register of Historic Properties.

Built in 1911, it was once the residence of Virginia and Harry Robinson (of the Robinson department stores). Shortly before her death in 1977, Mrs. Robinson bequeathed her estate to Los Angeles County. The County works in partnership with the Friends of Robinson Gardens to preserve the estate for the public to enjoy and experience.

The Gardens are home to about 150 bird species and have been designated by the National Wildlife Federation as an official Certified Wildlife Habitat Site. This certification requires that green spaces provide four basic elements that all wildlife need: food, water, cover, and a place to raise young. The Gardens serve as an urban forest, providing valuable air pollution removal and carbon sequestration. The Gardens' trees also shade buildings, provide evaporative cooling, and block high winds. The Gardens also use sustainable practices like water conservation and removal of invasive plants.

The Gardens offer educational programming and tours to children from elementary schools in Beverly Hills as well as schools located in lower-income, underserved communities across Los Angeles County. The Friends of Robinson Gardens offers educational programming and botanical learning for school children, provides docent-led tours, and fundraises to offset costs not covered by taxpayer dollars.

1.1.2 Summary of Previous CEQA Documentation

On June 10, 1980, the Los Angeles Board of Supervisors certified an Environmental Impact Report (1980 EIR) for the Gardens to accompany the land use change from a single-family estate (residential purposes) to a public open space and garden. The 1980 EIR established a detailed schedule limiting the hours of operation and number of daily visitors allowed at the Gardens (Project Site) for guided tours, classes and seminars, and special events, as well as the number of employees at the Project Site. The 1980 EIR included operational regulations for the future use of the Project Site and has served as the governing land use document since that time.

When the 1980 EIR was certified, the Project Site was most valued as an extension of the plant testing program at the Los Angeles County Arboretum and Botanic Gardens. However, since the 1980 EIR was certified, the primary objectives of the Gardens shifted. In 2012, preservation, programming, and public access were the primary goals of the Project Site. To meet these goals, operational changes were

proposed for the Virginia Robinson Gardens. A Supplemental Environmental Impact Report (2014 SEIR) was prepared to analyze the proposed modifications to the operational limitations established in the 1980 EIR. The Final SEIR was certified in 2014 by the Los Angeles County Board of Supervisors. Approval of the 2014 operational changes amended Section 4 of the Friends of Robinson Gardens Support Agreement No. 010158 to reflect the changes to the days and hours of operation to conform with changes described in the Final 2014 SEIR. The 2014 SEIR concluded that there would be a significant and unavoidable impact with respect to traffic when compared to the City's Local Street traffic standards. The additional traffic on Elden Way (on Saturdays) would result in an increase greater than the City's Local Street threshold of 16 percent. A Statement of Overriding Considerations was adopted by the County Board of Supervisors along with certification of the 2014 SEIR.

1.2 Decision to Prepare a Supplement to the Final 2014 SEIR

To ensure the Gardens continue to fulfill the purposes of Virginia Robinson's bequeathment, for the benefit and enjoyment of the general public as an arboretum and botanical garden and to advance science an education of California horticulture, DPR believes that modifying the current hours of operation and limited uses is appropriate. DPR is preparing this SEIR to analyze the potential environmental impacts of the proposed operational changes (Proposed Project) that would meet current objectives of inclusivity and accessibility and adhere to DPR's mission to serve as stewards of parklands, build healthy and resilient communities, and advance social equity and cohesion.

Currently, the Virginia Robinson Gardens operate on a reservation basis for all visitors and is open Monday through Saturday. The current hours of operation are 9:30 a.m. to 4:00 p.m. year-round. All visitors must make a reservation and there is a limit of 100 visitors per day. No street parking is allowed on Elden Way. There is also a limit of four special use events per year as identified in the 2014 SEIR. These special use events are limited in the number of attendees. Their purpose is to generate funds to reduce taxpayer dollars needed to support the Gardens.

The proposed change in operating hours of 9:30 a.m. to sunset Monday through Sunday would enable the Gardens to serve the needs of more school children and the general public. All visits would continue to be by reservation only with no street parking or buses on Elden Way. All cars must park onsite for smaller events. The proposed operational changes also include up to 100 additional visitors per day, excluding any staff, volunteers, or security on site. The number of special use events would increase to no more than 24 per year with the same restrictions. A complete description of the Proposed Project is included in Section 2.4 of this SEIR.

The proposed operational changes would result in technical changes to the 2014 SEIR that would require additional environmental review and would result in new significant impacts. The proposed operational changes would not require a major revision of the previous 2014 SEIR, therefore, DPR has determined that a supplement to the SEIR is the appropriate CEQA document to be prepared (CEQA Guidelines Section 15163). CEQA Guidelines Section 15163 allows the lead agency (County) to choose to prepare a supplement to an EIR rather than a subsequent EIR if only minor additions or changes would be necessary to make the previous EIR adequately apply to the project in the changed situation. Pursuant to CEQA Guidelines Section 15163(b): the supplement to the EIR need contain only the information necessary to

make the previous EIR adequate for the project as revised. A supplement to an EIR may be circulated for public review by itself without recirculating the previous Draft or Final EIR.

The purpose of the SEIR is to provide local decision-makers and the public with an objective analysis of the potential environmental consequences of the Proposed Project. This SEIR provides a discussion of the environmental impacts related to the operational changes at the Gardens. In addition, since certification of the previous SEIR in 2014, the CEQA Guidelines have been revised to included analysis of energy, tribal cultural resources, wildfire, and vehicle miles traveled (CEQA Guidelines Section 15064.3). The analysis in Section 3 of this this SEIR found that the significance of most of the impacts remained the same as those discussed in the certified 2014 Final SEIR. A discussion of the proposed operational changes is included in Section 2.4 of this SEIR.

1.3 Availability of the SEIR/Public Review Process

In accordance with the CEQA Guidelines (Section 15082), the County, as Lead Agency, prepared a Notice of Preparation (NOP) for an SEIR on the Proposed Project. A copy of the NOP is provided in Appendix A. The NOP was distributed for review and comment to the State Clearinghouse and interested parties for a 30-day comment period (November 16, 2021 to December 16, 2021). A public notice was also published in the *Beverly Hills Courier* newspaper on November 5, 2021. A virtual community meeting was held on November 15, 2021. Letters received from agencies and the general public during the scoping period are provided in Appendix A.

This Draft SEIR is now available for public review electronically on DPR's website: https://parks.lacounty.gov/environmental-documents/.

The Draft SEIR is also available for review at the following physical locations:

City of Beverly Hills Public Library
444 N. Rexford Drive
Beverly Hills, California 90210

Virginia Robinson Gardens
1008 Elden Way
Beverly Hills, California 90210
(Please call (310) 550-2065 to make an appointment)

County of Los Angeles
Department of Parks and Recreation
1000 S. Fremont Avenue
Unit #40 A-9 West, 3rd Floor
Alhambra, California 91083
(Please call (626) 588-5317 to make an appointment)

A period of 45 days has been established for public review of the Draft SEIR for the Proposed Project. Agencies, organizations, and individuals are invited to comment on the information presented in the Draft SEIR during this period. Specifically, comments are requested on the scope and adequacy of the environmental analysis presented in this Draft SEIR and not on the prior 2014 SEIR. All comments on the Draft SEIR should be sent to the following contact:

Ms. Jui Ing Chien, Park Planner
County of Los Angeles Department of Parks and Recreation
1000 S. Fremont Avenue
Unit #40 A-9 West, 3rd Floor
Alhambra, California 91083
Telephone: (626) 588-5317
Email: jchien@parks.lacounty.gov

Following the 45-day public review period, DPR will prepare responses to all comments and will compile these comments and responses into a Final SEIR. The County of Los Angeles Board of Supervisors will consider the information in the Draft and Final SEIR during project review and when making a decision on the Proposed Project. The Final SEIR will need to be certified as complete by the Board of Supervisors prior to making a decision on the Proposed Project.

1.4 Documents Incorporated by Reference

An EIR may incorporate portions or all of any publicly available document by reference (CEQA Guidelines Section 15150). This Draft SEIR, where applicable, incorporates by reference the certified *2014 SEIR Proposed Operational Changes to the Virginia Robinson Gardens* (County of Los Angeles 2012; 2014a; 2014b). The existing conditions and impact analysis that apply to this SEIR are therefore referenced rather than repeated. In addition, this Draft SEIR includes new analysis from two new technical reports:

- *Traffic Impact Study – Virginia Robinson Gardens* (July 2022) (Appendix F)
- *Historical Resources Memorandum for Proposed Operational Changes at the Virginia Robinson Gardens in Beverly Hills* (June 2022) (Appendix C)

New modeling was performed for air quality, greenhouse gas emissions, energy, and noise (Appendices B and D). The new information in these reports and modeling results reflects changes in the circumstances or contains information that was not known or could not have been known with the exercise of reasonable diligence at the time the 2014 Final SEIR was certified.

The following documents are available at the website link below and at the Los Angeles County Department of Parks and Recreation, 1000 S. Fremont Avenue, Unit #40 A-9 West, 3rd Floor, Alhambra, California 91083, and are hereby incorporated by reference into this SEIR:

- *Draft Supplemental Environmental Impact Report Proposed Operational Changes to the Virginia Robinson Gardens (September 2012)*
- *Final Supplemental Environmental Impact Report Proposed Operational Changes to the Virginia Robinson Gardens (May 2014)*
- *Recirculated Final Supplemental Environmental Impact Report Proposed Operational Changes to the Virginia Robinson Gardens (July 2014)*

Documents are available at: https://parks.lacounty.gov/virginia-robinson-gardens-proposed-operational-changes-to-the-virginia-robinson-gardens-final-supplemental-eir/.

2.0 PROJECT DESCRIPTION

2.1 Project Location and Setting

Virginia Robinson Gardens is located at 1008 Elden Way in the City of Beverly Hills, Los Angeles County, California on a 6.2-acre parcel (Figure 2-1). The Project Site is located within a fully developed area of the City of Beverly Hills on County property, nestled at the top of a hill above Sunset Boulevard at the end of a cul-de-sac (Elden Way). The property is a terraced, irregularly shaped parcel bound by residential uses on all sides. The Project Site features the main residence, pool pavilion, trees, dense vegetation, and other landscape and built features (Figure 2-2).

2.2 Existing Operational Policies and Procedures at Virginia Robinson Gardens

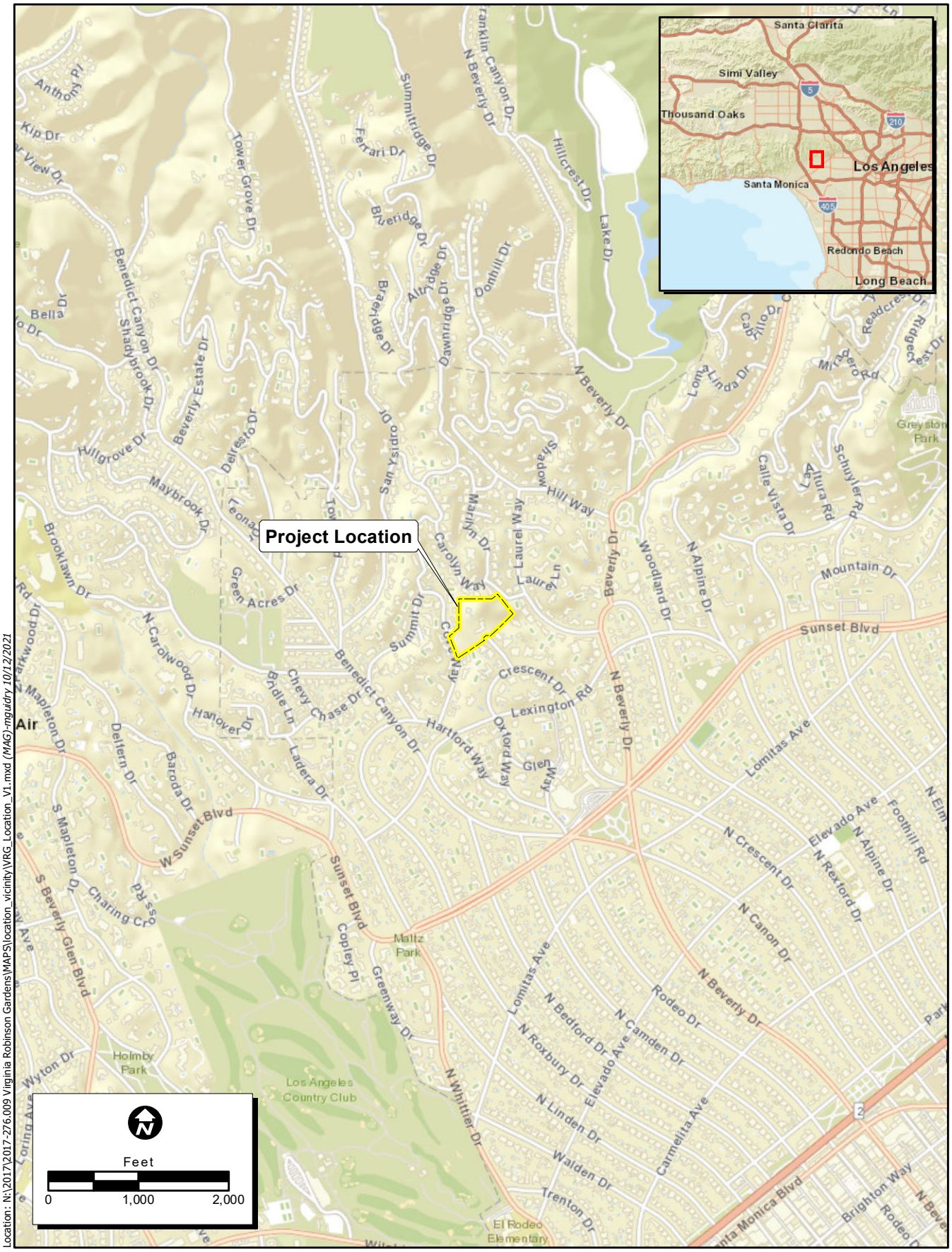
The existing operational policies and procedures practiced at the Virginia Gardens would continue to be applied to the Proposed Project. These policies and procedures are included below for informational purposes.

2.2.1 Visiting Virginia Robinson Gardens is by Reservation or Invitation Only

Daily visitation for garden tours is limited to 100 visitors per day. Visitors must make a parking and guest reservation so that the Gardens know when they will come and how many cars and people to expect. No walk-ins are allowed. Visitors are led through the Gardens by a trained docent on a 90-minute walking tour and are not allowed to tour the property unattended. Visitors must immediately leave following the tour/event. Street parking on Elden Way is not allowed. Parking attendants monitor the gates on Elden Way and visitors are directed to park on the property. The current yearly average of visitors to the Gardens is under 5,000 which equates to approximately 20 visitors per day.

2.2.2 Daily Visitor Tours are Scripted and Run 90 Minutes

Each tour is led by a volunteer docent. Children attending the Children's Science Program spend two and a half hours with a children's docent and use the Gardens as an outdoor classroom to study plants and animals. They eat lunch on the tennis court prior to returning to the school. Educational events are held in the pool pavilion and are typically followed by sit-down luncheon and further discussion with the presenter. Types of other events include botanical illustration, nature photography, bird watching, classes on vegetable gardening and plant collecting, forest bathing, yoga, and meditative walks.

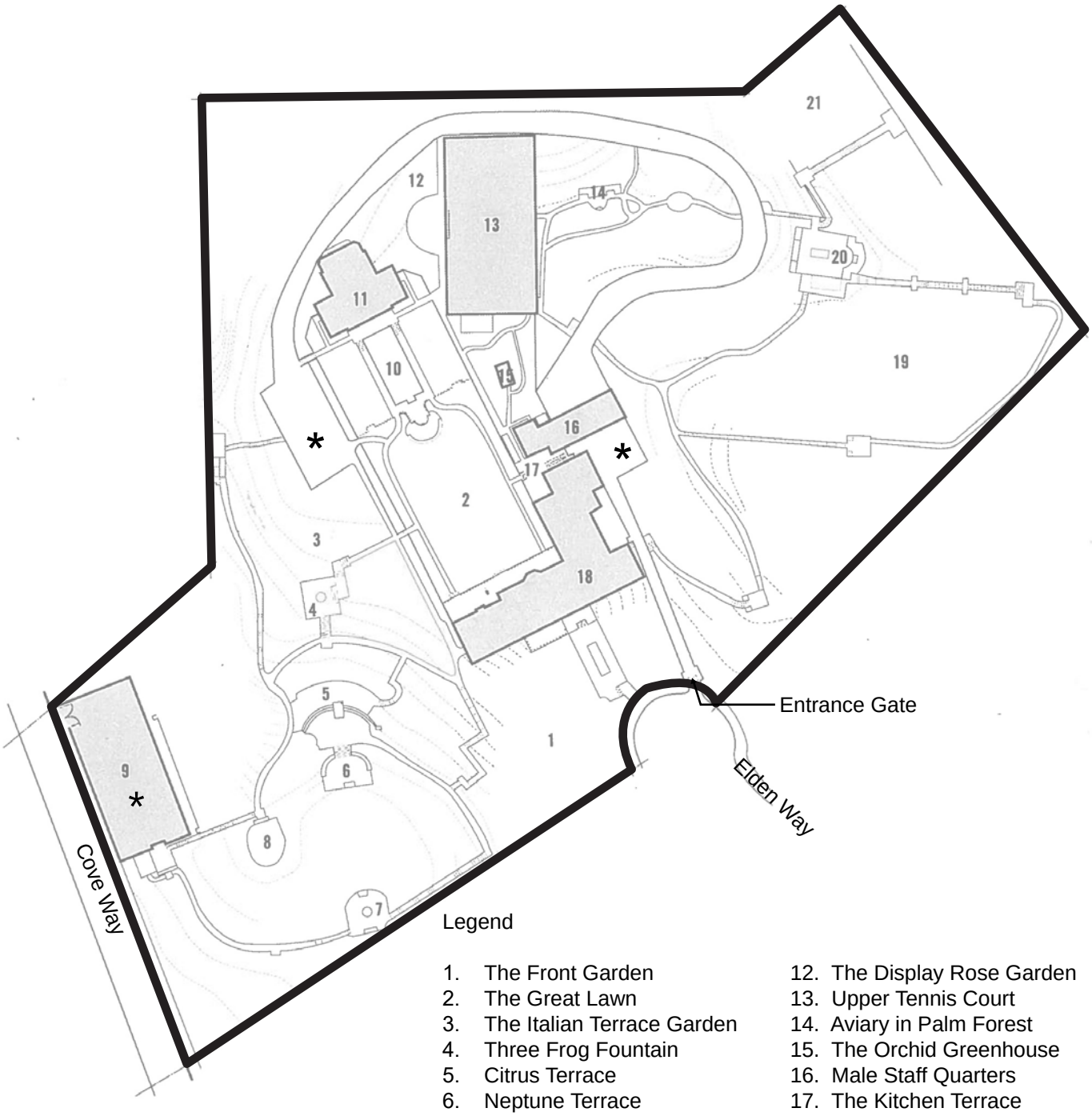


Map Date: 10/12/2021
Base Source: Esri World Street map

ECORP Consulting, Inc.
ENVIRONMENTAL CONSULTANTS

Figure 2-1. Project Location

2017-276.009 Virginia Robinson Gardens



***Source*:** ATKINS 2014, Beverly Hills' First Estate, The House and Gardens of Virginia & Harry Robinson By: Timothy Lindsay, Marcella Ruble, and Evelyn Carlson (Edited by Maralee Beck and Jamie Wolf).

ECORP Consulting, Inc.
ENVIRONMENTAL CONSULTANTS

Figure 2-2. Virginia Robinson Gardens Property Map

2017-276.009 Virginia Robinson Gardens

2.2.3 Special Use Events

The average attendance per Special Use Event is 350 guests. The following good neighbor policies are practiced when the parking for Special Use Events exceeds available parking:

- A parking/transportation plan is developed to use either valet or shuttle vans to bring guests to the Gardens from off-site parking areas and parking permits are requested from the City of Beverly Hills.
- Deliveries are scheduled by time and vehicle size. Vehicles that do not fit down the driveway are off-loaded on streets other than Elden Way.
- The Gardens has preferred rental companies that know the property and the physical site restrictions and therefore use smaller trucks to bring rentals for event set-up.
- Sensitivity to the effect on the neighbors and the protection of the artifacts on the property itself are carefully considered when planning each event.
- All City of Beverly Hills ordinances for parking and time limits for events are adhered to for each event.
- Parking monitors are in place at the front gate during the load in and load out for each event to assure compliance by participants.
- Prior to each Special Use Event, the event operator and Gardens staff would coordinate with the Parks Bureau of the Los Angeles County Sheriff's Department in its preparation and implementation of an Operations Plan for police protection services to be provided by the County to supplement the private security being provided by the event operator.
- There are cameras and video surveillance monitors throughout the property.

Examples of past special use events include Garden Tour, Patron Party, El Nido Garden Gala, Gold meets Golden, birthdays and other family celebrations, memorial services, opera in the garden, and film screenings.

2.3 Project Objectives

The mission statement of the Virginia Robinson Gardens is as follows:

> The purpose of the Virginia Robinson Gardens is to preserve and promote this historically significant first estate of Beverly Hills for the education and enjoyment of the general public.

The mission of the Los Angeles County Department of Parks and Recreation is as follows:

> Serve as stewards of parklands, build healthy and resilient communities, and advance social equity and cohesion.

To this end, the primary goal of the Proposed Project is to increase public access to the Virginia Robinson Gardens and enable more Los Angeles County residents, especially families and children, to enjoy and

experience the Gardens. Specifically, the Proposed Project has been developed to meet the following objectives:

- Implement operational changes to fulfill the missions of the Virginia Robinson Gardens and the Los Angeles County Department of Parks and Recreation.
- Increase the daily operating hours so that more visitors can be accommodated.
- Increase the number of days per week that the project site is open to the public.
- Increase visitor access each day for seminars and classes.
- Allow for an increase in the number of special events at the Gardens to help with fundraising to support operations and programming of the Gardens.
- Promote the use of alternative modes of transportation to the Gardens.

2.4 Project Description

The operational changes propose to expand the level of public use of the Virginia Robinson Gardens by extending the hours of operation and days, types of programs, and use of public transportation. Mrs. Robinson left a public garden to the community and a large number of historical archives. The Proposed Project would increase equitable access to the larger community to enjoy these assets. In addition, the increased number of Special Use Events would generate critical revenue for the Gardens, to offset the costs to operate and maintain this historic landmark.

Table 2-1 shows the operational activities (existing condition) approved in 2014 and the proposed operational changes. The Proposed Project does not include any ground disturbing activities normally associated with grading, demolition, or construction.

Table 2-1. Proposed Operational Changes

	Existing	Proposed
Days Open and Hours	• Monday to Saturday; 6 days per week. • 9:30 a.m. to 4:00 p.m.	• Monday to Sunday; 7 days a week. • 9:30 a.m. to sunset (as common for other County parks).
Number of Patrons in Attendance	• With advance reservation: • Up to 100 visitors* per day of docent tours, seminar/classes, or commercial filming (video only, no motion picture) or a combination of any of these activities. **The visitor maximum does not include staff, volunteers, or security.*	• With advance reservation: • Up to 200 visitors* per day for docent tours, seminar/classes, or commercial filming (video only, no motion picture) or a combination of any of these activities. **The visitor maximum does not include staff, volunteers, or security.*
Types of Events	• Offer children's programming. • Schedule staff and public programming such as temporary exhibits, health and physical fitness	• In addition to the existing type of events listed to the left, propose adding private and family ceremonies such as weddings.

Table 2-1. Proposed Operational Changes

	Existing	Proposed
	activities, painting, wine and cooking classes etc. • Institute subsidized musical and performing arts programs, and movie screenings. • Subject matter for events to be determined at the discretion of the Superintendent.	
Special Uses	• 4 special use events per year. Tickets are sold to regulate the number of visitors to ensure safety and a quality experience.	• Up to 24 special use events per year; up to 4 events per month. Tickets would be sold to regulate the number of visitors to ensure safety and a quality experience.
Parking	• With advance reservation: • Parking on property (35 spaces available). • No parking permitted on Elden Way. • For special events, offsite parking is made available, so guests are shuttled to the estate. Valet service is also utilized. • Visitor drop-off and walk-ins allowed. • All events require a parking/transportation plan. • Promote the use of shuttle service to reduce the number of trips to the Gardens.	• In addition to existing parking conditions listed to the left, promote the use of public transit and ridesharing such as Lyft/Uber.

2.4.1 Days Open and Hours

DPR proposes that the Gardens be open from 9:30 a.m. to sunset. Sunset is typically 7 to 8 p.m. in the summer and 5 to 6 p.m. in the winter. This means the Gardens would be open for up to 10.5 hours in the summer and 8.5 hours in the winter. Current hours are from 9:30 a.m. to 4:00 p.m., which translates to a duration of 6.5 hours. The proposed increase in the number of visitors would be spread over the increased hours of operations.

The current operational restrictions of 6.5 hours a day, six days a week limits the Gardens ability to fulfill the mission of Virginia Robinson's bequeathment to the County. By allowing the Gardens to welcome the public until sunset, as most other public gardens and parks do, students and the public would have greater access. The Gardens would be able to offer science and botanical education to more students from all schools, including Title I schools. Title I is a Federal Entitlement Program designed to meet the needs of children who come from low-income households. The program supplies supplemental funds to school districts with high concentration of poverty to support the school's educational goals. In Los Angeles County there are approximately 1,922 Los Angeles Unified Schools that currently qualify for this program. The Gardens developed and continues to deliver the educational programming.

With the proposed modifications, the Gardens would be open for up to four more hours in the summer and two more hours in the winter. This would allow the Gardens to develop an afterschool program for children. It would also mean that families would be able to visit the Gardens after school, in the afternoon, and late in the afternoon after work, daylight permitting. With longer hours available, the increase in visitors would be spread across the day.

2.4.2 Number of Patrons in Attendance

Public tours are at designated times only. Two tours are typically scheduled per day, one in the morning and one in the afternoon. Each tour is led by a trained docent(s). The Gardens are currently limited to 100 people per day, unless there is one of the four permitted Special Use Events. Tours are limited to 15 to 20 people for the best guest experience. This allows visitors to walk the garden paths comfortably and hear the docents.

The Proposed Project would increase the number of daily visitors from 100 to 200. The proposed increase in the number of visitors would be spread over the increased hours of operations. The current yearly average of visitors to the Gardens is under 5,000 which equates to approximately 20 visitors per day. Visits to the Gardens would continue to be by reservation only, with no walk-ins allowed. For Special Use Events, tickets would be sold to regulate the number of visitors to ensure safety and a quality experience; additional information on Special Use Events is provided in Section 2.4.5.

2.4.3 Types of Events

With the Proposed Project the Gardens would continue to offer daily programming, including children's programming, temporary exhibits, health and physical fitness activities, painting, wine and cooking classes etc. Subsidized musical and performing arts programs would be offered as well as movie screenings. The subject matter for events would continue to be determined at the discretion of the Superintendent. The Proposed Project would add family ceremonies such as weddings subject to the Special Use Event requirements described in Section 2.4.5.

2.4.4 Special Use Events

The Proposed Project includes up to 24 special use events per year (up to 4 events per month). Four special use events are allowed currently. The Gardens conform to Beverly Hills City ordinances and would continue to stop all amplified music at 10 p.m.

The proposed increase in the number of special events would improve the fundraising that supports the educational programs and maintenance of the Gardens. Private event rental is a vital means for raising funds to sustain the operations of facilities like the Virginia Robinson Gardens and lessens the tax-payer burden. Renting for private events is a normal operation and legal under the 501(c)(3) charitable tax designation, does not change a venue's tax status, and reflects the values of Virginia Robinson's bequeathment.

2.4.5 Parking

Parking on the property will remain the same (35 spaces available) and there will continue to be no parking on Elden Way. Parking is reserved when visitors make reservations for a tour. Smaller events can accommodate up to 35 cars with stacked parking. For larger events, valet service is required. The event must receive a Valet Permit and Special Event Permit from the City of Beverly Hills. A Street Parking Permit is issued by the City of Beverly Hills. For Special Use Events, the Gardens will continue to promote the use of shuttle service from offsite to reduce the number of trips and all events will require a parking/transportation plan. Special Use Event parking management is based on the total number of guests expected.

Vendors and staff for Special Use Events are required to park at a designated site and are shuttled to the Gardens. Specifically, all vendor cars can be parked at Greystone Mansion and Park located at 905 Loma Vista Drive, Beverly Hills, CA 90210, approximately 1.5 miles from the Gardens. Vendors may also park in the Cove Way parking lot and walk up the back way through the property.

The load in and load out procedures for Special Use Events is tightly regulated and scheduled by the County and the Friends of the Robinson Gardens working together with the renting organization. This coordination manages the activity on the street as well as protects the historic property and neighboring residences from damage. Vendors are assigned arrival and load out times. Prior to the event, they receive a packet of information on the dimensions of the driveway and the location of offsite parking as well as other information. There are preferred vendors that staff has trained. The largest vehicles are required to park off site. Smaller trucks then off load and deliver their contents to the property. The same program is used for loading out.

Gardens staff park their cars in the parking lot off the entrance at 1028 Cove Way. There are eight spaces available. Occasionally, staff use the upper parking lot when there are no tours scheduled for the day.

3.0 ENVIRONMENTAL REVIEW

3.1 Introduction

This section provides a discussion of the existing environment within and surrounding the Virginia Robinson Gardens (Gardens) followed by a summary of prior environmental review and an analysis of the impacts of the Proposed Project.

3.2 Aesthetics

3.2.1 Environmental Setting

The aesthetics environmental setting for the Gardens remains similar to that discussed in the *2012 Draft SEIR* and *2014 Final SEIR Proposed Operational Changes to the Virginia Robinson Gardens* (County of Los Angeles 2012; 2014a; 2014b). The Project Site is located within a fully developed area of the City of Beverly Hills (City) at the top of a hill above Sunset Boulevard. The approximately 6.2-acre Project Site is a terraced, irregularly shaped parcel bound by single-family residential uses on all sides. The Project Site features the main residence, pool pavilion, trees, and dense vegetation (Figure 2-2).

The surrounding residential streets feature extremely dense landscaping along the privately-owned properties that include hedges, shrubs, and mature trees. In addition, some properties are bordered by stone walls and gates. Therefore, any views of the Project Site from public streets are obstructed, except from the terminus of the Elden Way cul-de-sac at the entrance of the Project Site.

3.2.1.1 Caltrans California Scenic Highways Program

The California Scenic Highway Program protects and enhances the scenic beauty of California's highways and adjacent corridors. A highway can be designated as scenic based on how much natural beauty can be seen by users of the highway, the quality of the scenic landscape, and if development impacts the enjoyment of the view (California Department of Transportation [Caltrans] 2019). The closest state highway is State Route 2 (SR-2), Santa Monica Boulevard, located approximately 1.3 miles south-southeast of the Project Site. SR-2 is not a state-designated scenic highway, and no portion of the Project Site can be seen from SR-2. SR-1, Pacific Coast Highway, is located approximately 7 miles southwest of the Project Site and is not officially designated as a scenic highway. As with SR-2, no views of the Project Site can be seen from any portion of SR-1, and SR-1 cannot be seen from the Project Site.

3.2.1.2 Los Angeles County General Plan 2035

The Los Angeles County General Plan 2035 was adopted by the Los Angeles County Board of Supervisors on October 6, 2015, to provide the policy framework for the growth and development of the unincorporated County and County properties through 2035 (County of Los Angeles 2015). The Land Use Element provides strategies and planning tools to facilitate and guide future development and revitalization efforts. The Conservation and Natural Resources Element serves as the policy guide for conservation of scenic resources in the County.

3.2.1.3 City of Beverly Hills General Plan

The City of Beverly Hills General Plan, originally adopted in 1977 and amended and readopted in 2010, serves as a comprehensive, long-term plan for future development in the City (City of Beverly Hills 2010). The Open Space Element of the General Plan guides the maintenance and preservation of natural resources, open space, scenic resources, recreation and park lands in the City. The Open Space Element includes the following goals and policies related to scenic resources:

Goal OS-6: Visual Resource Preservation. Maintenance and protection of significant visual resources and aesthetics that define the City.

Policy OS-6.1: Protection of Scenic Views. Seek to protect scenic views and vistas from public places including City landmarks, hillside vistas, and urban views of the City.

3.2.2 Prior Environmental Review

3.2.2.1 Previous Environmental Analysis

The aesthetics impacts associated with the 2014 operational changes at the Virginia Robinson Gardens were evaluated in the following documents:

- *Draft Supplemental Environmental Impact Report Proposed Operational Changes to the Virginia Robinson Gardens (September 2012) – pages 18 through 51*
- *Final Supplemental Environmental Impact Report Proposed Operational Changes to the Virginia Robinson Gardens (May 2014)*
- *Recirculated Final Supplemental Environmental Impact Report Proposed Operational Changes to the Virginia Robinson Gardens (July 2014)*

3.2.2.2 Previously Identified Significant Project Impacts

The 2014 SEIR did not identify any significant project impacts to aesthetics associated with the previous operational changes at the Gardens.

3.2.2.3 Previously Identified Mitigation Measures

There were no mitigation measures identified in the 2014 SEIR because the impacts were found to be less than significant.

3.2.3 Environmental Impacts

The Proposed Project would continue to maintain and preserve the Virginia Robinson Gardens and its historic structures and gardens, as discussed in the 2012 *Draft SEIR* and 2014 *Final SEIR Proposed Operational Changes to the Virginia Robinson Gardens* (September County of Los Angeles 2012; 2014a; 2014b). The Proposed Project would not construct new buildings, alter existing buildings, change

landscaping, or alter the visual aspects of the Project Site in any way. As such, the Proposed Project would not degrade the visual character or quality of the site or its surroundings.

The Proposed Project would increase Special Use Events from 4 per year to 24 per year, and evening events would be offered that could include temporary outdoor lighting. The lighting would be directed toward a specific area of the Project Site, and since the Project Site and the other properties in the area are located on large parcels, the amount of light spillage onto neighboring residences would be limited. In addition, the dense landscaping surrounding the Project Site would block the majority of the nighttime lighting. This lighting would also be consistent with the lighting elements of adjacent neighborhood (as hosting special use events is commonplace in this neighborhood and throughout the City of Beverly Hills) and would not create a significant new source of light.

The increased number of visitors moving through the surrounding neighborhood would create a new, short-term, visual element to the project area. However, all daily visitors to the Gardens would continue to be by reservation only (up to 200 per day). All vehicles would park within the onsite 35 parking spaces, with no street parking or bus parking on Elden Way. Smaller events can accommodate up to 35 cars with stacked parking. Currently, during Special Use Events, vehicles arrive at the Project Site and cars are parked in the surrounding neighborhood (by valet); this would continue with the Proposed Project. This is consistent with events already held in the area by surrounding residences and would not be a condition unique to the Proposed Project Site.

Due to the short-term and minor nature of this new visual element, the Proposed Project would not substantially degrade the existing visual character or quality of the project area, resulting in a less than significant impact.

3.2.4 Mitigation Measures

Impacts would be less than significant therefore mitigation measures are not required.

3.2.5 Residual Impacts After Mitigation

Less than significant impacts would occur.

3.3 Agriculture/Forestry Resources

3.3.1 Environmental Setting

The agriculture/forestry resources for the proposed operational changes at the Gardens are the same as those identified in the previously prepared 2014 SEIR (County of Los Angeles 2012; 2014a; 2014b). As discussed in the 2012 Draft SEIR, there are approximately 39,812 acres of farmland in Los Angeles County. However, the Project Site is not located on or adjacent to any farmland including Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. The Project Site is not currently protected under the Williamson Act or zoned for agricultural uses, nor has it been used for strictly agricultural purposes since the Robinsons purchased the property in the early 1900s. While the Project Site is currently developed with acres of manicured gardens that surround the main residence and pool pavilion, the existing

vegetation is not considered to be a forestry resource per the definition of Public Resources Code Section 12220(g), timberland as defined by Public Resources Code Section 4526, or timberland zoned Timberland Production per Government Code Section 51104(g). The Project Site is located in a highly developed, residential neighborhood, and the Proposed Project would not involve any construction activities, including grading, or changes in land use.

3.3.2 Prior Environmental Review

3.3.2.1 Previous Environmental Analysis

The agriculture/forestry resources impacts associated with the 2014 operational changes at the Virginia Robinson Gardens were evaluated in the following documents:

- *Draft Supplemental Environmental Impact Report Proposed Operational Changes to the Virginia Robinson Gardens (September 2012) – pages 51 through 53*
- *Final Supplemental Environmental Impact Report Proposed Operational Changes to the Virginia Robinson Gardens (May 2014)*
- *Recirculated Final Supplemental Environmental Impact Report Proposed Operational Changes to the Virginia Robinson Gardens (July 2014)*

3.3.2.2 Previously Identified Significant Project Impacts

The 2014 SEIR did not identify any significant project impacts to agriculture/forestry resources associated with the previous operational changes at the Virginia Robinson Gardens.

3.3.2.3 Previously Identified Mitigation Measures

There were no mitigation measures identified in the 2014 SEIR because the impacts were found to be less than significant.

3.3.3 Environmental Impacts

As discussed above, the Project Site is located in a highly developed, residential neighborhood, and no farmland or forestry resources are located on the Project Site or vicinity. The Proposed Project would not involve any construction activities, including grading, or changes in land use. As such, implementation of the Proposed Project would have no impact on agriculture and forestry resources.

3.3.4 Mitigation Measures

Impacts would be less than significant therefore mitigation measures are not required.

3.3.5 Residual Impacts After Mitigation

Less than significant impacts would occur.

3.4 Air Quality

3.4.1 Environmental Setting

The City of Beverly Hills is located within Los Angeles County. The California Air Resource Board (CARB) has divided California into regional air basins according to topographic features. The City of Beverly Hills portion of Los Angeles County is located in a region identified as the South Coast Air Basin (SoCAB). The SoCAB occupies the non-desert portions of Los Angeles, Riverside, and San Bernardino counties and all of Orange County. The air basin is on a coastal plain with connecting broad valleys and low hills and is bounded by the Pacific Ocean on the southwest, with high mountains forming the remainder of the perimeter. The mountain ranges to the east affect the diffusion of pollutants by inhibiting the eastward transport of pollutants. Air quality in the SoCAB generally ranges from fair to poor and is similar to air quality in most of coastal Southern California. The entire region experiences heavy concentrations of air pollutants during prolonged periods of stable atmospheric conditions.

Both the U.S. Environmental Protection Agency (USEPA) and CARB have established ambient air quality standards for common pollutants. These ambient air quality standards are levels of contaminants representing safe levels that avoid specific adverse health effects associated with each pollutant. The ambient air quality standards cover what are called "criteria" pollutants because the health and other effects of each pollutant are described in criteria documents. The six criteria pollutants are ozone (O_3), carbon monoxide (CO), particulate matter (PM), nitrogen oxides (NO_x), sulfur dioxide (SO_2), and lead. Areas that meet ambient air quality standards are classified as attainment areas, while areas that do not meet these standards are classified as nonattainment areas. The portion of Los Angeles County encompassing the City of Beverly Hills and the Project Site is designated as a nonattainment area for the federal O_3 and fine particulate matter ($PM_{2.5}$) standards and is also a nonattainment area for the state standards for O_3, $PM_{2.5}$ and coarse particulate matter (PM_{10}) (CARB 2019).

The local air quality regulating authority in Los Angeles County portion of SoCAB, including the Project Site, is the South Coast Air Quality Management District (SCAQMD). The SCAQMD's primary responsibility is ensuring that the National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) are attained and maintained in the Los Angeles County portion of the SoCAB. The SCAQMD is also responsible for adopting and enforcing rules and regulations concerning air pollutant sources, issuing permits for stationary sources of air pollutants, inspecting stationary sources of air pollutants, responding to citizen complaints, monitoring ambient air quality and meteorological conditions, awarding grants to reduce motor vehicle emissions, and conducting public education campaigns, as well as many other activities.

3.4.2 Previous Environmental Review

Air quality impacts associated with the 2014 operational changes at the Virginia Robinson Gardens were evaluated in the following documents:

- *Draft Supplemental Environmental Impact Report Proposed Operational Changes to the Virginia Robinson Gardens (September 2012) pages 53 through 57*

- *Final Supplemental Environmental Impact Report Proposed Operational Changes to the Virginia Robinson Gardens (May 2014)*
- *Recirculated Final Supplemental Environmental Impact Report Proposed Operational Changes to the Virginia Robinson Gardens (July 2014)*

3.4.2.1 Previously Identified Significant Project Impacts

The 2014 SEIR did not identify any significant project impacts to air quality associated with the proposed operational changes and therefore, no mitigation measures were required.

3.4.2.2 Previously Identified Mitigation Measures

There were no mitigation measures identified in the 2014 SEIR because the impacts were considered less than significant.

3.4.3 Environmental Impacts

3.4.3.1 Construction Impacts

The Project is proposing to expand the use of the Gardens to increase public access and benefit by extending the hours of operations, increasing the types of programs offered, and increasing the number of daily visitors. No construction is proposed for the Project. Therefore, no impact would occur.

3.4.3.2 Operations Impacts

Air Quality Plan

Air quality plans are prepared to accommodate growth, reduce the high levels of pollutants within jurisdictional areas, return clean air to the region, and minimize the impact of reduced air quality on the economy. The Project Site is located within the SoCAB, which is under the jurisdiction of the SCAQMD. The SCAQMD is required, pursuant to the federal Clean Air Act (CAA), to reduce emissions of criteria pollutants for which the SoCAB is in nonattainment. In order to reduce such emissions, the SCAQMD drafted the 2016 Air Quality Management Plan (2016 AQMP). The 2016 AQMP establishes a program of rules and regulations directed at reducing air pollutant emissions and achieving state (California) and national air quality standards. Projects that are consistent with the employment and population growth projected by the SCAQMD would not conflict with or obstruct implementation of the 2016 Air Quality Management Plan.

The Proposed Project would not affect population growth or substantially increase employment growth as the Project is only proposing to increase the number of Special Use Events occurring each year and the number of daily visitors. Additionally, the Project does not propose any construction and operational emissions attributed to the increased activity on the Project Site would be negligible and below the SCAQMD thresholds (Table 3.4-1).

Regional Operational Significance Analysis

Implementation of the Project would result in long-term operational emissions of criteria air pollutants such as PM_{10}, $PM_{2.5}$, CO, and SO_2 as well as O_3 precursors such as reactive organic gases (ROGs) and NO_X. Criteria air pollutant emissions were modeled using the California Emissions Estimator Model (CalEEMod), version 2020.4.0. CalEEMod is a statewide land use emissions computer model designed to quantify potential criteria pollutant emissions associated with both construction and operations from a variety of land use projects. Long-term operational emissions as a result of the Proposed Project would mainly be attributed to the proposed increase in daily visitors and the number of Special Use Events. It is noted that the increase in special use events, from 4 to 24, has the potential to increase area and energy source emissions, however; this increase would be negligible and was not accounted for in CalEEMod. Operational emissions attributable to the Project are identified in Table 3.4-1 and compared to the operational significance thresholds promulgated by the SCAQMD. As shown in Table 3.4-1, the Project's emissions would not exceed any SCAQMD thresholds for any criteria air pollutants during operation as a result of increased visitors. This impact is less than significant.

Table 3.4-1. Operational-Related Emissions (Regional Significance Analysis)

Emission Source	Pollutant (pounds per day)					
	ROG	**NOx**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Summer Emissions						
Area	0.00	0.00	0.00	0.00	0.00	0.00
Energy	0.00	0.00	0.00	0.00	0.00	0.00
Mobile	0.31	0.32	3.22	0.00	0.72	0.19
Total:	**0.31**	**0.32**	**3.22**	**0.00**	**0.72**	**0.19**
SCAQMD Regional Significance Threshold	*55*	*55*	*550*	*150*	*150*	*55*
Exceed SCAQMD Regional Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
Winter Emissions						
Area	0.00	0.00	0.00	0.00	0.00	0.00
Energy	0.00	0.00	0.00	0.00	0.00	0.00
Mobile	0.30	0.34	3.14	0.00	0.72	0.19
Total:	**0.30**	**0.34**	**3.14**	**0.00**	**0.72**	**0.19**
SCAQMD Regional Significance Threshold	*55*	*55*	*550*	*150*	*150*	*55*
Exceed SCAQMD Regional Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Source: CalEEMod version 2020.4.0. Refer to Appendix A for Model Data Outputs.
Notes: Daily vehicle trips provided by KOA (2022; Appendix F).

Localized Operational Significance Analysis

According to the SCAQMD localized significance threshold methodology, localized significance thresholds (LSTs) would apply to the operational phase of a proposed project only if the project includes stationary sources (e.g., smokestacks) or attracts heavy-duty trucks that may spend long periods queuing and idling at the site (e.g., warehouse or transfer facilities). The Proposed Project does not include such uses. Therefore, in the case of the Proposed Project, the operational LST protocol is not applied. This impact is less than significant.

Operational Air Contaminants

Operations of the Proposed Project would not result in the development of any substantial sources of air toxics. There are no stationary sources associated with the operations of the Project; nor would the Project attract additional mobile sources that spend long periods queuing and idling at the Project Site. Onsite Project emissions would not result in significant concentrations of pollutants at nearby sensitive receptors. The Project would not have a high carcinogenic or non-carcinogenic risk during operation. As such, the impact is less than significant.

Carbon Monoxide Hot Spots

It has long been recognized that CO exceedances are caused by vehicular emissions, primarily when idling at intersections. Concentrations of CO are a direct function of the number of vehicles, length of delay, and traffic flow conditions. Under certain meteorological conditions, CO concentrations close to congested intersections that experience high levels of traffic and elevated background concentrations may reach unhealthy levels, affecting nearby sensitive receptors. Given the high traffic volume potential, areas of high CO concentrations, or "hot spots," are typically associated with intersections that are projected to operate at unacceptable levels of service during the peak commute hours. It has long been recognized that CO hotspots are caused by vehicular emissions, primarily when idling at congested intersections. However, transport of this criteria pollutant is extremely limited, and CO disperses rapidly with distance from the source under normal meteorological conditions. Furthermore, vehicle emissions standards have become increasingly more stringent in the last 20 years. Currently, the allowable CO emissions standard in California is a maximum of 3.4 grams/mile for passenger cars (there are requirements for certain vehicles that are more stringent). With the turnover of older vehicles, introduction of cleaner fuels, and implementation of increasingly sophisticated and efficient emissions control technologies, CO concentration in the SoCAB is designated as in attainment. Detailed modeling of Project-specific CO "hot spots" is not necessary and thus this potential impact is addressed qualitatively.

A CO "hot spot" would occur if an exceedance of the state one-hour standard of 20 parts per million (ppm) or the eight-hour standard of 9 ppm were to occur. The analysis prepared for CO attainment in the SCAQMD's *1992 Federal Attainment Plan for Carbon Monoxide* in Los Angeles County and a Modeling and Attainment Demonstration prepared by the SCAQMD as part of the 2003 AQMP can be used to demonstrate the potential for CO exceedances of these standards. The SCAQMD is the air pollution control officer for much of southern California. The SCAQMD conducted a CO hot spot analysis as part of the 1992 CO Federal Attainment Plan at four busy intersections in Los Angeles County during the peak

morning and afternoon time periods. The intersections evaluated included Long Beach Boulevard and Imperial Highway (Lynwood), Wilshire Boulevard and Veteran Avenue (Westwood), Sunset Boulevard and Highland Avenue (Hollywood), and La Cienega Boulevard and Century Boulevard (Inglewood). The busiest intersection evaluated was at Wilshire Boulevard and Veteran Avenue, which has a traffic volume of approximately 100,000 vehicles per day. Despite this level of traffic, the CO analysis concluded that there was no violation of CO standards (SCAQMD 1992). In order to establish a more accurate record of baseline CO concentrations affecting the Los Angeles, a CO "hot spot" analysis was conducted in 2003 at the same four busy intersections in Los Angeles at the peak morning and afternoon time periods. This "hot spot" analysis did not predict any violation of CO standards. The highest one-hour concentration was measured at 4.6 ppm at Wilshire Boulevard and Veteran Avenue and the highest eight-hour concentration was measured at 8.4 ppm at Long Beach Boulevard and Imperial Highway. Thus, there was no violation of CO standards.

Similar considerations are also employed by other Air Districts when evaluating potential CO concentration impacts. More specifically, the Bay Area Air Quality Management District, the air pollution control officer for the San Francisco Bay Area, concludes that under existing and future vehicle emission rates, a given project would have to increase traffic volumes at a single intersection by more than 44,000 vehicles per hour, or 24,000 vehicles per hour where vertical and/or horizontal air does not mix, in order to generate a significant CO impact.

The Proposed Project is anticipated to result in an additional 100 daily traffic trips (KOA 2022; Appendix F). Thus, the Proposed Project would not generate traffic volumes at any intersection of more than 100,000 vehicles per day (or 44,000 vehicles per day) and there is no likelihood of the Project traffic exceeding CO values. This impact is less than significant.

Odors

Typically, odors are regarded as an annoyance rather than a health hazard. However, manifestations of a person's reaction to foul odors can range from psychological (e.g., irritation, anger, or anxiety) to physiological (e.g., circulatory and respiratory effects, nausea, vomiting, and headache).

With respect to odors, the human nose is the sole sensing device. The ability to detect odors varies considerably among the population and overall is quite subjective. Some individuals have the ability to smell minute quantities of specific substances; others may not have the same sensitivity but may have sensitivities to odors of other substances. In addition, people may have different reactions to the same odor; in fact, an odor that is offensive to one person (e.g., from a fast-food restaurant) may be perfectly acceptable to another. It is also important to note that an unfamiliar odor is more easily detected and is more likely to cause complaints than a familiar one. This is because of the phenomenon known as odor fatigue, in which a person can become desensitized to almost any odor and recognition only occurs with an alteration in the intensity.

Quality and intensity are two properties present in any odor. The quality of an odor indicates the nature of the smell experience. For instance, if a person describes an odor as flowery or sweet, then the person is describing the quality of the odor. Intensity refers to the strength of the odor. For example, a person may

use the word "strong" to describe the intensity of an odor. Odor intensity depends on the odorant concentration in the air. When an odorous sample is progressively diluted, the odorant concentration decreases. As this occurs, the odor intensity weakens and eventually becomes so low that the detection or recognition of the odor is quite difficult. At some point during dilution, the concentration of the odorant reaches a detection threshold. An odorant concentration below the detection threshold means that the concentration in the air is not detectable by the average human.

According to the SCAQMD, land uses commonly considered to be potential sources of obnoxious odorous emissions include agriculture (farming and livestock), wastewater treatment plants, food processing plants, chemical plants, composting facilities, refineries, landfills, dairies, and fiberglass molding. The Proposed Project does not include any uses identified by the SCAQMD as being associated with odors. Therefore, no impact would occur.

3.4.4 Mitigation Measures

Impacts would be less than significant therefore mitigation measures are not required.

3.4.5 Residual Impacts After Mitigation

Less than significant impacts would occur.

3.5 Biological Resources

3.5.1 Environmental Setting

The Project Site is in a residential area of northwest Beverly Hills and is completely surrounded by existing, established residential development with substantial landscaping, primarily for the purposes of decoration and to screen residential structures from adjacent streets. The existing environment is typical of urban settings in the Los Angeles Basin and is primarily comprised of buildings, surface streets, and non-native ornamental vegetation associated with landscaping. The local area is fully developed and lacks naturalized or native habitat for plant and wildlife species. The area has been developed for decades, and all native habitat that had once existed has been largely removed. No native vegetation communities, drainage features, wetlands, riparian corridors, or other undeveloped habitat occurs on the Project Site. In general, the ornamental landscape vegetation that characterizes the Project Site and vicinity is mature, with taller ornamental trees, shrubbery, and groundcover interspersed among the residential homes and surface streets (County of Los Angeles 2012).

3.5.2 Prior Environmental Review

3.5.2.1 Previous Environmental Analysis

The biological resources impacts associated with the 2014 operational changes at the Virginia Robinson Gardens were evaluated in the following documents:

- *Draft Supplemental Environmental Impact Report Proposed Operational Changes to the Virginia Robinson Gardens (September 2012) – pages 57 through 62*

- *Final Supplemental Environmental Impact Report Proposed Operational Changes to the Virginia Robinson Gardens (May 2014)*
- *Recirculated Final Supplemental Environmental Impact Report Proposed Operational Changes to the Virginia Robinson Gardens (July 2014)*

3.5.2.2 Previously Identified Significant Project Impacts

The 2014 SEIR did not identify any significant project impacts on biological resources associated with the previous operational changes at the Gardens.

3.5.2.3 Previously Identified Mitigation Measures

There were no mitigation measures identified in the 2014 SEIR because the impacts were found to be less than significant.

3.5.3 Environmental Impacts

The Gardens are home to approximately 150 bird species and have been designated by the National Wildlife Federation as an official Certified Wildlife Habitat Site. However, vegetation at the Project Site consists of non-native landscape plantings that do not function as any naturally occurring plant communities or habitat types. As such, the Project Site is not considered part of any sensitive natural community. In addition, no riparian, wetland, or other sensitive habitats are located on or immediately adjacent to the Project Site. As described in the 2012 Draft SEIR, no special-status plant or wildlife species are likely to occur on or in the vicinity of the Project Site due to existing anthropogenic-related disturbances and lack of suitable native habitat (County of Los Angeles 2012). Further, the Project Site is not governed by an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved habitat conservation plan. The Proposed Project does not include construction or land alteration activities that could result in the removal of existing vegetation or the addition of new vegetation at the Project Site. Existing protocols and precautions to protect the integrity of the structures and gardens will ensure that existing vegetation remains undisturbed by the proposed increase in visitors. Common wildlife would continue to benefit from the habitat that the gardens provide, and the biological functions and values associated with the existing environment would remain unchanged. A less than significant impact would occur.

3.5.4 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

3.5.5 Residual Impacts After Mitigation

Less than significant impacts would occur.

3.6 Cultural Resources

3.6.1 Environmental Setting

The cultural resources for the proposed operational changes at the Virginia Robinson Gardens are the same as those identified in the previously prepared 2014 SEIR (County of Los Angeles 2012; 2014a; 2014b). The Project Site was previously determined to be individually eligible for listing in the National Register of Historic Places (NRHP) on November 15, 1978 under NRHP Criterion C for Architecture and under Criterion A for Exploration/Settlement at the local level of significance. The Virginia Robinson Gardens is a registered California Point of Historical Interest and is also listed on the City of Beverly Hills' local historic landmarks list. As such, the Virginia Robinson Gardens is considered a Historical Resource in accordance with the California Environmental Quality Act (ECORP 2022; Appendix C).

3.6.2 Prior Environmental Review

3.6.2.1 Previous Environmental Analysis

The cultural resources impacts associated with the 2014 operational changes at the Virginia Robinson Gardens were evaluated in the following documents:

- *Draft Supplemental Environmental Impact Report Proposed Operational Changes to the Virginia Robinson Gardens (September 2012) – pages 63 through 68*
- *Final Supplemental Environmental Impact Report Proposed Operational Changes to the Virginia Robinson Gardens (May 2014)*
- *Recirculated Final Supplemental Environmental Impact Report Proposed Operational Changes to the Virginia Robinson Gardens (July 2014)*

3.6.2.2 Previously Identified Significant Project Impacts

The 2014 SEIR did not identify any significant project impacts on cultural resources associated with the previous operational changes at the Virginia Robinson Gardens.

3.6.2.3 Previously Identified Mitigation Measures

There were no mitigation measures identified in the 2014 SEIR because the impacts were found to be less than significant.

3.6.3 Environmental Impacts

Character-defining features within the Virginia Robinson Gardens would continue to be protected from direct and indirect actions of patrons under Special Use Event use guidelines, which has successfully occurred for decades. The proposed operational changes are consistent in type of use, use guidelines and rules, and long-term management that are already in place. The proposed operational changes will work to promote local historic preservation goals through continued public use and awareness though

increased and enhanced regulated access to the Virginia Robinson Gardens. Though these proposed operational changes will increase public use of the property, there will be no associated physical changes to the Virginia Robinson Gardens (ECORP 2022; Appendix C). Therefore, there will be no significant impact to the character-defining features or aspects of integrity of the Project Site.

3.6.4 Mitigation Measures

Based on the previous environmental impact analysis no new mitigation measures have been identified.

3.6.5 Residual Impacts After Mitigation

Less than significant impacts would occur.

3.7 Energy

3.7.1 Environmental Setting

Energy relates directly to environmental quality. Energy use can adversely affect air quality and other natural resources. The vast majority of California's air pollution is caused by burning fossil fuels. Consumption of fossil fuels is linked to changes in global climate and depletion of stratospheric ozone. Transportation energy use is related to the fuel efficiency of cars, trucks, and public transportation; choice of different travel modes (auto, carpool, and public transit); vehicle speeds; and miles traveled by these modes. Construction and routine operation and maintenance of transportation infrastructure also consume energy. In addition, residential, commercial, and industrial land uses consume energy, typically through the usage of natural gas and electricity. The impact analysis focuses on the sole source of energy that is relevant to the Proposed Project: automotive fuel as a result of increased daily visitors and special use events. It is noted that the extension of the operation hours and increase in the number of yearly events has the potential to impact operational electricity and natural gas usage; however, this increase would be negligible and was not accounted for in this analysis.

Fuel Consumption

Fuel use is typically measured in gallons (e.g., of gasoline or diesel fuel), although energy use for electric vehicles is measured in kilowatt hour (kWh). On-road fuel consumption in Los Angeles County from 2017 to 2021 is shown in Table 3.7-1. On-road fuel consumption has remained constant since 2021.

Table 3.7-1. Automotive Fuel Consumption in Los Angeles County 2017-2021

Year	Total Fuel Consumption (gallons)
2021	4,028,317,933
2020	3,562,972,128
2019	4,032,579,487
2018	4,110,058,522
2017	4,156,576,616

Source: CARB 2021.

3.7.2 Prior Environmental Review

3.7.2.1 Previous Environmental Analysis

The energy impacts associated with the 2014 operational changes at the Virginia Robinson Gardens were evaluated in the following documents:

- *Draft Supplemental Environmental Impact Report Proposed Operational Changes to the Virginia Robinson Gardens (September 2012) – page 133*
- *Final Supplemental Environmental Impact Report Proposed Operational Changes to the Virginia Robinson Gardens (May 2014)*
- *Recirculated Final Supplemental Environmental Impact Report Proposed Operational Changes to the Virginia Robinson Gardens (July 2014)*

3.7.2.2 Previously Identified Significant Project Impacts

The 2014 SEIR did not identify any significant project impacts to energy associated with the previous operational changes at the Virginia Robinson Gardens.

3.7.2.3 Previously Identified Mitigation Measures

There were no mitigation measures identified in the SEIR because the impacts were found to be less than significant.

3.7.3 Thresholds of Significance

In November 2018, the California Natural Resources Agency amended the CEQA Guidelines to include impact analysis to energy resources. Following Appendix G of the CEQA Guidelines, energy impacts are considered to be significant if the project would result in any of the following:

a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation, or

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

3.7.4 Environmental Impacts

The impact analysis focuses on the sole source of energy that is relevant to the Proposed Project: automotive fuel as a result of increased daily visitors and Special Use Events. Addressing energy impacts requires an agency to make a determination as to what constitutes a significant impact. There are no established thresholds of significance, statewide or locally, for what constitutes a wasteful, inefficient, and unnecessary consumption of energy for a proposed land use project. For the purpose of this analysis the amount of fuel necessary for increased visitors on the Project Site is calculated and compared to that consumed by on-road vehicles in Los Angeles County.

The amount of operational automotive fuel use was estimated using the CARB's EMFAC2021 computer program, which provides projections for typical daily fuel usage in Los Angeles County (see Appendix D). Fuel consumption associated with the Proposed Project is summarized in Table 3.7-2 (see Appendix D).

Table 3.7-2. Proposed Project Fuel Consumption

Energy Type	Annual Energy Consumption	Percentage Increase Countywide
Project Operations	16,389 gallons	0.006 percent

Source: Refer to Appendix D for Fuel Consumption calculations.
Notes: The Project increase in operational automotive fuel consumption is compared with the countywide fuel consumption in 2021.

The Project is estimated to generate an additional 100 daily trips (KOA 2022; Appendix F). As indicated in Table 3.7-2, this would result in the consumption of approximately 16,389 gallons of automotive fuel per year, which would increase the annual countywide automotive fuel consumption by 0.006 percent. This analysis conservatively assumes that all of the automobile trips projected to arrive at the Project during operations would be new to Los Angeles County. Fuel consumption associated with vehicle trips generated by the Project would not be considered inefficient, wasteful, or unnecessary in comparison to other similar developments in the region. For these reasons, this impact would be less than significant.

The Project Site is currently, and has been since 1980, designated a house museum for public use that currently accommodates a myriad of events, such as children's programs, tours, photoshoots, and temporary exhibits and movie screenings. The Project would increase the number of Special Use Events occurring on the Project Site from 4 to 24 (up to 4 events per month) and increase the cap on the number of visitors per day from 100 to 200. The use of the Project Site would remain the same. As such, the Project would not conflict any plan for renewable energy or energy efficiency. No impact would occur.

3.7.5 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

3.7.6 Residual Impacts After Mitigation

Less than significant impacts would occur.

3.8 Geology and Soils

3.8.1 Environmental Setting

The site setting for this SEIR remains similar to that described in the 2014 SEIR (County of Los Angeles 2012; 2014a; 2014b). Several active and/or potentially active faults within Los Angeles County and the City of Beverly Hills could potentially affect structures on the Project Site due to seismic shaking. All of Southern California is in a seismically active region; as such, ground motion caused by an earthquake is likely to occur at the Project Site during the lifetime of the Proposed Project. The Project Site is located

approximately one mile from the Santa Monica fault that bisects Beverly Hills. However, the Santa Monica fault has not been active during recorded history. The current structures were updated in 1980 (upon opening as a public facility) to meet Building and Safety requirements to assure the safety of the visitors and have been maintained or upgraded over the years.

3.8.2 Prior Environmental Review

3.8.2.1 Previous Environmental Analysis

The geology and soil impacts associated with the 2014 operational changes at the Virginia Robinson Gardens were evaluated in the following documents:

- *Draft Supplemental Environmental Impact Report Proposed Operational Changes to the Virginia Robinson Gardens (September 2012) – pages 68 through 75*
- *Final Supplemental Environmental Impact Report Proposed Operational Changes to the Virginia Robinson Gardens (May 2014)*
- *Recirculated Final Supplemental Environmental Impact Report Proposed Operational Changes to the Virginia Robinson Gardens (July 2014)*

3.8.2.2 Previously Identified Significant Project Impacts

The 2014 SEIR did not identify any significant project impacts on geology and soils associated with the proposed operational changes at Virginia Robinson Gardens.

3.8.2.3 Previously Identified Mitigation Measures

There were no mitigation measures identified in the 2014 SEIR because the impacts were found to be less than significant.

3.8.3 Environmental Impacts

The Proposed Project would not result in any ground disturbing activities, would not alter the conditions of the existing soil, and would not alter drainage volumes or patterns on or off the Project Site. In addition, the increase in visitors would not result in soil erosion or loss of topsoil as visitors would continue to be required to stay on the designated paths and would not impact the existing setting. No ground disturbance would occur under the Proposed Project that could trigger landslides and no new structures would be added to the property that could increase the exposure to landslides. The physical conditions of the Project Site would not be altered from existing conditions and visitors and employees would be exposed to the same amount of potential seismic ground shaking. No paleontological resources are known to have been discovered on the Project Site, and the Proposed Project would not include construction or ground-disturbing activities that could disturb such resources even if they were present. As such, the Proposed Project would have a less than significant impact on geology and soils.

3.8.4 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

3.8.5 Residual Impacts After Mitigation

Less than significant impacts would occur.

3.9 Greenhouse Gas Emissions

3.9.1 Environmental Setting

Greenhouse Gas (GHG) emissions are released as byproducts of fossil fuel combustion, waste disposal, energy use, land use changes, and other human activities. This release of gases, such as carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), and chlorofluorocarbons, creates a blanket around the earth that allows light to pass through but traps heat at the surface, preventing its escape into space. While this is a naturally occurring process known as the greenhouse effect, human activities have accelerated the generation of GHGs beyond natural levels. The overabundance of GHGs in the atmosphere has led to an unexpected warming of the earth and has the potential to severely impact the earth's climate system.

Each GHG differs in its ability to absorb heat in the atmosphere based on the lifetime, or persistence, of the gas molecule in the atmosphere. CH_4 traps more than 25 times more heat per molecule than CO_2, and N_2O absorbs 298 times more heat per molecule than CO_2. Often, estimates of GHG emissions are presented in carbon dioxide equivalents (CO_2e). Expressing GHG emissions in carbon dioxide equivalents takes the contribution of all GHG emissions to the greenhouse effect and converts them to a single unit equivalent to the effect that would occur if only CO_2 were being emitted.

The local air quality agency regulating the SoCAB is the SCAQMD, the regional air pollution control officer for the basin. As previously stated, to provide guidance to local lead agencies on determining significance for GHG emissions in CEQA documents, SCAQMD staff convened a GHG CEQA Significance Threshold Working Group. The Working Group was formed to assist the SCAQMD's efforts to develop a GHG significance threshold and is composed of a wide variety of stakeholders including the State Office of Planning and Research, CARB, the Attorney General's Office, a variety of city and county planning departments in the Basin, various utilities such as sanitation and power companies throughout the Basin, industry groups, and environmental and professional organizations. Numeric bright line and efficiency-based thresholds were developed to be consistent with CEQA requirements for developing significance thresholds, are supported by substantial evidence, and provide guidance to CEQA practitioners and lead agencies with regard to determining whether GHG emissions from a proposed project are significant.

In *Center for Biological Diversity v. Department of Fish and Wildlife* (2015) 62 Cal. 4th 2014, 213, 221, 227, following its review of various potential GHG thresholds proposed in an academic study [Crockett, *Addressing the Significance of Greenhouse Gas Emissions: California's Search for Regulatory Certainty in an Uncertain World* (July 2011), 4 Golden Gate U. Envtl. L. J. 203], the California Supreme Court identified the use of numeric bright-line thresholds as a potential pathway for compliance with CEQA GHG requirements. The study found numeric bright line thresholds designed to determine when small projects

were so small as to not cause a cumulatively considerable impact on global climate change was consistent with CEQA. Specifically, Public Resources Code section 21003(f) provides it is a policy of the State that "[a]ll persons and public agencies involved in the environmental review process be responsible for carrying out the process in the most efficient, expeditious manner in order to conserve the available financial, governmental, physical and social resources with the objective that those resources may be better applied toward the mitigation of actual significant effects on the environment." The Supreme Court-reviewed study noted, "[s]ubjecting the smallest projects to the full panoply of CEQA requirements, even though the public benefit would be minimal, would not be consistent with implementing the statute in the most efficient, expeditious manner. Nor would it be consistent with applying lead agencies' scarce resources toward mitigating actual significant climate change impacts." (Crockett, *Addressing the Significance of Greenhouse Gas Emissions: California's Search for Regulatory Certainty in an Uncertain World* (July 2011), 4 Golden Gate U. Envtl. L. J. 203, 221, 227.)

3.9.2 Prior Environmental Review

GHG-related impacts associated with the 2014 operational changes at the Virginia Robinson Gardens were evaluated in the following documents:

- *Draft Supplemental Environmental Impact Report Proposed Operational Changes to the Virginia Robinson Gardens (September 2012) pages 75 through 77*
- *Final Supplemental Environmental Impact Report Proposed Operational Changes to the Virginia Robinson Gardens (May 2014)*
- *Recirculated Final Supplemental Environmental Impact Report Proposed Operational Changes to the Virginia Robinson Gardens (July 2014)*

3.9.2.1 Previously Identified Significant Project Impacts

The 2014 SEIR did not identify any significant project GHG-related impacts associated with the proposed operational changes and therefore, no mitigation measures were required.

3.9.2.2 Previously Identified Mitigation Measures

There were no mitigation measures identified in the 2014 SEIR because the impacts were considered less than significant.

3.9.3 Thresholds of Significance

The significance of the Project's GHG emissions is evaluated consistent with CEQA Guidelines Section 15064.4(b)(2) by considering whether the Project complies with applicable plans, policies, regulations and requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions. Lead agencies may set a project-specific threshold based on the context of each particular project, including using the SCAQMD Working Group expert recommendation. This standard is appropriate for this Project because it is in the same air quality basin that the experts analyzed. For the

Proposed Project, the SCAQMD's 3,000 metric tons of CO_2e per year threshold is used as the significance threshold in addition to the qualitative thresholds of significance set forth below from Section VII of CEQA Guidelines Appendix G. The 3,000 metric tons of CO_2e per year threshold represents a 90 percent capture rate (i.e., this threshold captures projects that represent approximately 90 percent of GHG emissions from new sources). The 3,000 metric tons of CO_2e per year value is typically used in defining small projects within this air basin that are considered less than significant because it represents less than one percent of future 2050 statewide GHG emissions target and the lead agency can provide more efficient implementation of CEQA by focusing its scarce resources on the top 90 percent. This threshold is correlated to the 90 percent capture rate for industrial projects within the air basin. Land use projects above the 3,000 metric tons of CO_2e per year level would fall within the percentage of largest projects that are worth mitigating without wasting scarce financial, governmental, physical and social resources (Crockett 2011). As noted in the academic study, the fact that small projects below a numeric bright line threshold are not subject to CEQA-based mitigation does not mean such small projects do not help the State achieve its climate change goals because even small projects participate in or comply with non-CEQA-based GHG reduction programs, such as constructing development in accordance with statewide GHG-reducing energy efficiency building standards, called Cal Green or Title 24 energy-efficiency building standards (Crockett 2011).

3.9.4 Environmental Impacts

3.9.4.1 Construction Emissions

The Proposed Project is proposing to expand the use of the Gardens to increase public access and benefit by extending the hours of operations, increasing the types of programs offered, and increasing the number of daily visitors. No construction is proposed for the Proposed Project. Therefore, no impact would occur.

3.9.4.2 Operational Emissions

Generation of GHG Emissions

Operations of the Project would result in an increase in GHG emissions primarily associated with motor vehicle trips. GHG emissions were modeled using CalEEMod, version 2020.4.0 (Appendix B). CalEEMod is a statewide land use emissions computer model designed to quantify pollutant emissions associated with both construction and operations from a variety of land use projects. Long-term operational GHG emissions as a result of the Proposed Project would mainly be attributed to the increase in daily visitors. It is noted that the increase in special use events, from 4 to 24, has the potential to increase GHG source emissions, however; this increase would be negligible and was not accounted for in CalEEMod. Long-term operational GHG emissions attributed to the Project are identified in Table 3.9-1.

Table 3.9-1. Operational-Related Greenhouse Gas Emissions	
Emission Source	**CO_2e (Metric Tons/Year)**
Area Source	0
Energy	0
Mobile	117
Waste	0
Water	0
Total:	**117**
SCAQMD Significance Threshold	*3,000*
Exceed SCAQMD Threshold?	**No**

Source: CalEEMod version 2020.4.0. Refer to Appendix B for Model Data Outputs.
Notes: Average daily vehicle trips provided by KOA (2022; Appendix F).

As shown in Table 3.9-1, operational-generated emissions would not exceed the SCAQMD's numeric bright-line threshold of 3,000 metric tons of CO_2e annually. This impact is less than significant.

Conflict with an Applicable Plan, Policy or Regulation

The Project Site is currently, and has been since 1980, designated a house museum for public use that currently accommodates a myriad of events, such as children's programs, tours, photoshoots, and temporary exhibits and movie screenings. The Project would increase the number of Special Use Events occurring on the Project Site from 4 to 24 (up to 4 events per month) and would increase the maximum number of visitors per day from 100 to 200. The use of the site would remain the same. As such, the Proposed Project would not conflict with any plan, policy or regulation adopted for the purpose of reducing GHG emissions. Additionally, as shown in Table 3.9-1, Project operations as a result of increased visitors would not exceed the SCAQMD's numeric bright-line threshold of 3,000 metric tons of CO_2e annually. No impact would occur.

3.9.5 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

3.9.6 Residual Impacts After Mitigation

The Proposed Project would not result in residual GHG impacts.

3.10 Hazards and Hazardous Materials

3.10.1 Environmental Setting

The hazards and hazardous materials setting for this SEIR remains similar to that described in the 2014 SEIR (County of Los Angeles 2012; 2014a; 2014b). As with most residences and other facilities in the City of Beverly Hills, small consumer quantities of household cleaning and other hazardous materials in the City of Beverly Hills are routinely used, stored, and transported in commercial/retail businesses, educational facilities, hospitals, and households. There are no hazardous materials at the Project Site that could be disturbed in other ways that would create a significant hazard to the public or the environment. According to the City of Beverly Hills General Plan, no sites within the City are currently listed in the Comprehensive Environmental Response, Compensation, and Liability Act of 1980 database or the Cortese List. In addition, although there are properties in Beverly Hills on the Brownfield Reuse Program "CalSites" database and the Spills, Leaks, Investigations, and Cleanup list, these sites are not located within a one-mile radius of the Project Site and are topographically and hydrologically downgradient. Although properties on the EnviroStor database and the Leaking Underground Storage Tank (LUST) database are located within a one-mile radius from the Project Site, the sites have been remediated and the cases are closed. The Proposed Project is not located within 0.25 mile of an existing or proposed school. The closest airport to the Project Site is the Santa Monica Airport, located approximately 5 miles southwest of the Project Site.

3.10.1.1 Los Angeles County General Plan 2035

The County of Los Angeles General Plan Safety Element's purpose is to reduce the potential risk of death, injuries, and economic damage resulting from natural and manmade hazards (County of Los Angeles 2015). Goals and policies for emergency response include:

Goal S4: Effective County emergency response management capabilities.

Policy S4.5: Ensure that there are adequate resources, such as sheriff and fire services, for emergency response.

Policy S4.6: Ensure that essential public facilities are maintained during natural disasters, such as flooding.

All counties of California have a local Office of Emergency Services (OES) to identify hazards and to prepare for, respond to, mitigate, and help recover from both large and small local incidents. The Los Angeles County Office of Emergency Management (OEM) is a coordinating agency that brings together local agencies to focus on unified responses to disaster.

3.10.1.2 City of Beverly Hills Plans

The City of Beverly Hills has developed two plans designed to implement programs facilitating emergency management: the Emergency Operations Plan (EOP) and the Hazard Mitigation Action Plan (HMAP). The

EOP addresses the City's planned response to emergency situations associated with all hazards, such as natural and man-made disasters, technological incidents, and national security emergencies. In addition, the HMAP includes resources and information to assist City departments, residents, and public and private sector organizations in planning for hazards. The strategies outlined in the HMAP address multi-hazard issues as well as activities for earthquakes, wildfires, terrorism, earth movements, flooding, and windstorms.

3.10.2 Prior Environmental Review

3.10.2.1 Previous Environmental Analysis

Hazards and hazardous materials impacts associated with the 2014 operational changes at the Virginia Robinson Gardens were evaluated in the following documents:

- *Draft Supplemental Environmental Impact Report Proposed Operational Changes to the Virginia Robinson Gardens (September 2012) – pages 77 through 81*
- *Final Supplemental Environmental Impact Report Proposed Operational Changes to the Virginia Robinson Gardens (May 2014)*
- *Recirculated Final Supplemental Environmental Impact Report Proposed Operational Changes to the Virginia Robinson Gardens (July 2014)*

3.10.2.2 Previously Identified Significant Project Impacts

The 2014 SEIR did not identify any significant project impacts on hazards and hazardous materials.

3.10.2.3 Previously Identified Mitigation Measures

There were no mitigation measures identified in the 2014 SEIR because the impacts were found to be less than significant.

3.10.3 Environmental Impacts

Although more events would occur throughout the year (an increase of up to 20 additional Special Use Events per year), attendance at those events would be generally the same as under existing conditions. The Proposed Project would comply with all applicable City codes and regulations pertaining to emergency response and evacuation plans maintained by the police and fire departments in the City of Beverly Hills. According to the General Plan, Elden Way is not a street that carries regional traffic that could serve as a major evacuation route. The Beverly Hills *Wildfire Hazard Area and Evacuation Routes Interactive Map* designates Lexington Drive as the nearest evacuation route to the Project Site, which serves as a secondary evacuation route, approximately 1,000 feet south of the Project Site (City of Beverly Hills 2022b). Lexington Road connects to Beverly Drive to the east and Benedict Canyon Drive to the west, which are both designated as primary evacuation routes. The County would coordinate with the Gardens staff and City of Beverly Hills to expedite evacuation in the event of a wildfire or other emergency event.

To facilitate evacuation, an advanced reservation is required for parking to ensure that all visitors are able to park on site. No street parking on Elden Way is permitted by visitors. The Proposed Project would not include street closures and would not change the traffic flow or access to the Project Site, which could impede emergency evacuation. Additionally, each Special Use Event would continue to be required to prepare a traffic management plan, to ensure that emergency access to the Project site and surrounding area is maintained.

The Proposed Project would not involve changes to the physical environment, such as ground-disturbing or construction-related activities that could release hazardous materials into the environment. There are no hazardous materials at the Project Site that could be disturbed in other ways that would create a significant hazard to the public or the environment. In addition, the Proposed Project would not involve any changes to the on-site uses. The Project Site meets, and the Proposed Project would meet, all applicable regulations related to fire safety. Impacts would be less than significant.

3.10.4 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

3.10.5 Residual Impacts After Mitigation

Impacts would be less than significant.

3.11 Hydrology and Water Quality

3.11.1 Environmental Setting

The hydrology and water quality setting for this SEIR remains similar to that described in the 2014 SEIR (County of Los Angeles 2012; 2014a; 2014b). The City of Beverly Hills is located on the Central Coastal Plain of the Los Angeles Groundwater Basin. This basin is composed of four subbasins, three of which the City of Beverly Hills is able to access: Santa Monica Subbasin, Hollywood Subbasin, and Central Subbasin. According to the City's General Plan, the Project Site is located within the Hollywood Groundwater Basin (County of Los Angeles 2015). The City of Beverly Hills is located within the boundaries of the Ballona Creek Watershed, which drains an area of approximately 130 square miles. The Project Site is located approximately 0.75 mile east of Benedict Canyon Creek.

Currently, the Project Site is substantially pervious (approximately 5.5 acres of the total site acreage of 6.2 acres) and is heavily landscaped. As such, the majority of water entering the Project Site (rain and/or irrigation) is absorbed into the ground and does not runoff into neighboring properties down-gradient from the Project Site. In addition, much of the landscape in front of the main house has been designed to be drought tolerant and the irrigation system would not be altered with the implementation of the Proposed Project.

3.11.2 Prior Environmental Review

3.11.2.1 Previous Environmental Analysis

Hydrology and water quality impacts associated with the 2014 operational changes at the Virginia Robinson Gardens were evaluated in the following documents:

- *Draft Supplemental Environmental Impact Report Proposed Operational Changes to the Virginia Robinson Gardens (September 2012) – pages 82 through 89*
- *Final Supplemental Environmental Impact Report Proposed Operational Changes to the Virginia Robinson Gardens (May 2014)*
- *Recirculated Final Supplemental Environmental Impact Report Proposed Operational Changes to the Virginia Robinson Gardens (July 2014)*

3.11.2.2 Previously Identified Significant Project Impacts

The 2014 SEIR did not identify any significant project impacts on hydrology and water quality.

3.11.2.3 Previously Identified Mitigation Measures

There were no mitigation measures identified in the 2014 SEIR because the impacts were found to be less than significant.

3.11.3 Environmental Impacts

No additional impervious surfaces would be added as a result of the Proposed Project; therefore, additional runoff would not be created. The project would not create or contribute to runoff water that would exceed the capacity of existing or planned stormwater drainage. Although the Project Site is located in an area that the City's General Plan considers as susceptible to potential flooding from the Lower Franklin Canyon Dam, the Project Site sits on the top of a hill. As such, in the highly unlikely event of dam failure, it is not expected that the Project Site would experience flooding.

Rainwater is captured on-site, with the water penetrating the grounds and recharging local groundwater source(s). The Proposed Project would not involve construction, which could penetrate the groundwater table and degrade the water quality.

While the Proposed Project would increase visitation to the Project Site on a weekly basis (due to the increase in daily hours and the additional operational day) and annually (due to the increase of special use events), the Project would not result in a substantial water demand that would require the Metropolitan Water District (MWD) to obtain more water resources from groundwater sources (refer to Section 3.20. Utilities and Service Systems of this SEIR for further information regarding project-related water demand). All water features in the Gardens have recirculating pumps to conserve water. The front lawn grass has been replaced with a drought tolerant meadow, and trees that were determined to be too water intensive were replaced with more climate-appropriate Mediterranean plantings. The Gardens participates in the

City of Beverly Hills' WaterWise program. Further, the Proposed Project would not change its existing land use to a use that would deplete groundwater sources. As such, the Proposed Project would result in a less than significant impact to the City's groundwater supplies.

3.11.4 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

3.11.5 Residual Impacts After Mitigation

Impacts would be less than significant.

3.12 Land Use and Planning

3.12.1 Environmental Setting

The land use and planning setting for this SEIR remains similar to that described in the 2014 SEIR (County of Los Angeles 2012; 2014a; 2014b). The Project Site is located at 1008 Elden Way in the northwestern portion of Beverly Hills. The Project Site is approximately 6.2 acres in size, located at the end of a cul-de-sac in an established residential area. Consistent with surrounding land uses, the Project Site is developed with the main residence, the pool pavilion, a swimming pool, tennis court, and approximately 5.5 acres of landscaped grounds.

Development in the immediate vicinity of the Project Site includes residential uses to the north, west, south, and east. The surrounding area is characterized by curvilinear streets lined with large, well maintained single-family homes with extensive landscaping that obstructs direct views of the residences.

The Project Site is under the ownership and jurisdiction of Los Angeles County, but within the City of Beverly Hills. Because the Proposed Project is regarded as a public function, the County would have sovereign immunity from the zoning and building regulations of the City. However, to ensure consistency with the surrounding community, the Proposed Project would adhere to the City's land use requirements. The Project Site has a General Plan designation of Single Family Residential, Low Density. Consistent with this designation, the Project Site is zoned R-1.X (One-Family Residential Zone). This zoning and General Plan designation is the same for the surrounding, established residential area of Beverly Hills that is developed with large lot, well landscaped and manicured, secured residential manors.

3.12.1.1 City of Beverly Hills General Plan

The City's General Plan Land Use Element describes the following plans and policies related to existing neighborhood character and quality:

> *LU 2.1 City Places: Neighborhoods, Districts, and Corridors. Maintain and enhance the character, distribution, built form, scale, and aesthetic qualities of the City's distinctive residential neighborhoods, business districts, corridors, and open spaces.*

LU 2.6 City History. Acknowledge the City's history of places and buildings, preserving historic sites, buildings, and districts that contribute to the City's identity while accommodating renovations of existing buildings to maintain their economic viability, provided the new construction contextually "fits" and complements the site or building.

LU 5.1 Neighborhood Conservation. Maintain the uses, densities, character, amenities, and quality of the City's residential neighborhoods, recognizing their contribution to the City's identity, economic value, and quality of life.

LU 6.1 Neighborhood Identity. Maintain the characteristics that distinguish the City's single-family neighborhoods from one another in such terms as topography, lot size, housing scale and form, and public streetscapes.

3.12.2 Prior Environmental Review

3.12.2.1 Previous Environmental Analysis

The land use and planning impacts associated with the 2014 operational changes at the Virginia Robinson Gardens were evaluated in the following documents:

- *Draft Supplemental Environmental Impact Report Proposed Operational Changes to the Virginia Robinson Gardens (September 2012) – pages 89 through 94*
- *Final Supplemental Environmental Impact Report Proposed Operational Changes to the Virginia Robinson Gardens (May 2014)*
- *Recirculated Final Supplemental Environmental Impact Report Proposed Operational Changes to the Virginia Robinson Gardens (July 2014)*

3.12.2.2 Previously Identified Significant Project Impacts

The 2014 SEIR did not identify any significant project impacts on land use and planning.

3.12.2.3 Previously Identified Mitigation Measures

No significant impacts were identified; therefore, no mitigation measures were required.

3.12.3 Environmental Impacts

By way of discretionary action, the County Board of Supervisors will consider an amendment to the existing Agreement between the County and The Friends of Virginia Robinson Gardens. Formally, this amendment will consist of revising Section 4.05 of the Agreement to reflect the proposed changes to the operation of Virginia Robinson Gardens. As such, the Proposed Project would maintain the consistency of the existing uses of the Project Site with, and would not conflict with, the existing City of Beverly Hills land use plans and regulations.

Although the Gardens is available to be rented for commercial purposes, the rental process is not unique to the Gardens, as public facilities in the City and County are available for private rental. The proposed increase in the number of special events would improve the fundraising that supports the educational programs and maintenance of the Gardens. Private event rental is a vital means for raising funds to sustain the operations of facilities like the Virginia Robinson Gardens and lessens the tax-payer burden. Renting for private events is a normal operation and legal under the 501(c)(3) charitable tax designation, does not change a venue's tax status, and reflects the values of Virginia Robinson's bequeathment. The allowable land use at the Project Site was changed from single-family residential to public open space and garden in 1980, thereby allowing the existing and proposed uses. Further, because the Proposed Project would amend the existing operational hours and days of the Project Site that were established in the 1980 EIR and modified in the 2014 SEIR (although not the land uses regulations), the Proposed Project would be consistent with the land use regulations and policies for the Project Site. The changes are consistent with the existing uses of the Project Site, as they are effectively an expansion of the existing uses, thereby not introducing new uses on site.

Currently, an advanced reservation is required for parking to ensure that all visitors are able to park on the site. No street parking is permitted on Elden Way. Under the Proposed Project, an advanced parking reservation would continue to be required to ensure that visitors park on site to the greatest extent possible; street parking by visitors would continue to be prohibited. Additionally, with advanced reservations, visitors would be allowed to arrive at the Project Site on foot or be dropped off at the gate. This would support the current trend of visitors from the adjacent neighborhood walking to the site, as well as the current social promotion of the use of public transportation and alternative modes of transportation (such as Uber, Lyft, and taxis). Special Use Events would comply with City ordinances, and valet service must obtain City parking permits for use of public streets to avoid overlapping events with surrounding neighbors. No additional cars would be allowed to park on the street with the Proposed Project than are currently allowed. Impacts would be less than significant.

In addition to the County of Los Angeles (Lead Agency), no other agency approvals are required; however, as a courtesy to the City of Beverly Hills, input from the City will continue to be sought. As a good neighbor, the Department of Parks and Recreation aims to comply with the City's regulations. Impacts to land use and planning would be less than significant.

3.12.4 Mitigation Measures

No significant impacts have been identified; therefore, no mitigation measures are required.

3.12.5 Residual Impacts After Mitigation

Project impacts would be less than significant.

3.13 Mineral Resources

3.13.1 Environmental Setting

The Proposed Project is located in a highly developed residential neighborhood in the northern area of the City of Beverly Hills. As identified in the Mineral Resource Zones (MRZ) map included in the Conservation Element of the City's General Plan, the Project Site is located within an area designated as MRZ-3. The classification MRZ-3 is assigned to areas of undetermined resource significance. As the Project Site and the surrounding area are substantially developed, any mineral resources that may have existed have already been disturbed or made unavailable (County of Los Angeles 2012).

3.13.2 Prior Environmental Review

3.13.2.1 Previous Environmental Analysis

The mineral resources impacts associated with the 2014 operational changes at the Virginia Robinson Gardens were evaluated in the following documents:

- *Draft Supplemental Environmental Impact Report Proposed Operational Changes to the Virginia Robinson Gardens (September 2012) – page 95*
- *Final Supplemental Environmental Impact Report Proposed Operational Changes to the Virginia Robinson Gardens (May 2014)*
- *Recirculated Final Supplemental Environmental Impact Report Proposed Operational Changes to the Virginia Robinson Gardens (July 2014)*

3.13.2.2 Previously Identified Significant Project Impacts

The 2014 SEIR did not identify any significant project impacts to mineral resources associated with the previous operational changes at the Virginia Robinson Gardens.

3.13.2.3 Previously Identified Mitigation Measures

There were no mitigation measures identified in the 2014 SEIR because the impacts were found to be less than significant.

3.13.3 Environmental Impacts

The Proposed Project would not result in construction activities or physical alterations of the Project Site, including subsurface activities, such that mineral resources would be encountered. As such, the Proposed Project would not result in the loss of availability of a known mineral resource or interfere, to any greater extent than under existing conditions, with a mineral resource that would be of value to the region and residents of the state, thereby resulting in no impact.

3.13.4 Mitigation Measures

No impact would occur therefore mitigation measures are not required.

3.13.5 Residual Impacts After Mitigation

No impact would occur.

3.14 Noise

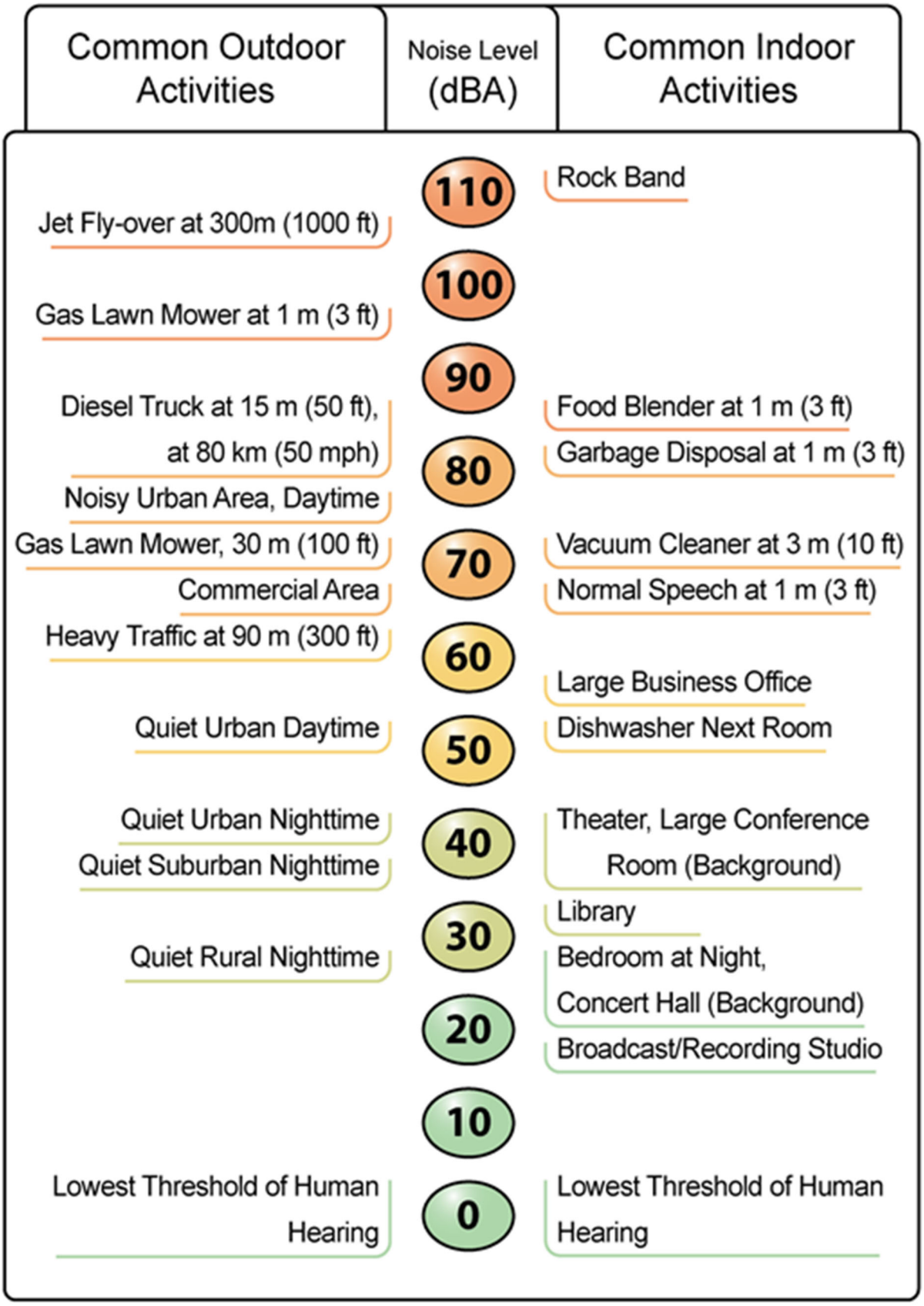
3.14.1 Environmental Setting

3.14.1.1 Addition of Decibels

Noise is defined as unwanted sound. Sound is technically described in terms of the loudness (amplitude) and frequency (pitch) of the sound. The decibel (dB) scale is logarithmic, not linear, and therefore sound levels cannot be added or subtracted through ordinary arithmetic. Two sound levels 10 dB apart differ in acoustic energy by a factor of 10. When the standard logarithmic decibel is A-weighted (dBA), an increase of 10 dBA is generally perceived as a doubling in loudness. For example, a 70 dBA sound is half as loud as an 80 dBA sound and twice as loud as a 60 dBA sound. When two identical sources are each producing sound of the same loudness, the resulting sound level at a given distance would be three dB higher than one source under the same conditions (Federal Transit Administration [FTA] 2018). For example, a 65 dB source of sound, such as a truck, when joined by another 65 dB source results in a sound amplitude of 68 dB, not 130 dB (i.e., doubling the source strength increases the sound pressure by three dB). Under the decibel scale, three sources of equal loudness together would produce an increase of five dB. Typical noise levels associated with common noise sources are depicted in Figure 3-1.

3.14.1.2 Sound Propagation and Attenuation

Noise can be generated by a number of sources, including mobile sources such as automobiles, trucks and airplanes, and stationary sources such as construction sites, machinery, and industrial operations. Sound spreads (propagates) uniformly outward in a spherical pattern, and the sound level decreases (attenuates) at a rate of approximately six dB for each doubling of distance from a stationary or point source. Sound from a line source, such as a highway, propagates outward in a cylindrical pattern, often referred to as cylindrical spreading. Sound levels attenuate at a rate of approximately three dB for each doubling of distance from a line source, such as a roadway, depending on ground surface characteristics (Federal Highway Administration [FHWA] 2011). No excess attenuation is assumed for hard surfaces like a parking lot or a body of water. Soft surfaces, such as soft dirt or grass, can absorb sound, so an excess ground-attenuation value of 1.5 dB per doubling of distance is normally assumed. For line sources, an overall attenuation rate of three dB per doubling of distance is assumed (FHWA 2011).



Source: California Department of Transportation (Caltrans) 2020a

Figure 3-1. Common Noise Levels

Noise levels may also be reduced by intervening structures; generally, a single row of detached buildings between the receptor and the noise source reduces the noise level by about five dBA (FHWA 2006), while a solid wall or berm generally reduces noise levels by 10 to 20 dBA (FHWA 2011). However, noise barriers or enclosures specifically designed to reduce site-specific construction noise can provide a sound reduction 35 dBA or greater (Western Electro-Acoustic Laboratory, Inc. [WEAL] 2000). To achieve the most potent noise-reducing effect, a noise enclosure/barrier must physically fit in the available space, must completely break the "line of sight" between the noise source and the receptors, must be free of degrading holes or gaps, and must not be flanked by nearby reflective surfaces. Noise barriers must be sizable enough to cover the entire noise source and extend lengthwise and vertically as far as feasibly possible to be most effective.

The limiting factor for a noise barrier is not the component of noise transmitted through the material, but rather the amount of noise flanking around and over the barrier. In general, barriers contribute to decreasing noise levels only when the structure breaks the "line of sight" between the source and the receiver.

The manner in which older homes in California were constructed generally provides a reduction of exterior-to-interior noise levels of about 20 to 25 dBA with closed windows (Caltrans 2002). The exterior-to-interior reduction of newer residential units is generally 30 dBA or more (Harris Miller, Miller & Hanson Inc. [HMMH] 2006). Generally, in exterior noise environments ranging from 60 dBA Community Noise Equivalent Level (CNEL) to 65 dBA CNEL, interior noise levels can typically be maintained below 45 dBA, a typically residential interior noise standard, with the incorporation of an adequate forced air mechanical ventilation system in each residential building, and standard thermal-pane residential windows/doors with a minimum rating of Sound Transmission Class (STC) 28. (STC is an integer rating of how well a building partition attenuates airborne sound. In the U.S., it is widely used to rate interior partitions, ceilings, floors, doors, windows, and exterior wall configurations.) In exterior noise environments of 65 dBA CNEL or greater, a combination of forced-air mechanical ventilation and sound-rated construction methods is often required to meet the interior noise level limit. Attaining the necessary noise reduction from exterior to interior spaces is readily achievable in noise environments less than 75 dBA CNEL with proper wall construction techniques following California Building Code methods, the selections of proper windows and doors, and the incorporation of forced-air mechanical ventilation systems.

3.14.1.3 Noise Descriptors

The decibel scale alone does not adequately characterize how humans perceive noise. The dominant frequencies of a sound have a substantial effect on the human response to that sound. Several rating scales have been developed to analyze the adverse effect of community noise on people. Because environmental noise fluctuates over time, these scales consider that the effect of noise on people is largely dependent on the total acoustical energy content of the noise, as well as the time of day when the noise occurs. The L_{eq} is a measure of ambient noise, while the L_{dn} and CNEL (Community Noise Equivalent Level) are measures of community noise. Each is applicable to this analysis and defined in Table 3.14-1.

Table 3.14-1. Common Acoustical Descriptors

Descriptor	Definition
Decibel, dB	A unit describing the amplitude of sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure. The reference pressure for air is 20.
Sound Pressure Level	Sound pressure is the sound force per unit area, usually expressed in micropascals (or 20 micronewtons per square meter), where 1 pascal is the pressure resulting from a force of 1 newton exerted over an area of 1 square meter. The sound pressure level is expressed in decibels as 20 times the logarithm to the base 10 of the ratio between the pressures exerted by the sound to a reference sound pressure (e.g., 20 micropascals). Sound pressure level is the quantity that is directly measured by a sound level meter.
Frequency, Hz	The number of complete pressure fluctuations per second above and below atmospheric pressure. Normal human hearing is between 20 Hz and 20,000 Hz. Infrasonic sound are below 20 Hz and ultrasonic sounds are above 20,000 Hz.
A-Weighted Sound Level, dBA	The sound pressure level in decibels as measured on a sound level meter using the A weighting filter network. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the frequency response of the human ear and correlates well with subjective reactions to noise.
Equivalent Noise Level, L_{eq}	The average acoustic energy content of noise for a stated period of time. Thus, the L_{eq} of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure. For evaluating community impacts, this rating scale does not vary, regardless of whether the noise occurs during the day or the night.
L_{max}, L_{min}	The maximum and minimum A-weighted noise level during the measurement period.
L_{01}, L_{10}, L_{50}, L_{90}	The A-weighted noise levels that are exceeded 1%, 10%, 50%, and 90% of the time during the measurement period.
Day/Night Noise Level, L_{dn} or DNL	A 24-hour average L_{eq} with a 10 dBA "weighting" added to noise during the hours of 10:00 p.m. to 7:00 a.m. to account for noise sensitivity in the nighttime. The logarithmic effect of these additions is that a 60 dBA 24-hour L_{eq} would result in a measurement of 66.4 dBA L_{dn}.
Community Noise Equivalent Level, CNEL	A 24-hour average L_{eq} with a 5 dBA "weighting" during the hours of 7:00 p.m. to 10:00 p.m. and a 10 dBA "weighting" added to noise during the hours of 10:00 p.m. to 7:00 a.m. to account for noise sensitivity in the evening and nighttime, respectively. The logarithmic effect of these additions is that a 60 dBA 24-hour L_{eq} would result in a measurement of 66.7 dBA CNEL.
Ambient Noise Level	The composite of noise from all sources near and far. The normal or existing level of environmental noise at a given location.
Decibel, dB	A unit describing the amplitude of sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure. The reference pressure for air is 20.

The A weighted decibel sound level scale gives greater weight to the frequencies of sound to which the human ear is most sensitive. Because sound levels can vary markedly over a short period of time, a method for describing either the average character of the sound or the statistical behavior of the variations must be utilized. Most commonly, environmental sounds are described in terms of an average level that has the same acoustical energy as the summation of all the time-varying events.

The scientific instrument used to measure noise is the sound level meter. Sound level meters can accurately measure environmental noise levels to within approximately 1 dBA. Various computer models are used to predict environmental noise levels from sources, such as roadways and airports. The accuracy of the predicted models depends on the distance between the receptor and the noise source. Close to the noise source, the models are accurate to within approximately 1 to 2 dBA.

3.14.1.4 Human Response to Noise

The human response to environmental noise is subjective and varies considerably from individual to individual. Noise in the community has often been cited as a health problem, not in terms of actual physiological damage, such as hearing impairment, but in terms of inhibiting general well-being and contributing to undue stress and annoyance. The health effects of noise in the community arise from interference with human activities, including sleep, speech, recreation, and tasks that demand concentration or coordination. Hearing loss can occur at the highest noise intensity levels.

Noise environments and consequences of human activities are usually well represented by median noise levels during the day or night or over a 24-hour period. Environmental noise levels are generally considered low when the CNEL is below 60 dBA, moderate in the 60 to 70 dBA range, and high above 70 dBA. Examples of low daytime levels are isolated, natural settings with noise levels as low as 20 dBA and quiet, suburban, residential streets with noise levels around 40 dBA. Noise levels above 45 dBA at night can disrupt sleep. Examples of moderate-level noise environments are urban residential or semi-commercial areas (typically 55 to 60 dBA) and commercial locations (typically 60 dBA). People may consider louder environments adverse, but most will accept the higher levels associated with noisier urban residential or residential-commercial areas (60 to 75 dBA) or dense urban or industrial areas (65 to 80 dBA). Regarding increases in A-weighted noise levels (dBA), the following relationships should be noted in understanding this analysis:

- Except in carefully controlled laboratory experiments, a change of 1 dBA cannot be perceived by humans.
- Outside of the laboratory, a 3 dBA change is considered a just-perceivable difference.
- A change in level of at least 5 dBA is required before any noticeable change in community response would be expected. An increase of 5 dBA is typically considered substantial.
- A 10 dBA change is subjectively heard as an approximate doubling in loudness and would almost certainly cause an adverse change in community response.

3.14.1.5 Effects of Noise on People

Hearing Loss

While physical damage to the ear from an intense noise impulse is rare, a degradation of auditory acuity can occur even within a community noise environment. Hearing loss occurs mainly due to chronic exposure to excessive noise but may be due to a single event such as an explosion. Natural hearing loss associated with aging may also be accelerated from chronic exposure to loud noise.

The Occupational Safety and Health Administration (OSHA) has a noise exposure standard that is set at the noise threshold where hearing loss may occur from long-term exposures. The maximum allowable level is 90 dBA averaged over eight hours. If the noise is above 90 dBA, the allowable exposure time is correspondingly shorter.

Annoyance

Attitude surveys are used for measuring the annoyance felt in a community for noises intruding into homes or affecting outdoor activity areas. In these surveys, it was determined that causes for annoyance include interference with speech, radio and television, house vibrations, and interference with sleep and rest. The L_{dn} as a measure of noise has been found to provide a valid correlation of noise level and the percentage of people annoyed. People have been asked to judge the annoyance caused by aircraft noise and ground transportation noise. There continues to be disagreement about the relative annoyance of these different sources.

3.14.1.6 Fundamentals of Environmental Ground-borne Vibration

Vibration Sources and Characteristics

Sources of earth-borne vibrations include natural phenomena (e.g., earthquakes, volcanic eruptions, sea waves, landslides) or manmade causes (explosions, machinery, traffic, trains, construction equipment, etc.). Vibration sources may be continuous (e.g., factory machinery) or transient (e.g., explosions).

Ground vibration consists of rapidly fluctuating motions or waves with an average motion of zero. Several different methods are typically used to quantify vibration amplitude. One is the peak particle velocity (PPV); another is the root mean square (RMS) velocity. The PPV is defined as the maximum instantaneous positive or negative peak of the vibration wave. The RMS velocity is defined as the average of the squared amplitude of the signal. The PPV and RMS vibration velocity amplitudes are used to evaluate human response to vibration.

PPV is generally accepted as the most appropriate descriptor for evaluating the potential for building damage. For human response, however, an average vibration amplitude is more appropriate because it takes time for the human body to respond to the excitation (the human body responds to an average vibration amplitude, not a peak amplitude). Because the average particle velocity over time is zero, the RMS amplitude is typically used to assess human response. The RMS value is the average of the amplitude squared over time, typically a 1- sec. period (FTA 2018).

Table 3.14-2 displays the reactions of people and the effects on buildings produced by continuous vibration levels. The annoyance levels shown in the table should be interpreted with care since vibration may be found to be annoying at much lower levels than those listed, depending on the level of activity or the sensitivity of the individual. To sensitive individuals, vibrations approaching the threshold of perception can be annoying. Low-level vibrations frequently cause irritating secondary vibration, such as a slight rattling of windows, doors, or stacked dishes. The rattling sound can give rise to exaggerated vibration complaints, even though there is very little risk of actual structural damage. In high-noise environments, which are more prevalent where ground-borne vibration approaches perceptible levels, this rattling phenomenon may also be produced by loud airborne environmental noise causing induced vibration in exterior doors and windows.

Ground vibration can be a concern in instances where buildings shake, and substantial rumblings occur. However, it is unusual for vibration from typical urban sources such as buses and heavy trucks to be perceptible. For instance, heavy-duty trucks generally generate ground-borne vibration velocity levels of 0.006 PPV at 50 feet under typical circumstances, which as identified in Table 3.14-2 is considered very unlikely to cause damage to buildings of any type. Common sources for ground-borne vibration are planes, trains, and construction activities such as earth-moving which requires the use of heavy-duty earth moving equipment.

Table 3.14-2. Human Reaction and Damage to Buildings for Continuous or Frequent Intermittent Vibration Levels

Peak Particle Velocity (inches/second)	Approximate Vibration Velocity Level (VdB)	Human Reaction	Effect on Buildings
0.006–0.019	64–74	Range of threshold of perception	Vibrations unlikely to cause damage of any type
0.08	87	Vibrations readily perceptible	Recommended upper level to which ruins and ancient monuments should be subjected
0.1	92	Level at which continuous vibrations may begin to annoy people, particularly those involved in vibration sensitive activities	Virtually no risk of architectural damage to normal buildings
0.2	94	Vibrations may begin to annoy people in buildings	Threshold at which there is a risk of architectural damage to normal dwellings
0.4–0.6	98–104	Vibrations considered unpleasant by people subjected to continuous vibrations and unacceptable to some people walking on bridges	Architectural damage and possibly minor structural damage

Source: Caltrans 2020b

Existing Ambient Noise Environment

Noise Sensitive Land Uses

Noise-sensitive land uses are generally considered to include those uses where noise exposure could result in health-related risks to individuals, as well as places where quiet is an essential element of their intended purpose. Residential dwellings are of primary concern because of the potential for increased and prolonged exposure of individuals to both interior and exterior noise levels. Additional land uses such as hospitals, historic sites, cemeteries, and certain recreation areas are considered sensitive to increases in exterior noise levels. Schools, churches, hotels, libraries, and other places where low interior noise levels are essential are also considered noise-sensitive land uses.

The Project Site is located in a highly developed area of the City of Beverly Hills and is surrounded by single-family residential properties to the north, south, east and west directly adjacent to the Project Site boundary.

Existing Ambient Noise Environment

The most common and significant source of noise in the City of Beverly Hills is mobile noise generated by transportation-related sources. Other sources of noise are the various land uses (i.e., residential and commercial) that generate stationary-source noise. The Gardens was built in 1911 and has been a house museum and botanical garden for public use since 1980. It is located in an established residential neighborhood surrounded by single-family residential land uses. As shown in Table 3.14-3, the long-term ambient recorded noise level was measured at 49.4 dBA CNEL on the Project Site. Additionally, according to the 2014 SEIR, the short-term ambient recorded noise levels range from 51.0 to 69.0 dBA L_{eq} near the Project Site.

Existing Ambient Noise Measurements

In order to quantify existing ambient noise levels on the Project Site, a 90-hour (3.75 days) noise measurement was conducted starting on Friday, February 11, 2022, extending into Tuesday, February 15, 2022. The noise measurement is representative of the typical existing noise experienced within the Project Site during both weekend and weekdays and is depicted in Table 3.14-3. See Appendix E for the Noise Measurement Location.

Table 3.14-3. Existing (Baseline) Noise Measurement

Location	CNEL dBA	L_{eq} dBA	L_{min} dBA	L_{max} dBA	Time
Near the southern portion of the Project Site approximately 50 feet from Elden Way.	**49.4**	45.7	28.1	83.1	11:04 a.m. – 5:46 a.m.

Source: The noise measurement was taken by ECORP with a Larson Davis SoundExpert LxT precision sound level meter, which satisfies the American National Standards Institute for general environmental noise measurement instrumentation. Prior to the measurements, the SoundExpert LxT sound level meter was calibrated according to manufacturer specifications with a Larson Davis CAL200 Class I Calibrator. See Appendix E for noise measurement outputs.

Notes: CNEL is a 24-hour average L_{eq} with a 5 dBA "weighting" during the hours of 7:00 p.m. to 10:00 p.m. and a 10 dBA "weighting" added to noise during the hours of 10:00 p.m. to 7:00 a.m. to account for noise sensitivity in the evening and nighttime, respectively. L_{eq} is the average acoustic energy content of noise for a stated period of time. Thus, the L_{eq} of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure. L_{min} is the minimum noise level during the measurement period and L_{max} is the maximum noise level during the measurement period.

As shown in Table 3.14-3, the long-term ambient recorded noise level was measured at 49.4 dBA CNEL. Environmental noise levels are generally considered low when the CNEL is below 60 dBA, moderate in the 60 to 70 dBA range, and high above 70 dBA. Therefore, the 24-hour noise measurement of 49.4 dBA CNEL suggests that the Project vicinity currently experiences low levels of noise. The most common noise in the Project vicinity is produced by automotive vehicles (e.g., cars, trucks, buses, motorcycles). Traffic moving along streets produces a sound level that remains relatively constant and is part of the minimum ambient noise level in the Project vicinity. Vehicular noise varies with the volume, speed and type of traffic. Slower traffic produces less noise than fast-moving traffic. Trucks typically generate more noise than cars. Infrequent or intermittent noise also is associated with vehicles, including sirens, vehicle alarms, slamming of doors, trains, garbage and construction vehicle activity and honking of horns. These noises add to urban noise and are regulated by a variety of agencies.

Existing Roadway Noise Levels

Existing roadway noise levels were calculated for the roadway segments in the Project vicinity. This task was accomplished using the FHWA Highway Traffic Noise Prediction Model (FHWA-RD-77-108) (see Appendix B) and traffic volumes from the Project's Traffic Impact Study (KOA 2022). The model calculates the average noise level at specific locations based on traffic volumes, average speeds, roadway geometry, and site environmental conditions. The average vehicle noise rates (energy rates) used in the FHWA model have been modified to reflect average vehicle noise rates identified for California by Caltrans. The Caltrans data shows that California automobile noise is 0.8 to 1.0 dBA higher than national levels and that medium and heavy truck noise is 0.3 to 3.0 dBA lower than national levels. The average daily noise levels along these roadway segments are presented in Table 3.14-4.

Table 3.14-4. Existing (Baseline) Traffic Noise Levels

Roadway Segment	Surrounding Uses	CNEL at 100 feet from Centerline of Roadway
North Beverly Drive		
North of Lexington Road	Residential	59.4
South of Lexington Road	Residential	58.0
North Crescent Drive		
South of Lexington Road	Residential	50.7
Between Lexington Road and Elden Way	Residential	41.9
Elden Way		
North of North Crescent Drive	Residential	39.1
Lexington Road		
East of North Beverly Drive	Residential	52.5
Between North Beverly Drive and Crescent Drive	Residential	54.6
Between Crescent Drive and Oxford Way	Residential	55.7
Between Oxford Way and Hartford Way	Residential	55.7
Between Hartford Way and Benedict Canyon Drive	Residential	52.5
West of Benedict Canyon Drive	Residential	53.9
Oxford Way		
South of Lexington Road	Residential	41.3
Hartford Way		
South of Lexington Road	Residential	42.1
Between Lexington Road and Cove Way	Residential	54.0
Between Cove Way and Benedict Canyon Road	Residential	50.2
West of Benedict Canyon Road	Residential	46.3
Cove Way		
North of Hartford Way	Residential	55.4
Benedict Canyon Drive		
South of Lexington Road	Residential	57.1
Between Lexington Road and North Roxbury Drive	Residential	59.1
North of Hartford Way	Residential	61.2

Source: Traffic noise levels were calculated by ECORP using the FHWA roadway noise prediction model in conjunction with the trip generation rate identified by KOA (2022). Refer to Appendix E for traffic noise modeling assumptions and results.

As shown, the existing traffic-generated noise level on Project-vicinity roadways currently ranges from 41.9 to 61.2 dBA CNEL at a distance of 100-feet from the centerline. As previously described, CNEL is 24-hour average noise level with a 5 dBA "weighting" during the hours of 7:00 p.m. to 10:00 p.m. and a 10 dBA "weighting" added to noise during the hours of 10:00 p.m. to 7:00 a.m. to account for noise sensitivity in the evening and nighttime, respectively.

3.14.2 Regulatory Setting

3.14.2.1 Federal

Occupational Safety and Health Act of 1970

OSHA regulates onsite noise levels and protects workers from occupational noise exposure. To protect hearing, worker noise exposure is limited to 90 decibels with A-weighting (dBA) over an eight-hour work shift (29 Code of Regulations 1910.95). Employers are required to develop a hearing conservation program when employees are exposed to noise levels exceeding 85 dBA. These programs include provision of hearing protection devices and testing employees for hearing loss on a periodic basis.

U.S. Environmental Protection Agency Office of Noise Abatement and Control

The U.S. Environmental Protection Agency (USEPA) Office of Noise Abatement and Control was originally established to coordinate Federal noise control activities. In 1981, USEPA administrators determined that subjective issues such as noise would be better addressed at more local levels of government. Consequently, in 1982 responsibilities for regulating noise control policies were transferred to State and local governments. However, documents and research completed by the EPA Office of Noise Abatement and Control continue to provide value in the analysis of noise effects.

3.14.2.2 State

State of California General Plan Guidelines

The State of California regulates vehicular and freeway noise affecting classrooms, sets standards for sound transmission and occupational noise control, and identifies noise insulation standards and airport noise/land-use compatibility criteria. The State of California General Plan Guidelines (State of California 2003), published by the Governor's Office of Planning and Research (OPR), also provides guidance for the acceptability of projects within specific CNEL/Ldn contours. The guidelines also present adjustment factors that may be used in order to arrive at noise acceptability standards that reflect the noise control goals of the community, the particular community's sensitivity to noise, and the community's assessment of the relative importance of noise pollution.

State Office of Planning and Research Noise Element Guidelines

The State OPR Noise Element Guidelines include recommended exterior and interior noise level standards for local jurisdictions to identify and prevent the creation of incompatible land uses due to noise. The

Noise Element Guidelines contain a land use compatibility table that describes the compatibility of various land uses with a range of environmental noise levels in terms of the CNEL.

California Department of Transportation

In 2020, the California Department of Transportation (Caltrans) published the Transportation and Construction Vibration Manual (Caltrans 2020b). The manual provides general guidance on vibration issues associated with the construction and operation of projects concerning human perception and structural damage. Table 2 presents recommendations for levels of vibration that could result in damage to structures exposed to continuous vibration.

3.14.2.3 Local

City of Beverly Hills General Plan Noise Element

The Noise Element of the City's General Plan provides policy direction for minimizing noise impacts on the community and for coordinating with surrounding jurisdictions and other entities regarding noise control. By identifying noise-sensitive land uses and establishing compatibility guidelines for land use and noises, noise considerations will influence the general distribution, location, and intensity of future land uses. The result is that effective land use planning and mitigation can alleviate the majority of noise problems.

The Noise Element contains goals and policies that are intended to achieve the vision of the General Plan and guide the City's efforts to protect noise sensitive land uses and support the health and serenity of its citizens. The Noise Element goals and policies applicable to the Proposed Project are listed below.

Goal N 1: Land Use Conflicts: Minimize land use conflicts between various noise sources and other human activities.

Policy N1.1: Land Use Compatibility Guidelines: Revise the noise regulations of the Municipal Code to eliminate current ambient noise level standards in residential and commercial areas and replace them with Land Use Noise Compatibility Matrix (Table 3.14-5), to govern acceptable levels of noise for specific land uses and provide a baseline for mitigating land uses that exceed acceptable noise levels.

Table 3.14-5. City of Beverly Hills Land Use Noise Compatibility Matrix

Land Use Categories	Community Noise Equivalent Level (CNEL, dBA)			
	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Residential (Low Density, Single Family, Duplex, Mobile Homes)	50–60	55–70	70–75	75–85
Residential (Multiple Family)	50–65	60–70	70–75	70–85
Transient Lodging (Hotel, Motel)	50–65	60–70	70–80	80–85
Schools, Libraries, Churches, Hospitals, Nursing Homes	50–70	60–70	70–80	80–85
Auditoriums, Concert Halls, Amphitheaters	N/A	50–70	N/A	65–85
Sports Arenas, Outdoor Spectator Sports	N/A	50–75	N/A	70–85
Playgrounds, Neighborhood Parks	50–70	N/A	67.5–75	72.5–85
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50–70	N/A	70–80	80–85
Office Buildings, Business Commercial and Professional	50–75	67.5–77.5	75–85	N/A
Industrial, Manufacturing, Utilities, Agriculture	50–75	70–80	75–85	N/A

Source: City of Beverly Hills 2010

Policy N1.3: Limit Hours of Commercial and Entertainment Operations: Limit hours of commercial and entertainment operations adjacent to residential neighborhoods and other noise sensitive receptors in order to minimize exposure to excessive noise.

Policy N1.5: Noise Mitigation Measures: Require noise mitigation measures for noise-sensitive receptors when a significant noise impact is identified. A significant noise impact occurs when there is an increase in CNEL, as shown in Table 3.14-6.

Table 3.14-6. Noise Mitigation Measures	
Existing Noise Level CNEL dBA	**dBA Increase Over Existing**
55	3
60	2
65	1
70	1
Over 75	1

Source: City of Beverly Hills 2010

Goal N 2: Motor Vehicles: Minimized motor vehicle traffic noise impacts on sensitive noise receptors.

Policy N2.3: Limit Cut-Through Traffic: Continue Efforts to Discourage Traffic on Residential Streets.

Goal N 3: Non-Transportation Noise: Minimized motor vehicle traffic noise impacts on sensitive noise receptors.

Policy N3.1: Protection from Stationary Noise Sources: Continue to enforce interior and exterior noise standards to ensure that sensitive noise receptors are not exposed to excessive noise levels from stationary noise sources such as machinery, equipment, fans, and air conditioning equipment.

Policy N3.2: Regulation of Sound-amplifying Equipment: Continue to regulate the use of sound-amplifying equipment.

City of Beverly Hills Municipal Code

The City's regulations with respect to noise are included in Title 5, Chapter 1, *Noise Regulations*, of the City's Municipal Code. Specifically, Article 2 states that it is prohibited for any person within any residential zone of the city to use or operate any sound amplifying equipment between the hours of 10:00 p.m. and 8:00 a.m. to be distinctly audible at or beyond the property line of the property on which the equipment is located.

3.14.3 Prior Environmental Review

3.14.3.1 Previous Environmental Analysis

The noise impacts associated with the previous operational changes at the Virginia Robinson Gardens were evaluated in the following documents:

- *Draft Supplemental Environmental Impact Report Proposed Operational Changes to the Virginia Robinson Gardens (September 2012) – pages 96 through 107*
- *Final Supplemental Environmental Impact Report Proposed Operational Changes to the Virginia Robinson Gardens (May 2014)*
- *Recirculated Final Supplemental Environmental Impact Report Proposed Operational Changes to the Virginia Robinson Gardens (July 2014)*

3.14.3.2 Previously Identified Significant Project Impacts

The 2014 SEIR did not identify any significant project impacts to noise associated with the previous operational changes and therefore no mitigation measures were required.

3.14.3.3 Previously Identified Mitigation Measures

There were no mitigation measures identified in the 2014 SEIR because the impacts were considered less than significant.

3.14.4 Thresholds of Significance

Following Appendix G of the CEQA Guidelines, noise impacts are considered to be significant if the project would result in any of the following:

a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;

b) Generation of excessive groundborne vibration or groundborne noise levels; or

c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels.

3.14.5 Environmental Impacts

3.14.5.1 Construction

The Project is proposing to expand the use of the Gardens for increased public access and benefit by extending the hours of operations, increasing the types of programs offered, and increasing the number of daily visitors. No construction is proposed for the Project. Therefore, no construction-related impact would occur.

3.14.5.2 Operation

The Project is proposing to increase the number of Special Use Events occurring on the Project Site from 4 to 24 (up to 4 events per month) and increasing the maximum number of visitors per day from 100 to 200. Operational noise sources associated with the increased activity at the Gardens include mobile (i.e., traffic) and stationary (i.e., people talking, crowd noise, and amplified music) sources.

Operational Offsite Traffic Noise

Increasing the number of Special Use Events and daily visitors would result in additional traffic on adjacent roadways, thereby increasing vehicular noise in the Project vicinity. The Project Site is accessible from Elden Way. Future traffic noise levels as a result of Project operations on Project vicinity roadways were modeled based on the traffic volumes identified by KOA (2022). The calculated noise levels as at affected sensitive land uses a result of the Project are compared to the noise standards promulgated in the City of Beverly Hills General Plan Noise Element (Tables 3.14-5 and 3.14-6). Per General Plan Noise Element Policy N1.1, Land Use Compatibility Guidelines, the noise/land use compatibility standards identified in Table 3.14-5 govern acceptable levels of noise for specific land uses and provide a baseline for mitigating land uses that exceed acceptable noise levels. Noise Element Policy N1.5 establishes the increases in noise level that would be considered significant, based on existing noise level. For instance:

- For roadways that generate noise levels of less than 55 dBA CNEL under existing conditions, an increase in noise level that would cause the roadway to generate a noise level of 55 dBA CNEL or higher would be considered significant.
- For roadways that generate noise levels of 55.1 to 59.9 dBA CNEL under existing conditions, an increase of 3 dBA CNEL or more would be considered significant.
- For roadways that generate noise levels of 60 to 64.9 dBA CNEL under existing conditions, an increase of 2 dBA CNEL or more would be considered significant.
- For roadways that generate noise levels greater than 70 dBA CNEL under existing conditions, an increase of 1 dBA CNEL or more would be considered significant.

Table 3.14-7 shows the calculated offsite roadway noise levels under existing traffic levels compared to future conditions with an increase in daily visitors to the Project Site.

Table 3.14-7. Existing Plus Project Conditions - Predicted Traffic Noise Levels

Roadway Segment	Surrounding Uses	CNEL at 100 feet from Centerline of Roadway		Change in dBA	Noise Standard (dBA CNEL)	Exceed Standard
		Existing Conditions	Existing + Project Conditions			
North Beverly Drive						
North of Lexington Road	Residential	59.4	59.4	**0.0**	*>3.0 dBA increase*	**No**
South of Lexington Road	Residential	58.0	58.0	**0.0**	*>3.0 dBA increase*	**No**
North Crescent Drive						
South of Lexington Road	Residential	50.7	50.8	**0.1**	*>55 dBA*	**No**
Between Lexington Road and Elden Way	Residential	41.9	46.8	**4.9**	*>55 dBA*	**No**
Elden Way						
North of North Crescent Drive	Residential	39.1	45.7	**6.6**	*>55 dBA*	**No**
Lexington Road						
East of North Beverly Drive	Residential	52.5	52.6	**0.1**	*>55 dBA*	**No**
Between North Beverly Drive and Crescent Drive	Residential	54.6	54.8	**0.2**	*>55 dBA*	**No**
Between Crescent Drive and Oxford Way	Residential	55.7	55.7	**0.0**	*>3.0 dBA increase*	**No**
Between Oxford Way and Hartford Way	Residential	55.7	55.8	**0.1**	*>3.0 dBA increase*	**No**
Between Hartford Way and Benedict Canyon Drive	Residential	52.5	52.7	**0.2**	*>3.0 dBA increase*	**No**
West of Benedict Canyon Drive	Residential	53.9	53.9	**0.0**	*>55 dBA*	**No**
Oxford Way						
South of Lexington Road	Residential	41.3	41.3	**0.0**	*>55 dBA*	**No**
Hartford Way						
South of Lexington Road	Residential	42.1	42.1	**0.0**	*>55 dBA*	**No**

Table 3.14-7. Existing Plus Project Conditions - Predicted Traffic Noise Levels

Roadway Segment	Surrounding Uses	CNEL at 100 feet from Centerline of Roadway		Change in dBA	Noise Standard (dBA CNEL)	Exceed Standard
		Existing Conditions	Existing + Project Conditions			
Between Lexington Road and Cove Way	Residential	54.0	54.0	**0.0**	*>55 dBA*	**No**
Between Cove Way and Benedict Canyon Road	Residential	50.2	50.3	**0.1**	*>55 dBA*	**No**
West of Benedict Canyon Road	Residential	46.3	46.3	**0.0**	*>55 dBA*	**No**
Cove Way						
North of Hartford Way	Residential	55.4	55.5	**0.1**	*>3.0 dBA increase*	**No**
Benedict Canyon Drive						
South of Lexington Road	Residential	57.1	57.2	**0.1**	*>3.0 dBA increase*	**No**
Between Lexington Road and North Roxbury Drive	Residential	59.1	59.1	**0.0**	*>3.0 dBA increase*	**No**
North of Hartford Way	Residential	61.2	61.2	**0.0**	*>2.0 dBA increase*	**No**

Source: Traffic noise levels were calculated by ECORP using the FHWA roadway noise prediction model in conjunction with the trip generation rate identified by KOA (2022; Appendix F). Refer to Appendix E for traffic noise modeling assumptions and results.

As shown in Table 3.14-7, no roadway segment would experience an increase of noise beyond the City's significance standards as a result of the Project. Specifically, 12 of the Project vicinity roadway segments currently generate traffic noise levels of below 55 dBA CNEL; however, none of these roadway segments would generate traffic noise greater than 55 dBA CNEL as a result of the Project. Seven of the Project vicinity roadway segments currently generate traffic noise levels of 55 to 59.9 dBA CNEL; however, none of these roadway segments experience an increase in traffic noise of 3 dBA or greater. Lastly, one of the Project vicinity roadway segments currently generates traffic noise levels of 60 to 64.9 dBA CNEL and this roadway segment would not experience an increase in traffic noise of 2 dBA or greater. The Proposed Project's contribution of offsite traffic noise as a result of increased daily visitors would be less than significant.

Operational Onsite Stationary Noise

As previously described, the Project would expand the use of the Gardens to increase public access and benefit by extending the hours of operations and increasing the types of programs offered. This would result in an increase of daily visitors and the number of Special Use Events held per year. Maintenance operations on the Project Site, including operation of leaf blowers and other landscaping equipment, would be identical to existing conditions, and conditions on surrounding properties in the area, with implementation of the Project. No increase in maintenance or landscaping operations would occur.

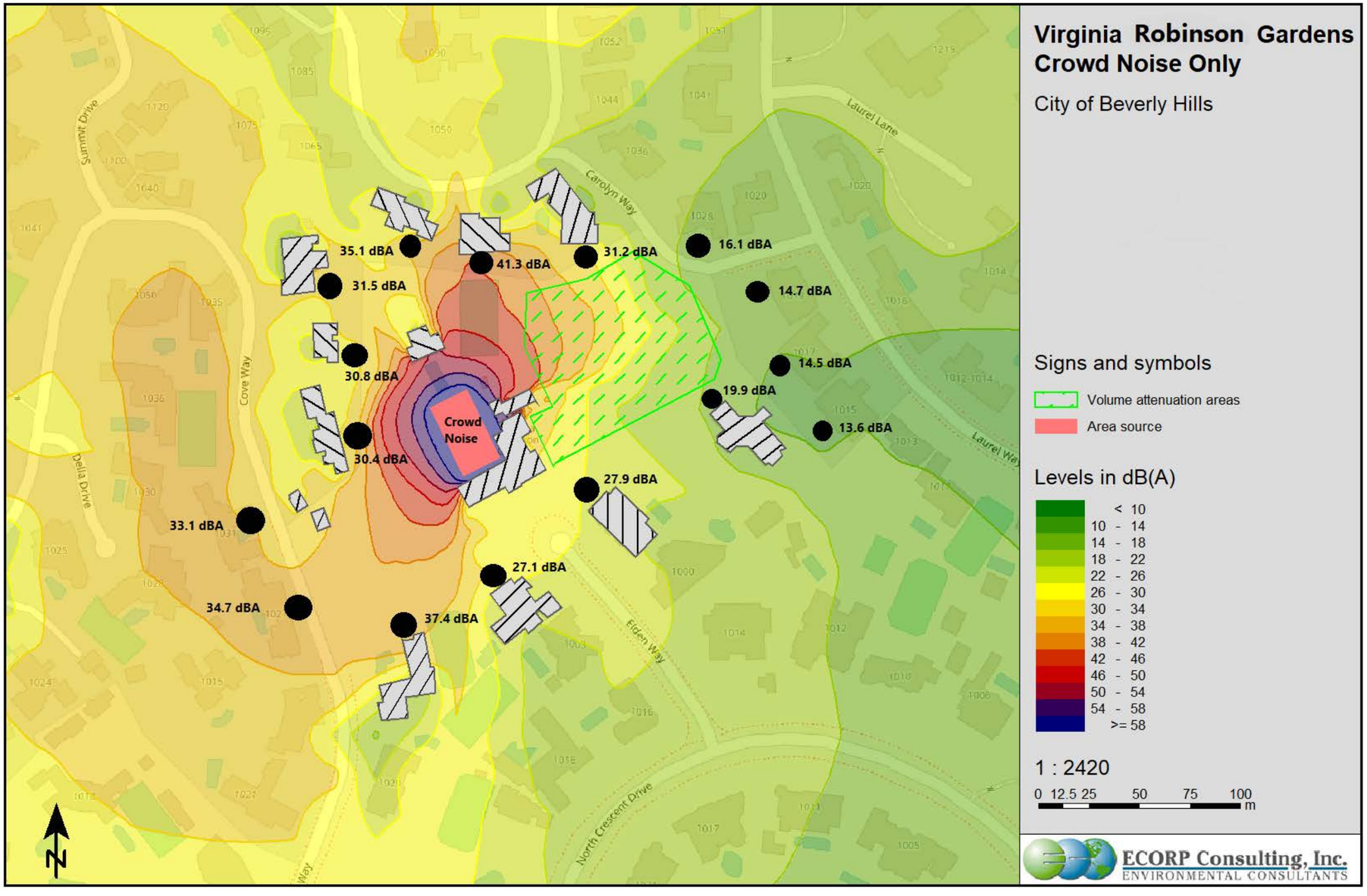
Onsite noise as a result of Special Use Event activities (i.e., amplified sound and crowd noise) has been calculated using the SoundPLAN 3D noise model, which predicts noise propagation from a noise source based on the location, noise level, and frequency spectra of the noise sources as well as the geometry and reflective properties of the local terrain, buildings, and barriers (Appendix E).

The main source of noise at Special Use Events would be produced from amplified sound systems; however, it is noted that not all Special Use Events would have amplified music. Noise levels from amplified sound systems vary considerably and depend upon the size of the area intended to be served, the crowd size, and the nature of the amplified sound (e.g., music versus voice announcements). To account for this variation, three separate SoundPLAN modeling calculations were conducted:

- The first modeling calculation accounts for an event with crowd noise but no amplified music within an area source dimension of 125 feet by 65 feet positioned between the pool and main house on the event lawn.
- The second modeling calculation accounts for moderate intensity amplified music (acoustical instruments with pickup amplifies) within an area source of 10 feet by 32 feet positioned directly adjacent to the main house as well as crowd noise within an area source 125 feet by 65 feet on the event lawn.
- The third modeling calculation accounts for high intensity amplified music (electrified, high energy, and fast tempo) within an area source of 10 feet by 32 feet positioned directly adjacent to the main house as well as crowd noise within an area source 125 feet by 65 feet on the event lawn.

Additionally, all modeling calculations include a volume attenuation area directly east of the main house and event lawn to account for the dense foliage in the area.

Modeled sound levels in the Project vicinity at the nearby residential properties as a result of Special Use Event scenarios described above are included in Table 3.14-8. Additionally, noise contour graphics (Figures 3-2 through 3-4) were prepared to depict the predicted noise levels in the Project vicinity. It is noted that Project noise modeling represents a worst-case scenario in which all potential Project noise sources are being generated at full intensity at the same moment. It is very unlikely that noise levels as a result of Special Use Event activities would reach that of those predicted in Table 3.14-8.



Map Date: 5/2/2022
Photo (or Base) Source: *SoundPLAN*

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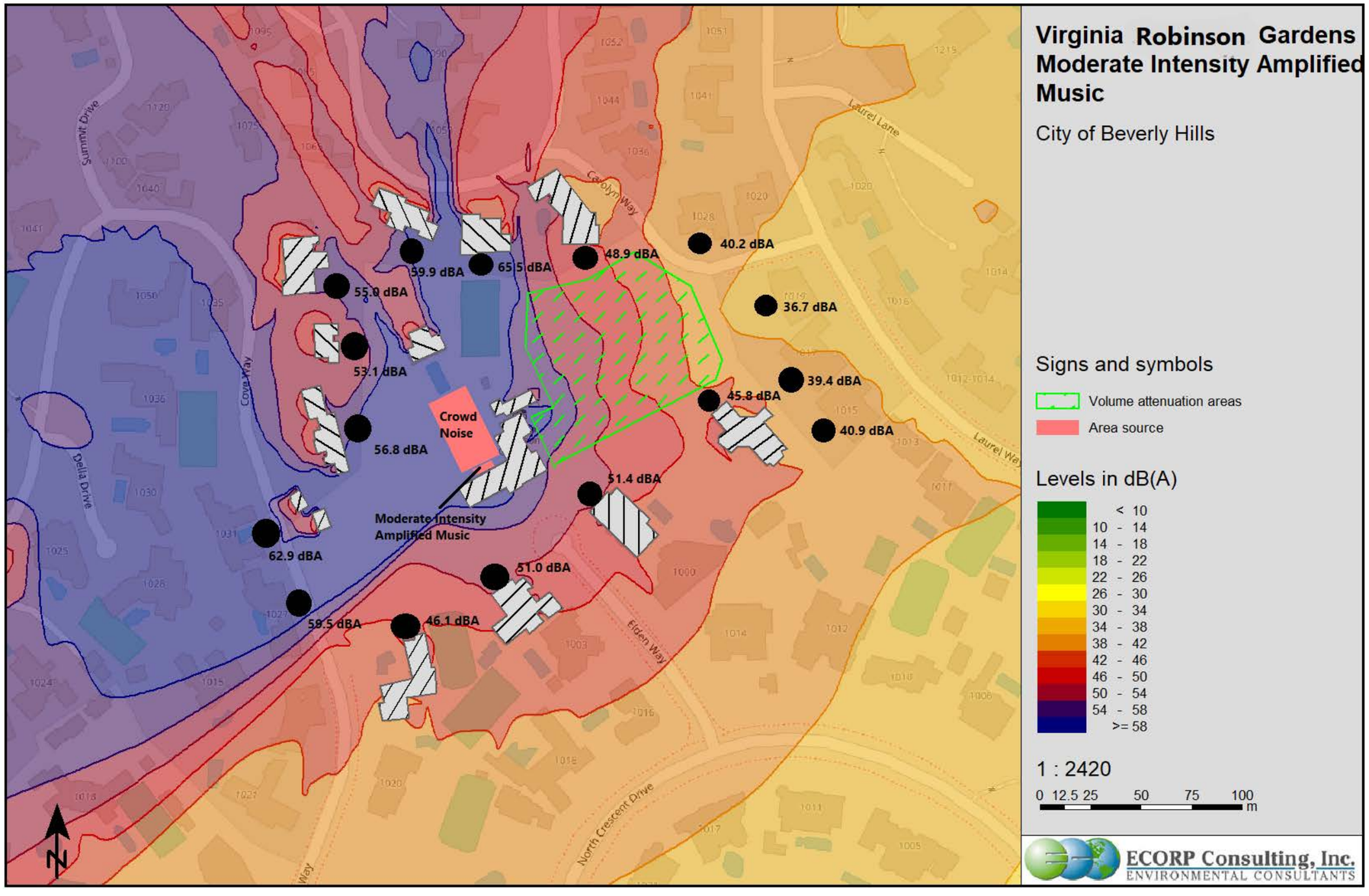
ENVIRONMENTAL CONSULTANTS

Figure 3-2. Modeled Operational Noise Levels: Crowd Noise Only

2017-276.009



Map Date: 5/2/2022
Photo (or Base) Source: *SoundPLAN*

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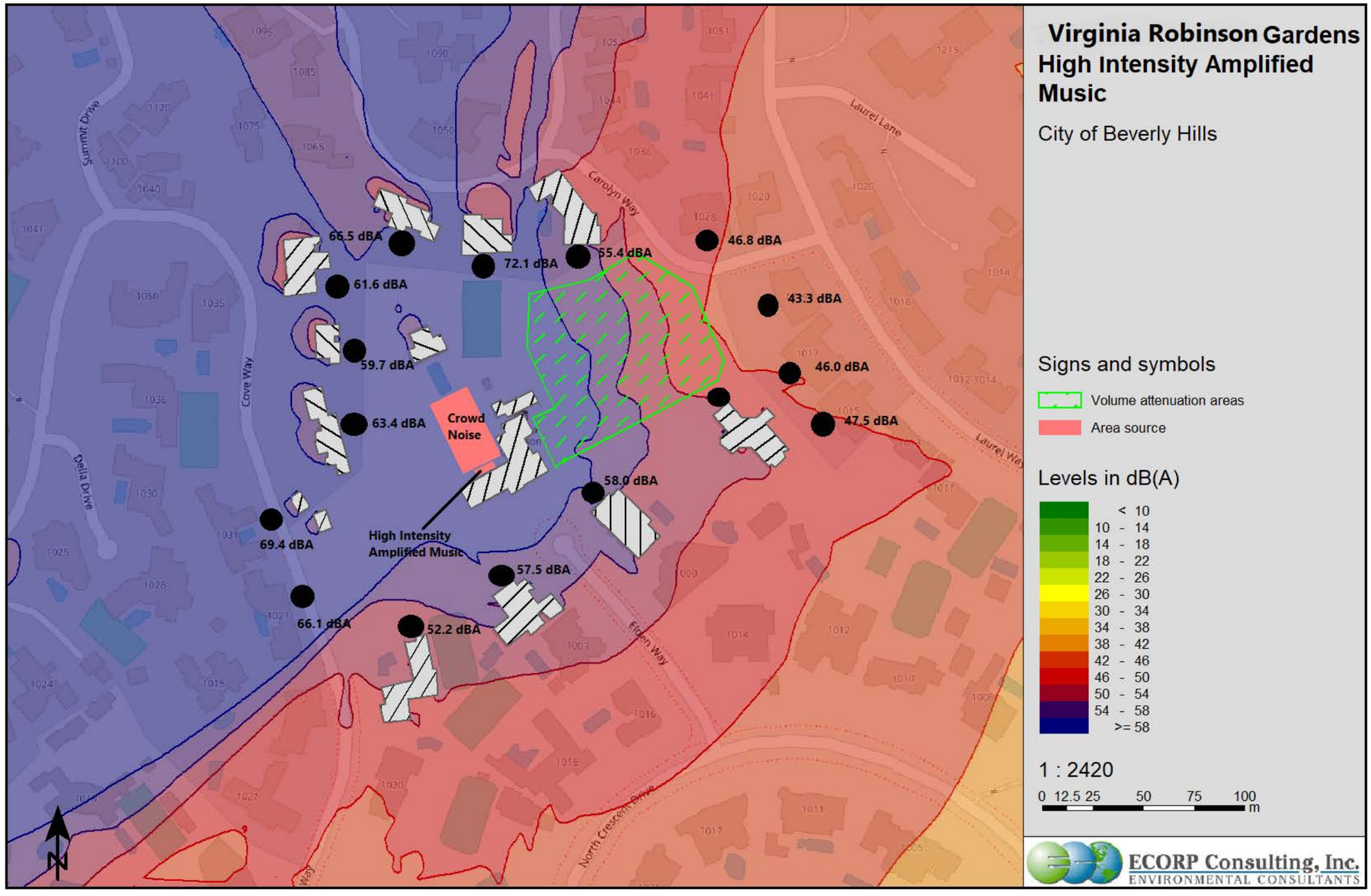
Figure 3-3. Modeled Operational Noise Levels: Moderate Intensity Amplified Music

2017-276.009



Map Date: 5/2/2022
Photo (or Base) Source: *SoundPLAN*

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Figure 3-4. Modeled Operational Noise Levels: High Intensity Amplified Music

2017-276.009

Table 3.14-8. Modeled Operational Noise Levels

House Number/ Location	Modeled Operational Noise Attributed to the Project (dBA L_{eq})
Crowd Noise Only	
House 1025 (south of Project Site)	19.9 dBA L_{eq}
House 1006 (south of Project Site)	27.9 dBA L_{eq}
House 1005 (south of Project Site)	27.1 dBA L_{eq}
House 1024 (south of Project Site)	37.4 dBA L_{eq}
House 1027 (west of Project Site)	34.7 dBA L_{eq}
House 1031 (west of Project Site)	33.1 dBA L_{eq}
House 1032 (west of Project Site)	30.4 dBA L_{eq}
House 1034 (north of Project Site)	30.8 dBA L_{eq}
House 1036 (north of Project Site)	31.5 dBA L_{eq}
House 1055 (north of Project Site)	35.1 dBA L_{eq}
House 1045 (north of Project Site)	41.3 dBA L_{eq}
House 1035 (north of Project Site)	31.2 dBA L_{eq}
House 1028 (northeast of Project Site)	16.1 dBA L_{eq}
House 1019 (east of Project Site)	14.7 dBA L_{eq}
House 1017 (southeast of Project Site)	14.5 dBA L_{eq}
House 1015 (southeast of Project Site)	13.6 dBA L_{eq}
Crowd Noise with Moderate Intensity Amplified Music	
House 1025 (south of Project Site)	45.8 dBA L_{eq}
House 1006 (south of Project Site)	45.8 dBA L_{eq}
House 1005 (south of Project Site)	51.0 dBA L_{eq}
House 1024 (south of Project Site)	46.1 dBA L_{eq}
House 1027 (west of Project Site)	59.5 dBA L_{eq}
House 1031 (west of Project Site)	62.9 dBA L_{eq}
House 1032 (west of Project Site)	56.8 dBA L_{eq}
House 1034 (north of Project Site)	53.1 dBA L_{eq}
House 1036 (north of Project Site)	55.0 dBA L_{eq}
House 1055 (north of Project Site)	59.9 dBA L_{eq}
House 1045 (north of Project Site)	65.5 dBA L_{eq}
House 1035 (north of Project Site)	48.9 dBA L_{eq}
House 1028 (northeast of Project Site)	40.2 dBA L_{eq}
House 1019 (east of Project Site)	36.7 dBA L_{eq}
House 1017 (southeast of Project Site)	39.4 dBA L_{eq}
House 1015 (southeast of Project Site)	40.9 dBA L_{eq}

Table 3.14-8. Modeled Operational Noise Levels

House Number/ Location	Modeled Operational Noise Attributed to the Project (dBA L_{eq})
Crowd Noise with High Intensity Amplified Music	
House 1025 (south of Project Site)	52.4 dBA L_{eq}
House 1006 (south of Project Site)	58.0 dBA L_{eq}
House 1005 (south of Project Site)	57.5 dBA L_{eq}
House 1024 (south of Project Site)	52.2 dBA L_{eq}
House 1027 (west of Project Site)	66.1 dBA L_{eq}
House 1031 (west of Project Site)	69.4 dBA L_{eq}
House 1032 (west of Project Site)	63.4 dBA L_{eq}
House 1034 (north of Project Site)	59.7 dBA L_{eq}
House 1036 (north of Project Site)	61.6 dBA L_{eq}
House 1055 (north of Project Site)	66.5 dBA L_{eq}
House 1045 (north of Project Site)	72.1 dBA L_{eq}
House 1035 (north of Project Site)	55.4 dBA L_{eq}
House 1028 (northeast of Project Site)	46.8 dBA L_{eq}
House 1019 (east of Project Site)	43.3 dBA L_{eq}
House 1017 (southeast of Project Site)	46.0 dBA L_{eq}
House 1015 (southeast of Project Site)	47.5 dBA L_{eq}

Source: Stationary source noise levels were modeled by ECORP using SoundPLAN 3D noise model. Refer to Appendix E for noise modeling assumptions and results.
Notes: L_{eq} is the average acoustic energy content of noise for a stated period of time. Thus, the Leq of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure.

As shown in Table 3.14-8, noise as a result of Special Use Events occurring on the Project Site would range from:

- 13.6 to 41.3 dBA L_{eq} with crowd noise only
- 36.7 to 62.9 dBA L_{eq} with crowd noise and moderate intensity amplified music
- 43.3 to 72.1 dBA L_{eq} with crowd noise and high intensity amplified music at the nearby residential land uses

Noise generated as a result of Special Use Events occurring on the Project Site would be similar to existing conditions because the proposed types of special uses to be held at the Gardens would be similar to what currently occurs. Put differently, the three Special Use Event scenarios analyzed in Table 3.14-8 (no amplified music and crowd noise, moderate intensity amplified music [*acoustical instruments with pickup amplifies*], and high intensity amplified music [*electrified, high energy, and fast tempo*]), are currently allowed and occur at the Project Site under current conditions. The level of noise produced during an individual Special Use Event is not proposed to change. Therefore, noise generated at the Project Site

during a Special Use Event with implementation of the Proposed Project would be similar to what could currently occur. However, the frequency of Special Use Events would increase under the Proposed Project from four events to approximately 24 events annually. It is noted that the City's regulations with respect to noise (Title 5, Chapter 1, *Noise Regulations*, of the City's Municipal Code) state that it is prohibited for any person within any residential zone of the City to use or operate any sound amplifying equipment between the hours of 10:00 p.m. and 8:00 a.m. to be distinctly audible at or beyond the property line of the property on which the equipment is located. Therefore, the Project's noise-related effects associated with the increase in the frequency of Special Use Events would continue to be limited to the less noise-sensitive daytime hours.

The calculated operational noise levels associated with Special Use Events at the Project Site are identified in dBA L_{eq}, which is defined as the average acoustic energy content of noise for a stated period of time. This noise metric differs from dBA CNEL, which is a 24-hour average L_{eq} with "weighting" during certain hours to account for noise sensitivity in the evening and nighttime. The use of L_{eq} to characterize special event noise at the Project Site is appropriate since these events do not span over 24 hours. However, the City of Beverly Hills does not promulgate a noise limit in dBA L_{eq}. Therefore, while noise generated at the Project Site during a Special Use Event with implementation of the Proposed Project would be similar to what could occur during a currently-allowed Special Use Event, this analysis utilizes the City's noise/land use compatibility thresholds (see Table 3.14-5) for residential receptors in order to address the noise-related effect of increasing the frequency of special events from four events to approximately 24 events annually. As shown in Table 3.14-5, noise levels as high as 70 dBA at residences are considered to be conditionally acceptable.

As identified in Table 3.14-8, Special Use Event onsite noise would reach levels up to 62.9 dBA L_{eq} with crowd noise and moderate intensity amplified music and noise levels up to 72.1 dBA L_{eq} with crowd noise and high intensity amplified music at the nearby residential land uses. As a result, **Mitigation Measure NOI-1** is required to reduce onsite noise levels during Special Use Events with amplified music. Mitigation Measure NOI-1 would require that all property owners and occupants located within 500 feet of the Gardens' boundary be sent a notice at least five (5) days prior to commencement of all Special Use Events employing the use of amplified sound. Additionally, Mitigation Measure NOI-1 would reduce onsite Project noise by mandating that the sound amplification system at Special Use Events include a processor to control the maximum output of the speakers. All resulting noise emitted through speakers would be controlled to the maximum allowable level (80 dBA L_{max}) as measured at one meter (3.28 feet) from the source. L_{max} is the maximum noise level during the measurement period. Thus, limiting the maximum noise level output of all Special Use Event amplification systems to 80 dBA L_{max} as measured at one meter ensures the noise generated onsite attenuates to compatible levels at the surrounding residences during Special Use Events (as previously described, stationary source sound levels decrease (attenuates) at a rate of approximately six dB for each doubling of distance from the stationary source).

The Proposed Project would result in an increase in the number of days that Special Use Event noise is generated at Project Site yet would not increase the noise levels of these Special Use Events beyond current conditions. Therefore, noise generated at the Project Site during a Special Use Event with implementation of the Proposed Project would be generally the same as what could occur during a

special event currently. However, the requirements of Mitigation Measure NOI-1 are not currently required under existing conditions and thus certain Special Use Events under the Proposed Project could be less noisy than a similar special event under current conditions. Project Special Use Event noise, coupled with Mitigation Measure NOI-1 and the fact that special events do not span an entire day, is not excessive. The Proposed Project's contribution of stationary-sourced noise would result in a less than significant impact with mitigation.

Operational Ground-Borne Vibration

The Project would increase of the maximum allowed daily visitors and the number of Special Use Events held per year. Operational activities would be similar to existing operations, which do not utilize any vibration generating equipment. Therefore, the Project would have no impact on operational ground-borne vibration.

Excess Airport Noise

As previously described in the 2014 SEIR, the closest airport to the Project Site is the Santa Monica Airport located approximate five miles from the Project Site. As such, the Project Site is not located within the jurisdiction of an airport land use plan. However, the Project Site is frequently within the flight path of helicopters crisscrossing the City of Beverly Hills. The Project would not alter the existing flight path in the area and helicopters are prohibited on the Project Site. The Project does not propose any changes to the site and would not have any effect on helicopter traffic. Therefore, the Project would not affect airport operations nor result in increased exposure of employees or those visiting the site to aircraft noise. No impact would occur.

3.14.6 Mitigation Measures

NOI-1: A noise-reduction operations program shall be implemented prior to all Special Use Events employing the use of amplified sound:

- Property owners and occupants located within 500 feet of the Virginia Robinson Gardens boundary shall be sent a notice, at least five (5) days prior to commencement of all Special Use Events employing the use of amplified sound. All notices shall be reviewed and approved by the County of Los Angeles Department of Parks and Recreation prior to mailing and shall indicate the dates and duration of the upcoming special event, as well as provide a contact name and a telephone number where residents can inquire about the special event and register complaints.
- No Special Use Events shall take place outside of the allowable hours specified by the City of Beverly Hills Municipal Code Title 5, Chapter 1, Noise Regulations (10:00 p.m. through 8:00 a.m.).
- The sound amplification system accommodating Special Use Events with amplified music shall include a processor to control the maximum output of the speakers, so that even if a microphone were to be shouted into, the resulting sound power levels would be controlled to the maximum allowable level programmed into the processor. The

maximum output noise level shall be set to 80 dBA Lmax as measured at one meter (3.28 feet) from the source.

3.14.7 Residual Impacts After Mitigation

Project offsite traffic noise impacts are less than significant and do not require mitigation. Onsite operational impacts are less than significant with mitigation.

3.15 Population and Housing

3.15.1 Environmental Setting

According to the U.S. Census Bureau, the City of Beverly Hills' population was 32,701 people in 2020 (U.S. Census Bureau 2022). According to the Southern California Association of Governments Integrated Growth Forecast, the City's population is projected to be 36,600 people in 2035. The City is almost entirely built out and opportunities for growth are limited, as reflected in the growth projections identified above.

Until 1977, the Project Site served as a single-family residence for Virginia Robinson and her staff. Since her death, the buildings have remained largely unoccupied for residential uses, but portions (primarily the areas adjacent to the kitchen of the main residence) are used by Friends of Robinson Gardens volunteers who help restore and maintain the Gardens and manage educational and docent programs. An average of 6 volunteers are on site daily. In addition to the volunteers, approximately 10 maintenance staff are onsite per day. These volunteers and maintenance staff are generally on the Project Site during daytime hours only and do not live at the residence. However, one live-in caretaker lives at the Project Site fulltime.

3.15.2 Prior Environmental Review

3.15.2.1 Previous Environmental Analysis

The population/housing impacts associated with the 2014 operational changes at the Virginia Robinson Gardens were evaluated in the following documents:

- *Draft Supplemental Environmental Impact Report Proposed Operational Changes to the Virginia Robinson Gardens (September 2012) – pages 108 through 109*
- *Final Supplemental Environmental Impact Report Proposed Operational Changes to the Virginia Robinson Gardens (May 2014)*
- *Recirculated Final Supplemental Environmental Impact Report Proposed Operational Changes to the Virginia Robinson Gardens (July 2014)*

3.15.2.2 Previously Identified Significant Project Impacts

The 2014 SEIR did not identify any significant project impacts to population and housing associated with the previous operational changes at the Gardens.

3.15.2.3 Previously Identified Mitigation Measures

There were no mitigation measures identified in the 2014 SEIR because impacts were found to be less than significant.

3.15.3 Environmental Impacts

The Proposed Project would modify the existing operating schedule for the Virginia Robinson Gardens and would slightly increase the number of volunteers and employees at the Project Site. The hours of operation for the Project Site would be increased for four more hours in the summer and two more hours in the winter and extended an additional day (Sunday) each week (open to the public seven days per week compared to six). The number of allowable visitors per day would increase by 100 visitors per day. As such, the Proposed Project would increase the number of visitors on a daily and weekly basis.

Similarly, the number of attendees at Special Use Events would increase above the approximately 1,400 that currently occurs annually (4 events of approximately 350 guests each), and the number of Special Use Events would increase on site from 4 to 24 annually under the Proposed Project. This would increase the number of visitors to the site annually (a main goal of the Proposed Project). Attendance at Special Use Events is typically 350 guests per event, though current special events have no capped attendance. The Proposed Project would not include new residential development, change of land use, or construction of any kind that would induce population growth in the Project Area.

The number of employees and volunteers needed on site daily would increase proportionally to increased hours of operation, as approved by the Board of Supervisors. The existing live-in caretaker would continue to live on the Project Site, but no other permanent on-site residents would be added as a result of the Proposed Project. Under the Proposed Project, existing conditions would not be altered and the existing housing structure would not be displaced or demolished. Although the Proposed Project would increase the number of visitors at the Project Site, these visitors would be intermittent and would not represent an increase in permanent population. Therefore, the Proposed Project would result in a less than significant impact due to direct or indirect population growth.

3.15.4 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

3.15.5 Residual Impacts After Mitigation

Less than significant impacts would occur.

3.16 Public Services

3.16.1 Environmental Setting

The public services for the proposed operational changes are similar as those identified in the 2014 SEIR (County of Los Angeles 2012; 2014a; 2014b).

3.16.1.1 Fire Protection

The Beverly Hills Fire Department (BHFD) provides fire and emergency services within the City of Beverly Hills. The BHFD is comprised of five divisions and three fire stations. Station 2, located at 1100 Coldwater Canyon Drive, is the closest station to the Project Site. The City is almost entirely built out and the demand for fire services is currently met.

3.16.1.2 Police Protection

The Project Site is served by the Beverly Hills Police Department (BHPD). The BHPD is comprised of sworn officers and professional civilian support staff. The police station closest to the Project Site is located at 464 North Rexford Drive, approximately 1.3 miles south of the Project Site.

3.16.1.3 Schools

The Beverly Hills Unified School District (BHUSD) encompasses the Project Site and surrounding community. BHUSD consists of two TK-5 Elementary Schools, one 6-8 Middle School, one 9-12 High School, with a TK-12 enrollment of 3,200 (BHUSD 2022).

3.16.1.4 Parks

The Beverly Hills Recreation and Parks Department is generally responsible for planning, operating, and maintaining parkland in the City of Beverly Hills. Will Rogers Memorial Park is the closest city park to the Project Site. However, the Los Angeles County Department of Parks and Recreation owns, operates, and maintains the Project Site.

3.16.2 Prior Environmental Review

3.16.2.1 Previous Environmental Analysis

The public services impacts associated with the 2014 operational changes at the Virginia Robinson Gardens were evaluated in the following documents:

- *Draft Supplemental Environmental Impact Report Proposed Operational Changes to the Virginia Robinson Gardens (September 2012) – pages 109 through 113*
- *Final Supplemental Environmental Impact Report Proposed Operational Changes to the Virginia Robinson Gardens (May 2014)*

- *Recirculated Final Supplemental Environmental Impact Report Proposed Operational Changes to the Virginia Robinson Gardens (July 2014)*

3.16.2.2 Previously Identified Significant Project Impacts

The 2014 SEIR did not identify any significant project impacts to public services.

3.16.2.3 Previously Identified Mitigation Measures

There were no significant impacts associated with the previous operational changes. Therefore, no mitigation measures were identified in the 2014 SEIR.

3.16.3 Environmental Impacts

Generally, impacts associated with the provision of fire or police protection services would occur if a project would result in an increase in demand for these services to the extent that construction of new or expanded department facilities is required to maintain existing service levels. Typically, an increase in demand for these services is associated with a substantial increase in population in a service area or development of a previously undisturbed area requiring entirely new services. As described under Section 3.15, Population and Housing, the Proposed Project would not result in substantial population growth in the Project Area and therefore would not impact the population served by the BHFD and BHPD. The maximum number of people visiting the Project Site on a daily basis would increase from 100 to 200 visitors daily, which would be spread over a longer operating period. Additionally, the number of Special Use Events on the Project Site would increase from 4 to 24 annually; however, the number of allowed attendees per event would not increase from current attendees at Special Use Events. The increase in visitors at the Project Site would be intermittent, would be spread across the increased operational hours, and would not adversely affect existing service levels.

According to the Beverly Hills *Wildfire Hazard Area and Evacuation Routes Interactive Map*, the nearest evacuation route to the Project Site is Lexington Road, which serves as a secondary evacuation route, approximately 1,000 feet south of the Project Site (City of Beverly Hills 2022b). Lexington Road connects to Beverly Drive to the east and Benedict Canyon Drive to the west, which are both designated as primary evacuation routes. The Gardens' existing main entrance on Elden Way would serve as the primary emergency ingress and egress. Pedestrian access to and from the Project Site is available from Elden Way and Cove Way. The Project does not propose to modify existing access or circulation such that fire and police access would be adversely affected.

The County would coordinate with the Gardens staff and City of Beverly Hills to expedite evacuation in the event of a wildfire or other emergency event. Prior to each Special Use Event, the event operator and Gardens staff would coordinate with the Parks Bureau of the Los Angeles County Sheriff's Department in its preparation and implementation of an Operations Plan for police protection services to be provided by the County to supplement the private security being provided by the event operator. As such, the Proposed Project would not result in a substantial increase in demand for police protection services that would necessitate construction of new or expansion of existing facilities.

Furthermore, the number of employees would slightly increase as a result of the Proposed Project (at the discretion of the County Board of Supervisors); however, daily and event volunteers live primarily in the City of Beverly Hills and would not be moving nearby, such that the school-age population would increase. The increase in visitors at the Project Site would be intermittent and would not affect demand for school or recreational facilities in the project area.

3.16.4 Mitigation Measures

No significant impacts have been identified; therefore, no mitigation measures are required.

3.16.5 Residual Impacts After Mitigation

Project impacts would be less than significant.

3.17 Recreation

3.17.1 Environmental Setting

The recreational opportunities in the City of Beverly Hills remain similar to those described in the 2014 SEIR (County of Los Angeles 2012; 2014a; 2014b). The Beverly Hills Recreation and Parks Department is generally responsible for planning, operating, and maintaining parkland in the City of Beverly Hills. Will Rogers Memorial Park is the closest City park to the Project Site, located approximately 0.4-mile southeast. However, the Los Angeles County Department of Parks and Recreation owns, operates, and maintains the Project Site.

The Gardens provides extensive educational programs for Title I schools and students; an outdoor classroom for hosting lectures on climate appropriate plants, green waste issues, and gardening techniques for the local residents; and a venue for historical lectures and book clubs. Furthermore, the Gardens provides a park space for family events such as birthdays and special occasions.

3.17.2 Prior Environmental Review

3.17.2.1 Previous Environmental Analysis

Recreation impacts associated with the 2014 operational changes at the Virginia Robinson Gardens were evaluated in the following documents:

- *Draft Supplemental Environmental Impact Report Proposed Operational Changes to the Virginia Robinson Gardens (September 2012) – pages 113 through 114*
- *Final Supplemental Environmental Impact Report Proposed Operational Changes to the Virginia Robinson Gardens (May 2014)*
- *Recirculated Final Supplemental Environmental Impact Report Proposed Operational Changes to the Virginia Robinson Gardens (July 2014)*

3.17.2.2 Previously Identified Significant Project Impacts

The 2014 SEIR did not identify any significant impacts to recreation resources.

3.17.2.3 Previously Identified Mitigation Measures

The 2014 SEIR found that there would be no impact on the environment from the previously proposed operational changes and no mitigation was required.

3.17.3 Environmental Impacts

One of the primary objectives of the Proposed Project is to increase the availability of the Virginia Robinson Gardens to the general public by expanding the hours of operation, increasing the allowable themes for classes and seminars, and adding up to twenty additional Special Use Events annually. As the operational hours are currently restricted to just 6.5 hours a day, six days a week, the Gardens have a limited ability to fulfill the mission of Virginia Robinson's bequeathment to the County. By allowing the Gardens to welcome the public until sunset, as most other public gardens and parks do, students and the public would be granted greater access. The proposed extended hours would also allow the Gardens to develop an afterschool program for children and allow families to visit the Gardens after school or work. Additionally, the Gardens would be able to offer more science and botanical education programs to Title I schools. As such, the Proposed Project would increase the public availability and use of the Project Site, including the botanical gardens and grounds. This increase in public availability resulting from the Proposed Project would remain within the original intent and boundaries set forth by the Robinson Will. The proposed increase in the number of maximum daily visitors would be spread over the increased hours of operations and additional day.

The Proposed Project would also increase in the number of Special Use Events at the Gardens from four to 24 per year. However, visitors would be subject to the same restrictions that are currently in place for the purpose of protecting the integrity of the Project Site.

The Proposed Project would increase public access to the Project Site, while maintaining the visual and historic integrity of the property. The Proposed Project would increase recreational opportunities for the public, resulting in a beneficial impact to recreation. The Proposed Project would not result in the deterioration of the Project Site and would not contribute to the deterioration of other parks and recreational facilities in the project vicinity. In addition, the Proposed Project would not include construction of additional recreational facilities. Impacts would remain less than significant.

3.17.4 Mitigation Measures

No significant impacts have been identified; therefore, no mitigation measures are required.

3.17.5 Residual Impacts After Mitigation

A beneficial impact would occur.

3.18 Transportation

In July 2022, KOA Corporation (KOA) prepared a Traffic Impact Analysis to analyze the circulation and traffic conditions associated with the Proposed Project (KOA 2022; Appendix F). The analysis presents findings pertaining to CEQA impact review and application of local criteria to an area circulation analysis. The analysis was executed in consultation with the assumptions, methodologies, and procedures outlined in the *City of Beverly Hills Traffic Impact Analysis Guidelines* adopted October 10, 2019. A traffic scoping document was submitted to the City of Beverly Hills engineering staff, on January 19, 2022, and the City provided no comments. Eight intersections were defined as the study area. The analysis is provided in Appendix F and summarized below.

3.18.1 Environmental Setting

3.18.1.1 Existing Roadway System

The roadways within the study area are described here. The discussion is limited to specific roadways that traverse the study intersections and provide direct access to the Project Site.

- **North Crescent Drive** is a local roadway with an unmarked lane in each direction. Two-hour parking is generally permitted on both sides of the road. The speed limit is unposted and therefore a 25-mph prima facie speed applies.
- **Lexington Road** is a local roadway with one lane in each direction separated by a double-yellow striped median. Two-hour parking is generally permitted on both sides of the road. The posted speed limit is 25 mph.
- **Hartford Way** is a local roadway. Parking is prohibited on the southbound side of the road and 2-hour parking is allowed on the northbound side of the road.
- **Elden Way** is a local roadway. The street ends in a cul-de-sac at the Project Site. Parking is generally permitted on both sides of the street. A 25-mph prima facie speed applies.
- **Beverly Drive** is a major roadway. Parking is generally permitted on both sides of the roadway with the exception of 7:00 to 10:00 a.m. on the southbound side of the road and 4:00 to 7:00 p.m. northbound side of the road. The posted speed limit is 25 mph. In the vicinity of the Project, Beverly Drive is residential. Beverly Drive begins its residential character at Santa Monica Boulevard to the south and transitions into Coldwater Canyon to the north.
- **Oxford Way** is a local roadway. Parking is prohibited on the southbound side of the road and 2-hour parking is allowed on the northbound side of the road. A 25-mph prima facie speed applies.
- **Benedict Canyon Drive** is a major roadway. Parking is generally permitted on both sides of the roadway with the exception of the 7:00 to 9:00 a.m. period in the southbound direction and the 4:00 to 7:00 p.m. period in the northbound direction. Benedict Canyon Drive intersects with numerous arterials including Santa Monica Boulevard, Wilshire Boulevard, and Mulholland Drive, which connect to Interstate 405 for regional access.

3.18.1.2 Facility Operations

The traffic and parking conditions for the Gardens have not substantially changed since the completion of the 2014 SEIR (County of Los Angeles 2012; 2014a; 2014b). Under current operations, the Gardens attracts regional attendance by visitors and students, with travel primarily by vehicle and school bus. Special Use Event attendance is typically 350 persons. Special Use Event parking management is based on the total number of guests expected. All Special Use Events currently require a parking/transportation plan to be submitted to and approved by the City of Beverly Hills.

For smaller events, up to 35 vehicles can be parked on the Project Site with stacked parking. A pick-up/drop-off operation is also used as needed, where the driver drops off the guest and is on call for pickup. This ensures that guests are picked up by the same driver and in the same car when they leave. There is no street parking allowed. No parking is permitted to occur on Elden Way, by either event guests or valet parking staff.

Valet parking is used for Special Use Events that are larger. All events include an application for a valet permit and a special use event permit from the City of Beverly Hills. A street parking permit is issued by the City. Off-site parking is also made available for some events, so that guests can be shuttled to the Project Site and the need for on-street parking by valets can be reduced or eliminated, depending on the event plan.

Setup and deliveries for special use events is tightly regulated and scheduled by the County and the Friends of the Virginia Robinson Gardens working in tandem to minimize the effect on the surrounding neighbors. Vendors are assigned arrival and load out times. Prior to the event, they receive a packet of information on the dimensions of the driveway and the address for offsite parking, etc. Preferred rental companies and vendors are used. For party rental trucks, which are the largest delivery trucks, it is required that these vehicles park along Crescent Drive on the north side and use a smaller truck to shuttle the rental items to the Project Site. Loading out is not permitted on Sundays after Saturday events. Whenever possible, back-to-back events use the same setup to reduce load-in and load-out by 50 percent.

3.18.2 Prior Environmental Review

3.18.2.1 Previous Environmental Review

Transportation impacts associated with the 2014 operational changes at the Virginia Robinson Gardens were evaluated in the following documents:

- *Draft Supplemental Environmental Impact Report Proposed Operational Changes to the Virginia Robinson Gardens (September 2012) – pages 114 through 127*
- *Final Supplemental Environmental Impact Report Proposed Operational Changes to the Virginia Robinson Gardens (May 2014)*

- *Recirculated Final Supplemental Environmental Impact Report Proposed Operational Changes to the Virginia Robinson Gardens (July 2014)*

3.18.2.2 Previously Identified Significant Project Impacts

The 2014 SEIR included a review of the City of Beverly Hills thresholds and analysis of project traffic impacts. In summary, this analysis determined that the addition of approximately 160 project trips on Saturdays on Elden Way would result in an increase greater than the City's local threshold of 16 percent, resulting in a significant impact, by percentage. The use of off-site parking opportunities was found to be not feasible, and the operational changes were determined to result in a significant and unavoidable traffic impact that was not previously identified in the 2014 SEIR. However, this impact did not create an operational impact along Elden Way or the surrounding intersections. A Statement of Overriding Considerations was adopted in 2014 by the County Board of Supervisors for this traffic impact.

3.18.2.3 Previously Identified Mitigation Measures

The 2014 operational changes resulted in a significant and unavoidable traffic impact and no feasible mitigation was identified. Appendix G of the 2014 SEIR presented the potential use of off-site parking options; however, these options were determined to be infeasible.

3.18.3 Thresholds of Significance

Effective July 1, 2020, the longstanding metric of roadway level of service (LOS), which is typically measured in terms of vehicle delay, roadway capacity and congestion, is no longer be considered a significant impact under CEQA. Pursuant to CEQA Guidelines, Section 15064.3, vehicle miles traveled (VMT) is the most appropriate measure of transportation impacts. VMT refers to the amount and distance of automobile travel attributable to a project. Other relevant considerations may include the effects of the project on transit and non-motorized travel. Except as provided in subdivision 15064.3(b)(2) of the CEQA Guidelines, regarding roadway capacity, a project's effect on automobile delay cannot constitute a significant environmental impact. The City of Beverly Hills has prepared *Local Transportation Assessment Guidelines*, detailing the appropriate VMT methodologies, thresholds of significance, and feasible mitigation measures. These thresholds and related policies are consistent with State CEQA Guidelines. The site-specific traffic analysis follows the practices and recommendations in the City's Local Transportation Assessment Guidelines and includes an LOS impact analysis for informational purposes.

3.18.3.1 City of Beverly Hills Local Street Threshold

The City of Beverly Hills local street threshold is based on the existing average daily trips (ADT) and the proposed increase in ADT. In the case of Elden Way, a roadway with ADT less than 2,000 volume per day, a significant impact would result if the Project increases ADT by 16 percent, or increase peak hour trips by 16 percent, or both.

3.18.4 Environmental Impacts

The Project Site is located approximately 0.5 mile north of Sunset Boulevard within a residential neighborhood. The primary Project Site access is located on the north end of a cul-de-sac at the terminus of Elden Way. The Project study area included the following eight study intersections located along the primary access routes to and from the Project Site (Figure 3-5):

1. Beverly Drive and Lexington Road
2. Crescent Drive and Lexington Road*
3. Elden Way and Crescent Drive*
4. Oxford Way and Lexington Road*
5. Hartford Way and Lexington Road*
6. Hartford Way and Cove Way*
7. Benedict Canyon Drive and Roxbury Drive*
8. Benedict Canyon Drive and Lexington Road

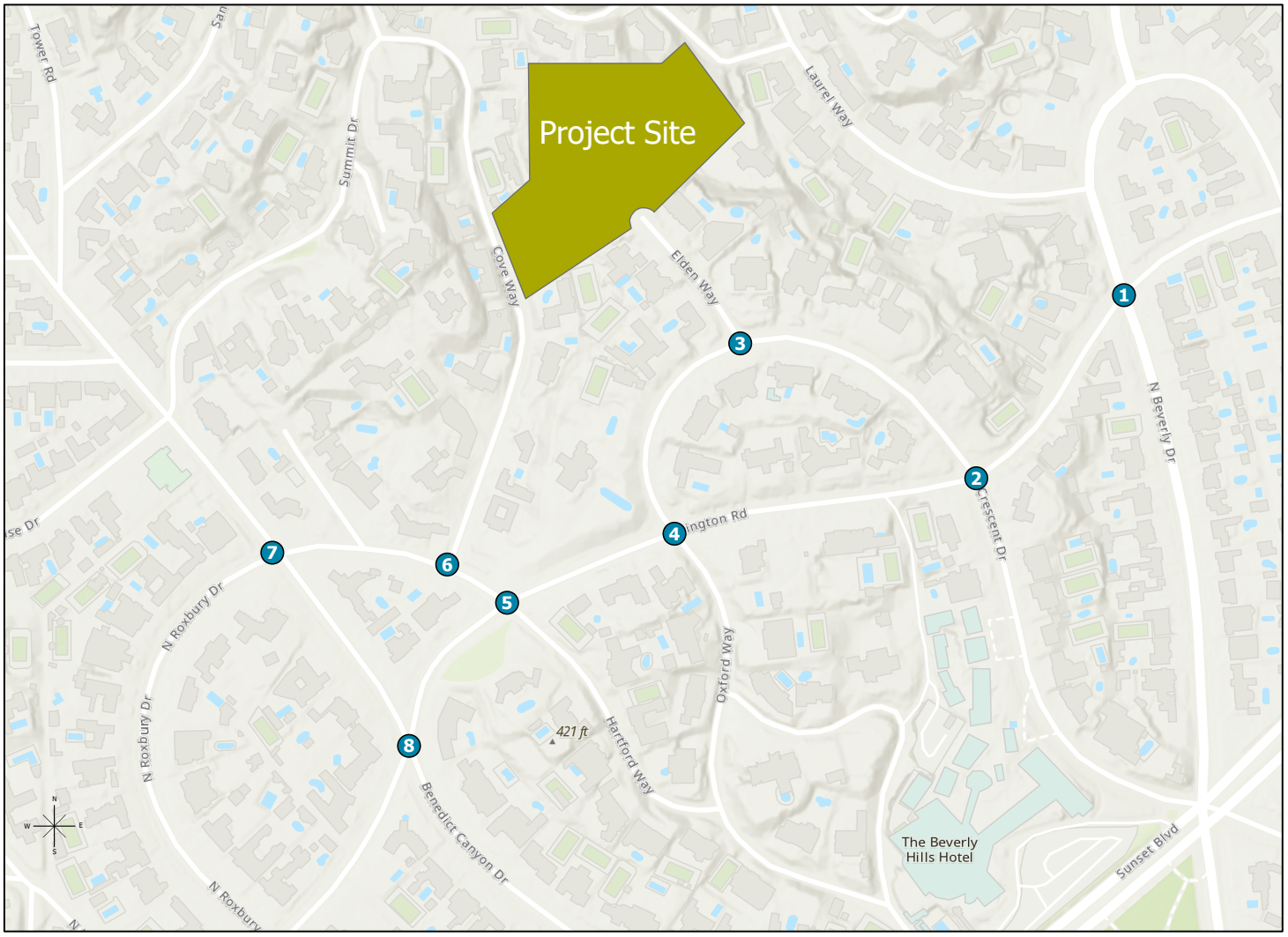
**Unsignalized Intersection*

3.18.4.1 Project Trip Generation

The Proposed Project's trip generation was calculated by determining the increase in visitors from existing conditions to the estimated level of operations under the proposed operating program. The trip generation also considered the hours of operation in the calculation of trips and 8.5 hours for an average length of site operations ending at sunset.

Existing operations data provided by the County indicates that the typical average annual attendance is 5,000 visitors, which equates to an average of 20 visitors a day. There is an average of two persons per arriving vehicle, and therefore an average of 10 visitor vehicle round trip movements per day. The designated maximum site capacity for reservations is 100 visitors per day for all Gardens site activities including tours, meetings, seminars/classes, events or commercial filming. The Gardens has 35 parking spaces available.

The trips analysis was based on capacity operations. With the current advance reservations system, which would remain operational for the Proposed Project operations, the existing 100 daily visitors limit would be raised to 200 visitors spread over a longer operating period. The daily operational period would be extended further into the evening, until sunset rather than 4:00 p.m., and Sunday operations would be included in the typical weekly schedule.



Source: KOA 2022

ECORP Consulting, Inc.
ENVIRONMENTAL CONSULTANTS

Figure 3-5. Study Intersections

2017-276.009 Virginia Robinson Gardens

The daily visitor increase of 100 was used as the input for the trip generation calculations, and assumed two persons per vehicle. A conservative total for peak hour values was calculated by multiplying by a factor of two the average hourly trips across a typical 8.5-hour facility operations timeframe. The Proposed Project would generate a net daily total of 100 net new trips, including 25 vehicle trips during both the weekday a.m. peak hour and the p.m. peak hour (two persons per vehicle were assumed, with 50 trips in and 50 trips out on a daily basis). See Table 3.18-1 below.

Table 3.18-1. Proposed Project Traffic Counts

	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Existing Volume	180	170	210	210	150	175
Current VRG Project	50	50	50	50	50	50
Total with Current Project	**230**	**220**	**260**	**260**	**200**	**175**
Proposed Project	100	100	100	100	100	100
Percentage Increase	**43%**	**45%**	**38%**	**38%**	**50%**	**57%**

Notes: Daily vehicle trips provided by KOA (2022; Appendix F). The 2014 SEIR did not include Mondays as the Gardens were not open that day. The 2014 SEIR Proposed Project included expanding the days of operation from Monday to Saturday (2 additional days). Therefore, no data is available for comparison for Mondays. Existing operations data indicate that Mondays typically have fewer visitors than other days of the week, resulting in less traffic to the Project Site.

This analysis also conservatively assumes that all visitors would travel to and from the Project Site via private vehicles. In reality, some visitors would be using other modes of travel, including school buses, vans, and public buses, which could accommodate more than two persons per vehicle.

Level of Service Impacts

For analysis of Level of Service (LOS) at signalized and unsignalized intersections, the City of Beverly Hills has designated the Highway Capacity Manual (HCM) methodology as the desired tool. The HCM methodology determines intersection LOS based on operational delay. For signalized intersections, the operational delay corresponds to the overall delay for all movements at the intersection, whereas for two-way stop-controlled intersections, the operational delay corresponds to the delay only for the stop-controlled movements. Level of service values range from LOS A to LOS F. LOS A indicates excellent operating conditions with little delay to motorists, whereas LOS F represents congested conditions with excessive vehicle delay. LOS E is typically defined as the operating capacity of a roadway.

Based on the intersection control and lane configurations and the existing traffic volumes, existing average vehicle delay and corresponding LOS were determined for peak hours for each of the study intersections. Most of the study intersections operate at LOS D or better during the a.m. and p.m. peak hours. Two of the study intersections currently operate at LOS F during peak hours:

- **Beverly Drive and Lexington Road** currently operates at LOS F during the a.m. peak hour.

- **Benedict Canyon Drive and North Roxbury Drive** currently operates at LOS F during the a.m. and p.m. peak hour.

Two of the study intersections would continue to operate at LOS F under the Proposed Project, with one intersection experiencing less than significant deterioration (Benedict Canyon Drive and North Roxbury Drive) in this scenario:

- **Beverly Drive and Lexington Road** would operate at LOS F during both a.m. peak hour in the Future Without-Project scenario and would continue to operate at LOS F in the future with-Project scenario during the a.m. peak hour, with increases in average vehicle delay of 0.2 seconds and 0.3 seconds in the peak hours. The Project would not cause substantial changes in delay at this location based on the thresholds in the traffic analysis guidelines.
- **Benedict Canyon Drive and North Roxbury Drive** would operate at LOS F during the a.m. and p.m. peak hour periods and would continue to operate at LOS F in the future with-Project scenario during the a.m. and p.m. peak hour. The with-Project volumes would increase average vehicle delay by 1.3 seconds during the a.m. peak hour period and 0.4 seconds during the p.m. peak hour period and would not cause substantial changes in delay based on the thresholds in the traffic analysis guidelines.

Project circulation effect improvement measures are not necessary, based on this analysis. A less than significant impact would occur.

Beverly Hills Local Street Threshold Analysis

Based on the Project trip generation analysis, the net new daily vehicle trips would be 100. Based on traffic counts on Elden Way conducted for the 2014 SEIR environmental analysis, volumes on that roadway range from 150 to 275 vehicles each day. The current Project operations add 50 vehicles per day to the same segment, based on 100 daily visitors, an assumption of two persons per vehicle, and one inbound trip and one outbound trip. The Project addition of up to 100 additional vehicles each day on that roadway would cause increases in volumes that range from 38 percent to 57 percent. The City maximum impact threshold would be exceeded every day of the week.

Feasible physical improvements for this local roadway volume impact were not identified, nor were feasible project mitigation measures identified that would reduce the number of Project trips to a level where the local impact is less than significant. This impact would be significant and unavoidable.

Analysis of Project Vehicle Miles Traveled

Project implementation would increase daily VMT due to the addition of daily visitors to the Project Site. Project increases in visitor VMT would occur with the opening of additional tour reservation slots and the allowance of additional school field trips and use of site educational programs, with the Proposed Project. According to the site-specific traffic impact analysis, daily VMT of the Gardens is 1,710 under existing conditions and would be 3,400 under the proposed operational changes. The VMT standard is average VMT per capita, based on the analysis of visitor data and the local CEQA impact standards.

The City of Beverly Hills CEQA transportation impact thresholds requires VMT for land use projects to be analyzed against a threshold of VMT that exceeds a level of 15 percent below the existing regional or city VMT per capita and per employee, respectively. The current average VMT per capita, a measure of residential-based trips to other destinations such as commercial areas and cultural or recreational uses such as the project use, is 22.2 for the County of Los Angeles. The threshold of 15 percent below this regional average VMT would be 18.87.

Table 3.18-2. Existing Vehicle Miles Traveled (VMT) Project Data

Zone (Miles)	Count	VMT (One-Way)	VMT (Round-Trip)	Persons in Vehicles	VMT per Capita – Vehicle Trips
1.25	0	0	0	0	0.0
2.5	6	15	30	12	2.5
5	18	90	180	36	5.0
10	18	180	360	36	10.0
15	7	105	210	14	15.0
20	7	140	280	14	20.0
25	1	25	50	2	25.0
30	1	30	60	2	30.0
35	1	35	70	2	35.0
40	2	80	160	4	40.0
45	0	0	0	0	0.0
50	9	450	900	18	0.0
55	1	55	110	2	55.0
Totals	**71**	**1,205**	**2,410**	**142**	
Average: 17.0					

Note: Persons in Vehicles defined by existing data and trip patterns, and an average vehicle occupancy of 2.0

As described in the site-specific traffic impact analysis, daily VMT of the Gardens is 1,710 with existing conditions and would be 3,400 with the Proposed Project. The VMT standard is average VMT per capita, based on the analysis of visitor data and the local CEQA impact standards. VMT transportation impacts of the Project would be less than significant, as the average VMT per capita (17.0) would be below the impact threshold (18.87). As such, a less than significant impact would occur.

Consistency with the SCAG RTP/SCS

City of Beverly Hills CEQA transportation guidelines require the review of a project consistency with the Regional Transportation Improvement Plan/Sustainable Communities Strategy (RTP/SCS). A significant cumulative impact is defined if a review indicates that there is inconsistency with the Southern California Association of Governments (SCAG) RTP/SCS. According to the site-specific traffic impact analysis, the Proposed Project is consistent with the goals of the RTP/SCS, in that the expansion of the facility operations would provide more opportunities for access to the site's educational and cultural amenities, rather than creating a new development for these activities at a new site.

Transit access is available in the area, but it is located at the limit of walkability for many. The nearest Metro bus stop on Sunset Boulevard is 0.5 mile from the Project Site; approximately a 10-minute walk. The Proposed Project, by necessity of operations and minimization of area parking and circulation impacts, only allows for visits to the Project Site through reservations tied to the available off-street parking at the Project Site. The system promotes carpooling and use of other travel modes when available, while an open parking lot might otherwise encourage more single occupant driving and less use of other modes. Therefore, the Project would meet these RTP/SCS goals without the need for mitigation measures. The Project, based on the VMT analysis above, also would not increase the average VMT within the City when compared to a No Project alternative. For these reasons, cumulative impacts would be less than significant.

Parking Analysis

In December 2009, the California Natural Resources Agency amended the CEQA Guidelines and the Appendix G Checklist to eliminate the checklist question regarding parking capacity. Case law recognizes that parking impacts are not necessarily environmental impacts (*San Franciscans Upholding the Downtown Plan v. City and County of San Francisco, supra, 102 Cal.App.4th at 697*). The focus of the CEQA analysis, rather, is on direct and indirect physical impacts of a project on the environment. Parking is usually a social and not an environmental impact, unless there are secondary adverse physical effects on the environment resulting from a project's impact on available parking (*Save Our Access – San Gabriel Mountains vs. Watershed Conservation Authority, 68 Cal.App.5th 8)*. Therefore, parking is not typically an environmental impact requiring analysis in a CEQA document (California Natural Resources Agency 2009). Nonetheless, given that the Project Site is surrounded by narrow neighborhood streets, parking issues will still be addressed qualitatively in this SEIR.

The Proposed Project does not include new changes to the physical environment related to parking, such as construction of new parking on- or off-site. Parking at the Gardens is currently limited to 35 spaces on-site and walk-in access with some exceptions for oversized vehicles and tour buses. Currently, the largest challenge with parking is the public using nearby neighborhood streets for parking, which causes congestion. To offset this, the County proposes to promote the use of public transportation services and rideshare services such as Lyft or Uber. The proposed advertisements do not include new physical signage, markings, or other parking-related changes. The proposed activity is a promotional approach to encourage outside transportation services with the intent of reducing vehicle activity on and near the

Project Site. Furthermore, reservations will still be required for daily visitors, which limits the number of patrons allowed at the same time, therefore mitigating an overflow or capacity issue within the Gardens.

Special Use Events would comply with City ordinances, and valet service must obtain City parking permits for use of public streets to avoid overlapping events with surrounding neighbors. The current requirement of an event-specific traffic and parking plan would remain. No additional cars would be allowed to park on the street under the Proposed Project than are currently allowed. Parking associated with the Gardens is not allowed on Elden Way. These measures occur now with the current Special Use Events that occur at the Gardens. With the expanded number of events, these measures would continue to be used, minimizing the temporary effects of the special events on area traffic patterns and on-street parking occupancy. No mitigation measures are proposed for Project Special Use Events based on these conclusions. Impacts would be less than significant.

3.18.5 Mitigation Measures

Feasible physical improvements for the local roadway volume impact on Elden Way were not identified, nor were feasible project mitigation measures identified that would reduce the number of Project trips to a level where the local impact is not significant.

3.18.6 Residual Impacts After Mitigation

The Proposed Project's impact to local roadways (Elden Way) would be significant and unavoidable.

3.19 Tribal Cultural Resources

3.19.1 Environmental Setting

3.19.1.1 Assembly Bill 52

Effective July 1, 2015, Assembly Bill 52 (AB 52) amended CEQA to require that: 1) a lead agency provide notice to those California Native American tribes that requested notice of projects proposed by the lead agency; and 2) for any tribe that responded to the notice within 30 days of receipt with a request for consultation, the lead agency must consult with the tribe. Topics that may be addressed during consultation include tribal cultural resources (TCRs), the potential significance of project impacts, type of environmental document that should be prepared, and possible mitigation measures and project alternatives.

Pursuant to AB 52, Section 21073 of the Public Resources Code defines California Native American tribes as "a Native American tribe located in California that is on the contact list maintained by the Native American Heritage Commission (NAHC) for the purposes of Chapter 905 of the Statutes of 2004." This includes both federally and non-federally recognized tribes.

Section 21074(a) of the Public Resource Code defines TCRs for the purpose of CEQA as:

1. Sites, features, places, cultural landscapes (geographically defined in terms of the size and scope), sacred places, and objects with cultural value to a California Native American tribe that are either of the following:

    a. included or determined to be eligible for inclusion in the California Register of Historical Resources; and/or

    b. included in a local register of historical resources as defined in subdivision (k) of Section 5020.1; and/or

    c. a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Section 5024.1. In applying the criteria set forth in subdivision (c) of Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.

Because criteria a and b also meet the definition of a historical resource under CEQA, a TCR may also require additional consideration as a historical resource. TCRs may or may not exhibit archaeological, cultural, or physical indicators.

Recognizing that California tribes are experts in their tribal cultural resources and heritage, AB 52 requires that CEQA lead agencies provide tribes that requested notification an opportunity to consult at the commencement of the CEQA process to identify TCRs. Furthermore, because a significant effect on a TCR is considered a significant impact on the environment under CEQA, consultation is used to develop appropriate avoidance, impact minimization, and mitigation measures.

3.19.2 Prior Environmental Review

3.19.2.1 Previous Environmental Analysis

Impacts to tribal cultural resources were not evaluated in previous environmental documents.

3.19.2.2 Previously Identified Significant Project Impacts

The 2014 SEIR did not identify any significant project impacts to tribal cultural resources associated with the previous operational changes because the impacts were not evaluated.

3.19.2.3 Previously Identified Mitigation Measures

There were no mitigation measures identified in the 2014 SEIR because the impacts were not evaluated.

3.19.3 Thresholds of Significance

Following Appendix G of the CEQA Guidelines, tribal cultural resource impacts are considered to be significant if the project would result in any of the following:

a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

   i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or

   ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe.

3.19.4 Environmental Impacts

On October 12, 2021 the County sent Project notification letters with invitations to consult on the Project to representatives of the following five tribes:

- San Gabriel Band of Mission Indians
- Tejon Indian Tribe
- Fernandeño Tataviam Band of Mission Indians
- San Manuel Band of Mission Indians
- Gabrieleno Band of Mission Indians – Kizh Nation

On October 13, 2021 the Fernandeño Tataviam Band of Mission Indians (FTBMI) responded stating that the Project is situated outside the tribe's ancestral boundaries. The FTBMI deferred consultation for the Project to members of the Gabrieleno Tribe. No other tribes requested consultation nor expressed any concerns about the Project to the County. No construction or demolition is proposed, therefore no impact to TCRs would occur.

3.19.5 Mitigation Measures

No significant impacts have been identified; therefore, no mitigation measures are required.

3.19.6 Residual Impacts After Mitigation

No impact would occur.

3.20 Utilities and Services Systems

3.20.1 Environmental Setting

3.20.1.1 Water Service

Water is supplied to the City of Beverly Hills, including the Project Site, by Metropolitan Water District (MWD). In addition, the City extracts and treats groundwater from the Hollywood Subbasin as a partial alternative to water provided by MWD. By 2025, it is expected that local groundwater supply will increase to 25 to 30 percent of the total demand. According to the City's 2020 Urban Water Management Plan (UWMP), the City anticipates being able to meet water demand with adequate supplies through the year 2045 under normal, dry, and multiple dry year conditions (City of Beverly Hills 2020).

3.20.1.2 Sewer Service

Wastewater discharged from the Project Site is conveyed via existing wastewater systems to the Hyperion Treatment Plant in the City of Los Angeles. The Hyperion Treatment Plant, operated by the Los Angeles County Sanitation Districts (LASAN), has a dry weather capacity of 450 million gallons per day (mgd) for full secondary treatment and peak wet weather flow of 800 mgd. As of 2022, on average 275 million gallons of wastewater enters the Hyperion Plant on a dry weather day (LASAN 2022).

3.20.1.3 Storm Water

The Proposed Project site is currently served by City of Beverly Hills storm drain facilities.

3.20.1.4 Solid Waste

The Beverly Hills Public Works Department, Solid Waste Division is responsible for solid waste collection in the City. The City contracts with Athens Environmental Services for waste hauling and collection services. Solid waste transported is either recycled, reused, or transformed at a waste-to-energy facility, or disposed of at a landfill.

3.20.2 Prior Environmental Review

3.20.2.1 Previous Environmental Analysis

The utilities/services systems impacts associated with the 2014 operational changes at the Virginia Robinson Gardens were evaluated in the following documents:

- *Draft Supplemental Environmental Impact Report Proposed Operational Changes to the Virginia Robinson Gardens (September 2012) – pages 127 through 134*
- *Final Supplemental Environmental Impact Report Proposed Operational Changes to the Virginia Robinson Gardens (May 2014)*

- *Recirculated Final Supplemental Environmental Impact Report Proposed Operational Changes to the Virginia Robinson Gardens (July 2014)*

3.20.2.2 Previously Identified Significant Project Impacts

The 2014 SEIR did not identify any significant project impacts on utilities.

3.20.2.3 Previously Identified Mitigation Measures

Impacts were found to be less than significant, and no mitigation was required.

3.20.3 Environmental Impacts

3.20.3.1 Water Service

The Gardens incorporates various features to reduce water demand on site. Water-wise, Mediterranean shrubs, grasses, and groundcovers complement the architectural theme and also reduce overall water use in the landscape. An automatic irrigation system with low volume equipment minimizes water loss due to run-off. Groundcovers and bark mulch help conserve water, lower the soil temperature, and reduce evapotranspiration. Water usage is also continuously monitored. The Proposed Project would comply with the Water Shortage Contingency Plan outlined in the Beverly Hills 2020 UWMP, if implemented. For example, limits may be applied to the number of days, frequency, and duration of outdoor watering.

Based on utility information provided by the County, for the 2018/2019, 2019/2020, and 2020/2021 fiscal years, water usage for both indoor and outdoor facilities at the Project Site averages 531,200 cubic feet per year (or an average of 0.0094 million gallons per day [mgd]) over the last three years (Yom 2022). However, the majority of water use at the Project Site is for irrigation purposes, as there is only one full-time resident (a grounds keeper) and an average of sixteen staff and volunteers at the Project Site daily. The Proposed Project would not change the amount of landscaped area at the Project Site and, therefore, would have no effect on irrigation water demand.

The Proposed Project would result in an intermittent increase in visitors at the Project Site due to increased operational hours (average of three hours per day) and extended an additional day each week (open to the public seven days per week compared to six), increased maximum daily attendance to 200 visitors, and up to twenty additional Special Use Events annually. Additional visitors would cause an incremental increase in demand for water while at the Project Site primarily associated with restroom use. For daily use, visitors utilize restroom facilities on site, associated with the existing residence and Pool Pavilion. For special uses, visitors utilize restroom facilities on site and VIP portable facilities are arranged for the facility. As such, Special Use Events do not generate a substantial increase in water demand as much of the services are portable and brought to the Project Site (including water, electricity, and sewage provided by the VIP portable facilities). In any event, the Proposed Project would not result in the need for construction of new facilities at the Project Site or change the existing land uses. In addition, the Proposed Project would not induce substantial population growth in the Project Area. As such, the increase in water demand at the Project Site would conservatively be based on up to 800 additional visitors per week (up to

41,600 visitors annually) and 350 additional visitors per twenty additional special uses (up to 7,000 visitors annually). Based on this conservative estimate, the Proposed Project would increase water demand by approximately 171,072 gallons annually[1] (0.0005 mgd). The Gardens' water demand would be accommodated through the City's existing entitlements with MWD and would not require new or expanded water treatment facilities. Impacts related to water supply would be less than significant.

3.20.3.2 Sewer Service

Implementation of the Proposed Project would create a negligible increase in wastewater when compared to the available capacity of the Hyperion Treatment Plant. The Los Angeles Regional Water Quality Control Board (RWQCB) stipulates standards and regulations for utility service providers such as the Hyperion Plant. A substantial increase in wastewater diverted to the Hyperion Plant could conflict with pollutant standards and regulations of the Los Angeles RWQCB.

However, as discussed above, the Proposed Project would result in an increase in water annually of 28,160 gallons. Assuming an industry standard that the wastewater discharge from a property equals 110 percent of the water demand, the Proposed Project would result in an increase in wastewater discharge of approximately 188,179 gallons annually. Furthermore, for Special Use Events, visitors utilize restroom facilities on site and VIP portable facilities are arranged for large events. As such, special uses do not generate a substantial increase in wastewater discharge as much of the services are portable and brought to the Project Site (including water, electricity, and sewage provided by the VIP portable facilities).

As of 2022, on average 275 million gallons of wastewater enters the Hyperion Plant on a dry weather day, for a remaining capacity of 175 mgd (LASAN 2022). Therefore, the Hyperion Plant would be able to adequately treat project-generated sewage in addition to existing sewage, and the treatment requirements of the RWQCB would not be exceeded. Therefore, the Proposed Project would have a less than significant impact related to wastewater treatment requirements and available capacity at the Hyperion Treatment Plant.

3.20.3.3 Solid Waste

The City Public Works Department, Solid Waste Division contracts with Athens Services to provide waste collection service for all single-family residential areas and most multi-family residential buildings, including the Project Site. Solid waste from the City is sent to one of three landfills: Chiquita Canyon

[1]32 US Energy Policy Act; 1994 Plumbing Code (requiring 1.6 GPF); and Vickers, Handbook of Water Use and Conservation (2001) (frequency of uses by sex). Assumes 60% women and 40% men; Women use toilet 3 times per each male use. [41,600 visitors (annually for the additional operational day and increased hours) x 0.4 men x 1.6 gallons per flush] + [41,600 visitors (annually for the additional operational day and increased hours) x 0.6 (for women) x 3 flushes per day x 1.6 gallons per flush] + [7,000 visitors (annually for special use events) x 0.4 men x 1.6 gallons per flush] + [7,000 visitors (annually for special use events) x 0.6 women x 3 flushes per day x 1.6 gallons per flush].

Landfill, Sunshine Canyon Landfill, and the Calabasas Sanitary Landfill. These landfills are permitted to receive a combined 14,705 tons of waste per day (County of Los Angeles Public Works 2022).

The City of Beverly Hills currently achieves the State requirement to divert at least 50 percent of solid waste from landfills. The Gardens is required to comply with existing regulations regarding solid waste, recycling, and landfill diversion, which would reduce impacts to a level that is less than significant. The Project would be consistent with and would further City policies that reduce landfill waste streams. For example, the Gardens rigorously recycles organic waste in its composting program.

Based on the above, the landfills that serve the Project Site would have sufficient permitted capacity to accommodate the solid waste that would be generated by the proposed operational changes. Therefore, impacts would be less than significant, and no mitigation measures are required.

3.20.3.4 Storm Water

The Proposed Project would not result in any physical changes to the Project Site, including both structures and the gardens. As such, the Proposed Project would not alter existing stormwater flows from the Project Site and therefore would not result in additional stormwater flows that would require the construction of new or expanded stormwater facilities that could result in a significant impact. As such, the Proposed Project would result in a less than significant impact to stormwater facilities.

3.20.3.5 Energy Consumption

The amount of operational automotive fuel use associated with the proposed operational changes was estimated using the CARB's EMFAC2021 computer program, which provides projections for typical daily fuel usage in Los Angeles County (see Appendix D). Fuel consumption associated with the Proposed Project is summarized in Table 3.7-2 of Section 3.7 Energy of this SEIR.

The Proposed Project is estimated to generate an additional 100 daily trips (KOA 2022; Appendix F). As indicated in Table 3.7-2, this would result in the consumption of approximately 16,389 gallons of automotive fuel per year, which would increase the annual countywide automotive fuel consumption by 0.006 percent. This analysis conservatively assumes that all of the automobile trips projected to arrive at the Project during operations would be new to Los Angeles County. Fuel consumption associated with vehicle trips generated by the Project would not be considered inefficient, wasteful, or unnecessary in comparison to other similar developments in the region. For these reasons, this impact would be less than significant.

The Project Site is currently, and has been since 1980, designated a house museum for public use that currently accommodates a myriad of events, such as children's programs, tours, photoshoots, and temporary exhibits and movie screenings. The Project would increase the number of Special Use Events occurring on the Project Site from 4 to 24 (up to 4 events per month) and increase the number of visitors per day from 100 to 200. The use of the Project Site will remain the same. As such, the Project will not conflict any plan for renewable energy or energy efficiency. No impact would occur.

3.20.4 Mitigation Measures

No significant impacts have been identified; therefore, no mitigation measures are required.

3.20.5 Residual Impacts After Mitigation

Project impacts would be less than significant.

3.21 Wildfire

3.21.1 Environmental Setting

Government Code 51175-89 directs the California Department of Forestry and Fire Protection (CALFIRE) to identify areas of very high fire hazard severity zones within Local Responsibility Areas. Mapping of the areas, referred to as Very High Fire Hazard Severity Zones (VHFHSZ), is based on data and models of potential fuels over a 30 to 50-year time horizon and their associated expected fire behavior, and expected burn probabilities to quantify the likelihood and nature of vegetation fire exposure to buildings. According to the CALFIRE Very High Fire Hazard Severity Zone Map, the Project Site is located within a VHFHSZ (CALFIRE 2022).

There has not been a wildland fire of any significance in Beverly Hills, and the last large wildland fire adjacent to the City occurred in Franklin Canyon more than 50 years ago. Nonetheless, wildland fires present a substantial hazard to life and property in areas of Beverly Hills that are built within or adjacent to hillsides and mountainous areas. Factors contributing to the risk of a wildland fire include heavy vegetation adjacent to homes and residential lot density. Approximately 1,628 parcels in Beverly Hills fall within the VHFHSZ (County of Los Angeles 2012).

3.21.2 Prior Environmental Review

3.21.2.1 Previous Environmental Analysis

Wildfire impacts associated with the 2014 operational changes at the Gardens were evaluated in the following documents:

- *Draft Supplemental Environmental Impact Report Proposed Operational Changes to the Virginia Robinson Gardens (September 2012) – page 81*
- *Final Supplemental Environmental Impact Report Proposed Operational Changes to the Virginia Robinson Gardens (May 2014)*
- *Recirculated Final Supplemental Environmental Impact Report Proposed Operational Changes to the Virginia Robinson Gardens (July 2014)*

3.21.2.2 Previously Identified Significant Project Impacts

The 2014 SEIR did not identify any significant project impacts to wildfire hazards associated with the previous operational changes at the Virginia Robinson Gardens.

3.21.2.3 Previously Identified Mitigation Measures

There were no mitigation measures identified in the 2014 SEIR because the impacts were found to be less than significant.

3.21.3 Thresholds of Significance

In November 2018, the California Natural Resources Agency amended the CEQA Guidelines to include wildfire impact analysis. Following Appendix G of the CEQA Guidelines, wildfire impacts are considered to be significant if the project would result in any of the following:

a) If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project:

   a. Substantially impair an adopted emergency response plan or emergency evacuation plan?

   b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

   c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

   d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

3.21.4 Environmental Impacts

The Project Site is in the VHFHSZ and includes dense vegetation that could propagate a fire. However, Fire Station #2, located at 1100 Coldwater Canyon Drive, is approximately 0.5 mile from the Project Site and would respond in the case of a wildland fire. According to the Beverly Hills *Wildfire Hazard Area and Evacuation Routes Interactive Map*, the nearest evacuation route to the Project Site is Lexington Road, which serves as a secondary evacuation route, approximately 1,000 feet south of the Project Site (City of Beverly Hills 2022b). Lexington Road connects to Beverly Drive to the east and Benedict Canyon Drive to the west, which are both designated as primary evacuation routes. The Gardens' existing main entrance off of Elden Way would serve as the primary emergency ingress and egress, however pedestrian access to and from the Project Site is also available via Cove Way.

The Project Site meets, and the Proposed Project would meet, all applicable regulations related to fire safety. Although the Proposed Project would increase the number of visitors to the site weekly (due to increased daily hours and one additional operational day) and annually (due to up to twenty additional Special Use Events), the risk to each visitor due to wildland fires would not change as a result of the Proposed Project. The Proposed Project would not introduce a new use into a wildland fire zone and

would not increase the maximum number of people at the Project Site at any given time, as reservations would still be required for visitors. Special Use Events would require a traffic plan for each event, which would ensure that roadways would not be blocked for emergency access or evacuation. Therefore, the Proposed Project would have a less than significant impact due to the exposure of people to wildfire hazards.

3.21.5 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

3.21.6 Residual Impacts After Mitigation

Less than significant impacts would occur.

3.22 Summary

Implementation of the proposed operational changes would result in new significant traffic impacts. Based on the Project trip generation analysis, the net new daily vehicle trips would be 100. Based on traffic counts on Elden Way conducted for the 2014 SEIR environmental analysis, volumes on that roadway range from 150 to 275 vehicles each day. The Project addition of up to 100 additional vehicles each day on that roadway would cause increases in volumes that range from 38 percent to 57 percent. The City maximum impact threshold would be exceeded every day of the week.

Feasible physical improvements for the local roadway volume impact on Elden Way were not identified, nor were feasible project mitigation measures identified that would reduce the number of Project trips to a level where the local impact is not significant. The Proposed Project's impact to local roadways (Elden Way) would be significant and unavoidable.

4.0 ALTERNATIVES TO THE PROPOSED PROJECT

4.1 Introduction

In accordance with the requirements of CEQA, an evaluation of alternatives to the Proposed Project must be conducted. CEQA Guidelines Section 15126.6(a) states:

> An EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives.

The No Project Alternative is required by CEQA Guidelines. The Guidelines define the No Project Alternative as "the circumstance under which the project does not proceed" (Guidelines Section 15126.6(e)(3)(B)). The environmentally superior alternative is the alternative having the fewest significant environmental impacts from among the alternatives evaluated. The Guidelines state that if the environmentally superior alternative is the No Project Alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives.

The whole of the record, especially with respect to CEQA, includes the 1980 EIR in combination with the 2014 SEIR and this SEIR. Accordingly, alternatives to the proposed project analyzed in the 1980 EIR were analyzed which propagates the record for the required Alternatives analysis. The analysis, findings, and mitigation measures of the 1980 EIR inherently (and by reference) provide the baseline for the 2014 and this analysis as the requirements of the 1980 EIR were included in an agreement between Los Angeles County and Friends of Virginia Robinson Gardens to create operational limitations of the Gardens. The Proposed Project is a minor modification to this agreement.

4.2 Alternatives Carried Forward for Analysis

Per CEQA Guidelines Section 15126.6, the discussion of alternatives must focus on alternatives capable of either avoiding or substantially lessening any significant environmental effects of the project, even if the alternative would impede, to some degree, the attainment of the project objectives or would be more costly. The alternatives discussion should not consider alternatives whose implementation is remote or speculative, and the analysis need not be presented in the same level of detail as the assessment of the project.

The Proposed Project was found to result in significant and unavoidable traffic impacts and no feasible mitigation measures were identified. The impact resulted from the daily increase in visitors and the exceedance of the local street threshold on Elden Way. The Reduced Daily Visitor Alternative, in addition to the No Project Alternative, are considered in this analysis to address the traffic impact on Elden Way.

4.2.1 Reduced Daily Visitor Alternative

4.2.1.1 Description

All of the operational features included in the Proposed Project would be part of the Reduced Daily Visitor Alternative except for the increase in daily visitors. This alternative allows for 140 visitors per day instead of 200 and would meet all of the Proposed Project objectives.

4.2.1.2 Impacts Analysis

The Reduced Daily Visitor Alternative would have less than significant impacts, with the exception of traffic impacts, similar to the Proposed Project. This Alternative would generate 40 new daily trips, including 20 vehicle trips during both the weekday a.m. peak hour and the p.m. peak hour. The addition of up to 40 additional vehicles each day on the roadway would cause increases in volumes that range from 15 percent to 23 percent. The City of Beverly Hills maximum impact threshold of 16 percent would be exceeded on four days of the week but not exceeded on Thursday and Friday, as summarized in the table below. Under this alternative, total VMT would be 2,380.

Table 4-1. Proposed Project Traffic Counts

	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Existing Volume	180	170	210	210	150	175
Current VRG Project	50	50	50	50	50	0
Total with Current Project	**230**	**220**	**260**	**260**	**200**	**175**
Alternative 1	40	40	40	40	40	40
Percentage Increase	**17%**	**18%**	**15%**	**15%**	**20%**	**23%**

Notes: Daily vehicle trips provided by KOA (2022; Appendix F). The 2014 SEIR did not include Mondays as the Gardens were not open that day. The 2014 SEIR Proposed Project included expanding the days of operation from Monday to Saturday (2 additional days). Therefore, no data is available for comparison for Mondays. Existing operations data indicate that Mondays typically have fewer visitors than other days of the week, resulting in less traffic to the Project Site.

Impacts to air quality, greenhouse gases, and noise would decrease with the reduced number of daily vehicle trips. Impacts from the extended hours of operation, opening on Sundays, events/programming, commercial filming, and Special Use Events would be similar to the Proposed Project.

4.2.2 No Project Alternative

4.2.2.1 Description

CEQA requires that the No Project Alternative be analyzed in an EIR. In accordance with Section 15126.6(e)(3)(B), the No Project Alternative consist of an analysis of the circumstance under which the project does not proceed.

With the No Project Alternative, the Gardens would continue to be open from Monday to Saturday. The hours of operation would not be extended to sunset and the Gardens would not be open on Sundays. The number of allowed daily visitors would remain at 100 and would not be increased to 200. Events and programming would continue, however, family ceremonies such as weddings would not occur. Commercial filing activities would remain unchanged. Special Use Events would not be increased to up to 24 per year; they would stay at four. The Gardens would continue to promote the use of public transit and ridesharing such as Lyft/Uber. The No Project Alternative would not meet any of the Proposed Project objectives except for promoting alternative modes of transportation to the Gardens.

4.2.2.2 Impacts Analysis

The No Project Alternative would avoid the significant and unavoidable traffic impact on Elden Way on Sundays and weekdays as the days of operation under this alternative would remain Monday through Saturday and the proposed increase in daily visitors and Special Use Events would not occur. The 2014 SEIR found significant and unavoidable traffic impacts on Elden Way on Saturdays. As such, even with the No Project Alternative, this traffic impact remains significant and unavoidable. Impacts to air quality, greenhouse gas, noise, and public services would be less with the No Project Alternative because the proposed increase in daily visitors and Special Use Events would not occur.

4.3 Comparison of Alternatives

Table 4-2 provides a comparison of anticipated impacts of the alternatives with the Proposed Project. Table 4-3 provides a comparison of project objectives between alternatives and the Proposed Project.

Table 4-2. Comparison of Impacts for Alternatives with Proposed Project

Category	Reduced Daily Visitor Alternative	No Project
Aesthetics	O	O
Agriculture and Forestry Resources	O	O
Air Quality	–	–
Biological Resources	O	O
Cultural Resources	O	O
Energy	O	O
Geology/Soils	O	O
Greenhouse Gas Emissions	–	–
Hazards and Hazardous Materials	O	O
Hydrology/Water Quality	O	O
Land Use/Planning	O	O
Mineral Resources	O	O
Noise	–	–
Population/Housing	O	O
Public Services	O	–

Table 4-2. Comparison of Impacts for Alternatives with Proposed Project		
Category	**Reduced Daily Visitor Alternative**	**No Project**
Recreation	O	O
Transportation	–	–
Tribal Cultural Resources	O	O
Utilities/Services Systems	O	O
Wildfire	O	O

Notes:
✚ = Impacts would be greater than the Proposed Project
O = Impacts would be similar to the Proposed Project
– = Impacts would be less than the Proposed Project

Table 4-3. Comparison of Project Objectives by Alternative			
Project Objective	**Proposed Project**	**Reduced Daily Visitor Alternative**	**No Project**
Implement operational changes to fulfill the missions of the Virginia Robinson Gardens and the Los Angeles County Department of Parks and Recreation.	Y	Y	N
Increase the daily operating hours so that more visitors can be accommodated.	Y	Y	N
Increase the number of days per week that the project site is open to the public.	Y	Y	N
Increase visitor access each day for seminars and classes.	Y	Y	N
Allow for an increase in the number of special events at the Gardens to help with fundraising to support operations and programming of the Gardens.	Y	Y	N
Promote the use of alternative modes of transportation to the Gardens.	Y	Y	Y

Notes: Y = meets objective; N = does not meet objective

4.4 Environmentally Superior Alternative

CEQA Guidelines require that an EIR identify the environmentally superior alternative. The No Project Alternative would be the environmentally superior alternative because it would avoid all impacts associated with the Proposed Project. However, the No Project Alternative would not meet any of the project objectives (other than promoting alternative modes of transportation) or eliminate the previously identified significant unmitigable impact associated with Saturday traffic on Elden Way from the 2014 SEIR. According to the CEQA Guidelines, if the environmentally superior alternative is the No Project

Alternative, then the EIR shall identify an environmentally superior alternative among the other alternatives. The Reduced Daily Visitor Alternative has been identified as the environmentally superior alternative because no other alternatives have been identified that would substantially reduce or eliminate significant adverse traffic impacts or would meet the project objectives when compared to the Proposed Project. In addition, the Reduced Daily Visitor Alternative would result in beneficial impacts to recreation and meet all of the project objectives.

5.0 OTHER CEQA CONSIDERATIONS

5.1 Cumulative Impacts

CEQA Guidelines Section 15355 defines cumulative impacts as "two or more individual effects that, when considered together, are considerable or that compound or increase other environmental impacts." In general, cumulative impacts occur in conjunction with other related developments whose impacts might compound or interrelate with those of the project under review.

In order to analyze the cumulative impacts of the Project in combination with existing development and other expected future growth, the amount and location of growth expected to occur (in addition to the Proposed Project) must be considered. As stated in CEQA Guidelines Section 15130(b), this reasonably foreseeable growth may be based on either of the following, or a combination thereof:

- A list of past, present, and reasonably anticipated future projects producing related or cumulative impacts, including those projects outside the control of the agency
- A summary of projections contained in an adopted general plan or related planning document which is designed to evaluate regional or area wide conditions

The Project Site is located in a fully developed area of the City of Beverly Hills. The Project Area is a stable, single-family residential area that is not undergoing, nor is it slated to undergo, substantial growth over the coming years. While demolition and replacement of estates (or construction on an existing estate) in this area of Beverly Hills is common, these practices do not substantially change the established residential nature of the area. The Proposed Project includes minor changes to the operational characteristics of the Project Site and would not substantially change or affect surrounding properties, nor would it conflict with other localized residential construction.

ECORP obtained a list of cumulative projects within one mile of the Project Site (City of Beverly Hills 2022a). The projects are listed below in Table 5.1-1 and Table 5.1-2.

Table 5.1-1. Beverly Hills Current Development Activity Projects List (Planning Commission/City Council) as of April 2022

Address	Project Description	Date Filed
814 North Alpine Drive	Central R-1 permit for a two-story accessory structure (guest house and carport) in the side and rear yard areas	9/21/2021
910 Alpine Drive	Hillside R-1 Permit to allow cumulative floor area in excess of 15,000 SF. New project scope also involves a request to deviate from wall height standards within the front yard and to allow the height of a wall to exceed the maximum height standards, and a request to remove protected trees.	8/19/2020
910 North Bedford	Historic Incentive Permit to allow waivers/deviations from certain development standards	

Table 5.1-1. Beverly Hills Current Development Activity Projects List (Planning Commission/City Council) as of April 2022

Address	Project Description	Date Filed
713 North Crescent Drive	Central R-1 Permit, ADU Use Permit Request for a Central R-1 Permit to construct a guest house encroaching within the allowable height envelope and an ADU Use Permit for a new accessory dwelling unit.	11/5/2021
1510 Lexington Road	Hillside R-1 for Export and View Preservation and Tree Removal Permit Request for two Hillside R-1 permits to allow floor area in excess of 15,000 square feet and to allow for a structure in excess of 14' in height that may disrupt the view of the LA Basin, as well as a Tree Removal Permit to remove protected trees in the front and street side yard areas.	9/15/2016
1193 Loma Linda Dr.	Hillside R-1 Permit – Export in excess of 1,500 cubic yards Request to allow export of over 1,500 cubic yards on a property immediately adjacent to a street that is less than 24' wide.	11/4/2016
1004 North Rexford Drive	Central R-1 Permit Request to allow accessory structures to be located within 100' of the front property line on an estate lot.	11/22/2021
1011 Roxbury Drive	Central R-1 Permit Request to construct a Guest House above detached garage and pool pavilion exceeding 14' in height within the side yard setback with multiple balcony decks.	6/16/2021
901 Whittier Drive	Game Court Location Request for a tennis court to be located within the required front yard.	11/24/2021

Table 5.1-2. Current Development Activity (Director Level) as of April 2022

Address	Project Description	Date Filed
1178 Loma Linda Drive	Lot Line Adjustment Request to adjust a portion of the rear lot line of 1178 Loma Linda to 1113 Sutton Way.	7/23/2021
1050 Summit Drive	Minor Accommodation Request for a Minor Accommodation to allow a 6'-0" fence to be located between 3' and 10' from the front property line.	3/29/2022
927 Whittier Drive	Minor Accommodation Request to allow a two-story accessory structure to be located within the required rear yard setbacks.	12/17/2021

Development in the area, as described in the tables above, is considered to be substantially stable and would be limited to infill or replacement projects that would not significantly alter land uses in the area. The Proposed Project would not result in new construction or alteration of existing structures at the Project Site. Further, the Proposed Project would not cause a substantial increase in traffic, nor would it induce substantial population growth. Both population-based and footprint-based impacts would be less than significant. Therefore, implementation of the Proposed Project would not be cumulatively considerable and cumulative impacts would be less than significant.

5.2 Growth-Inducing Impacts

According to Section 15126.2(e) of the CEQA Guidelines, growth-inducing impacts of a Project shall be discussed in the EIR. Growth-inducing impacts are those effects of the Project that might foster economic or population growth or the construction of new housing, either directly or indirectly, in the surrounding environment. Induced growth is any growth that exceeds planned growth and results from new development that would not have taken place without implementation of the project. For example, development of a project may require additional housing, goods, and services associated with the population increase caused by, or attracted to, the new project. Growth induced from a project may result in significant adverse impacts if the growth is not consistent with the land use plans and growth management plans and policies for the area affected. Thus, it is important to assess the degree to which the growth accommodated by a project would conflict with any applicable land use plan, policy, or regulation.

The environmental effects of induced growth are indirect impacts of a Project. Indirect effects of growth could result in significant, adverse environmental impacts, which could include increased demand on community or public services, increased traffic and noise, degradation of air and water quality, and conversion of agricultural land and open space to developed uses. Section 3.15 Population and Housing discusses the potential for unplanned population growth in the project area, either directly or indirectly. As described above, the Project Site is located in a fully developed area of the City of Beverly Hills. The Project Area is a stable, single-family residential area that is not undergoing, nor is it slated to undergo, substantial growth over the coming years. The Proposed Project includes changes to the operational characteristics of the Project Site and would not substantially change or affect surrounding properties, nor would it conflict with other localized residential construction. The Proposed Project would not employ substantial numbers of people. Therefore, the potential for unplanned growth would be less than significant.

5.3 Significant Irreversible Effects

Pursuant to Section 15126.2(d) of the CEQA Guidelines, an EIR must address any significant irreversible environmental change which would be caused by the Proposed Project should it be implemented. This discussion would typically include uses of nonrenewable resources during the initial and continued phases of a project that may be irreversible where a large commitment of such resources makes removal or nonuse thereafter unlikely. Examples cited include 1) primary impacts and secondary impacts (such as highway improvements that provide access to a previously inaccessible area), that generally commit future generations to similar uses; and 2) irreversible damage that could result from environmental accidents associated with a project.

The Proposed Project would expand operations of the Virginia Robinson Gardens by extending daily hours an average of 2.5 hours further into the evening, including Sunday operations in the typical weekly schedule, and offering up to 24 special use events per year. While consumption of energy supplies and non-renewable or slowly-renewable resources would occur with Project implementation, the Project Site

has been historically in use with recreational opportunities and Special Use Events. The Project's utility impacts are determined to be less than significant.

Pursuant to Section 15127 of the CEQA Guidelines: Limitations on Discussion of Environmental Impact, the information required by Section 15126.2(d) concerning irreversible changes need be included in EIRs prepared only in connection with any of the following activities:

- The adoption, amendment, or enactment of a plan, policy or ordinance of a public agency;
- The adoption by a Local Agency Formation Commission of a resolution making determinations; or
- A project which will be subject to the requirement for preparing an environment impact statement pursuant to the requirements of the National Environmental Policy Act if 1969, 42 U.S.C 4321-4347.

In the instance of the Proposed Project, none of the foregoing activities apply. In particular, and as discussed previously, the Project is consistent with the existing General Plan and zoning, and does not require adoption, amendment, or enactment of any plan, policy or ordinance of the City of Beverly Hills or County of Los Angeles. Therefore, no further discussion of this topic in this SEIR is required.

5.4 Unavoidable Significant Adverse Effects

Implementation of the proposed operational changes would result in new significant traffic impacts. Based on the Project trip generation analysis, the net new daily vehicle trips would be 100. Based on traffic counts on Elden Way conducted for the 2014 SEIR environmental analysis, volumes on that roadway range from 150 to 275 vehicles each day. The current Project operations add 50 vehicles per day to the same segment, based on 100 daily visitors, an assumption of two persons per vehicle, and one inbound trip and one outbound trip. The Project addition of up to 100 additional trips each day on that roadway would cause increases in volumes that range from 38 percent to 57 percent. The City maximum impact threshold would be exceeded every day of the week.

Feasible physical improvements for the local roadway volume impact on Elden Way were not identified, nor were feasible Project mitigation measures identified that would reduce the number of Project trips to a level where the local impact is not significant. The Proposed Project's impact to Elden Way would be significant and unavoidable.

6.0 AGENCIES AND PERSONS CONSULTED

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6.2 City of Beverly Hills

Kevin Riley, T.E., Senio

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8.0 LIST OF PREPARERS

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9.0 ACRONYMS AND ABBREVIATIONS

Term	Description
AB	Assembly Bill
ADT	Average Daily Trips
APN	Assessor's Parcel Numbers
AQMP	Air Quality Management Plan
BHFD	Beverly Hills Fire Department
BHPD	Beverly Hills Police Department
BHUSD	Beverly Hills Unified School District
BMP	Best Management Practice
CAA	Clean Air Act
CAAQS	California Ambient Air Quality Standards
CalOSHA	California Occupational Safety and Health Administration
CALFIRE	California Department of Fire and Forestry Resources
CARB	California Air Resources Board
CCR	California Code of Regulations
CDFG	California Department of Fish and Game
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CNEL	Community Noise Equivalent Level
CO	Carbon Monoxide
CO_2e	Carbon Monoxide Equivalent
CRHR	California Register of Historical Resources
dB	decibel
dBA	decibel A-weighted
DPR	Los Angeles County Department of Parks and Recreation
EIR	Environmental Impact Report
EOP	Emergency Operations Plan
FHWA	Federal Highway Administration
FTA	Federal Transit Authority
FTBMI	Fernandeño Tataviam Band of Mission Indians
GHG	Greenhouse Gas
HCM	Highway Capacity Manual
HMAP	Hazard Mitigation Action Plan
kV	Kilovolt
kwh	Kilowatt hours
LASAN	Los Angeles Sanitation Districts
LOS	Level of Service
LST	localized significance threshold
MMRP	Mitigation, Monitoring, and Reporting Program
MLD	most likely descendants
MRZ	Mineral Resource Zone
MW	Megawatts
MWD	Metropolitan Water District
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NO_2	Nitrogen Dioxide

Term	Description
NOP	Notice of Preparation
NOx	Nitrogen Oxides
NRHP	National Register of Historic Places
NPDES	National Pollutant Discharge Elimination System
OES	Office of Emergency Services
PEIR	Program Environmental Impact Report
PM_{10}	Fine Particulate Matter Equal to or Less Than 10 Microns in Size
$PM_{2.5}$	Fine Particulate Matter Equal to or Less Than 2.5 Microns in Size
ppm	parts per million
PPV	Peak particle velocity
PV	Photovoltaic
RMS	Root mean square
ROG	Reactive Organic Gases
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
RWQCB	Regional Water Quality Control Board
SCAQMD	South Coast Air Quality Management District
SEIR	Supplemental Environmental Impact Report
SR	State Route
SO_2	Sulfur Dioxide
STC	Sound Transmission Class
SWPPP	Storm Water Pollution Prevention Plan
TCR	Tribal Cultural Resource
USEPA	United State Environmental Protection Agency
UST	underground storage tank
UWMP	Urban Water Management Plan
VHFHSZ	Very High Fire Hazard Severity Zone
VMT	Vehicle Miles Traveled

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COUNTY OF LOS ANGELES
DEPARTMENT OF PARKS AND RECREATION
"Parks Make Life Better!"
Norma E. García-González, Director
Alina Bokde, Chief Deputy Director

NOTICE OF PREPARATION FOR THE PROPOSED OPERATIONAL CHANGES AT THE VIRGINIA ROBINSON GARDENS

The County of Los Angeles Department of Parks and Recreation (DPR) is the lead agency for the preparation of a Supplemental Environmental Impact Report (SEIR) for the Proposed Operational Changes at the Virginia Robinson Gardens (Proposed Project). Pursuant to section 15082 of the California Environmental Quality Act (CEQA), DPR is soliciting comments from all interested persons, responsible and trustees agencies and organizations concerned with the project as to the scope and content of the SEIR and the environmental information to be analyzed in connection with the Proposed Project. The project description, location, environmental review requirements, and probable environmental issues to be addressed in the SEIR are included in this Notice of Preparation (NOP).

PROJECT LOCATION

1008 Elden Way, Beverly Hills, CA 90210 (location map attached)

PROJECT DESCRIPTION

DPR is proposing changes to expand the use of Virginia Robinson Gardens for increased public access and benefit. Specifically, the following operational changes are proposed:

- Days open to the public: Monday to Sunday (7 days a week).
- Hours for public use: 9:30 a.m. to sunset.
- Number of patrons in attendance: With advance reservations, up to 200 visitors per day, spread throughout the day for either tours, meetings seminars/classes, events or commercial filming (video only, no motion picture) or a combination of any of these activities.
- Types of events: In addition to existing events, consider family ceremonies such as weddings.
- Special Uses: Up to 24 special use events a year.

POTENTIAL PROJECT IMPACTS

Based on a preliminary assessment of potential environmental impacts that may occur as a result of the Proposed Project, the areas of potential environmental impact to be addressed in the SEIR will include at least the following:

- Air Quality/Greenhouse Gas Emissions
- Noise
- Energy
- Historical Resources
- Transportation/Traffic

In addition, the SEIR will address cumulative impacts, growth inducing impacts, and other issues required by CEQA. As discussed in CEQA Guidelines Section 15163, a lead agency may choose to prepare an SEIR when only minor additions or changes would be necessary to make the previous EIR adequately apply to the project in the changed situation.

NOTICE OF PREPARATION REVIEW AND COMMENTS

The NOP is being distributed to solicit written comments regarding the scope and content of the environmental analysis to be included in the SEIR. DPR has prepared this NOP in accordance with the State CEQA Guidelines.

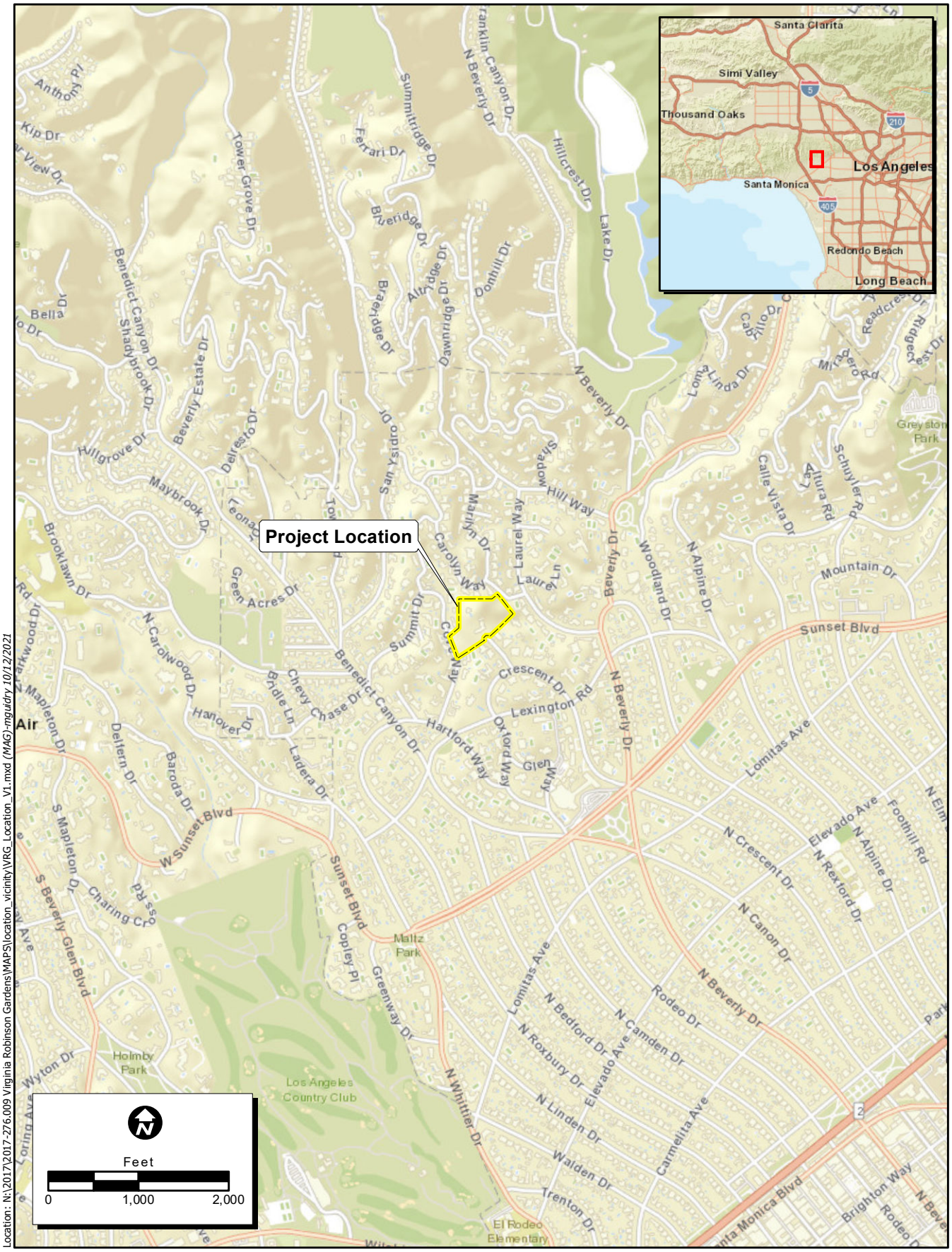
The review period for this NOP is from **November 16, 2021 to December 16, 2021**. Due to the time limits mandated by State law, your response must be sent at the earliest possible date, but not later than **December 16, 2021**. Please direct all written comments to the following address:

Julie Yom, AICP, Park Planner
County of Los Angeles
Department of Parks and Recreation
1000 S. Fremont Ave.
Unit #40 A-9 West, 3rd Floor
Alhambra, California 91083
Telephone: (626) 588-5311
Email: jyom@parks.lacounty.gov

COMMUNITY MEETING

A Community Meeting will be held to present the Proposed Project and to solicit early comments from the public regarding the Proposed Project and issues to be addressed in the SEIR. The date, time, and link to the virtual meeting is as follows:
Monday, November 15, 2021, 6:00 p.m. to 8:00 p.m.
https://tinyurl.com/xnembk6k

Please RVSP to Julie Yom: jyom@parks.lacounty.gov



Map Date: 10/12/2021
Base Source: Esri World Street map

ECORP Consulting, Inc.
ENVIRONMENTAL CONSULTANTS

Figure 1. Project Location

2017-276.009 Virginia Robinson Gardens

Dean C. Logan
Los Angeles County Registrar / Recorder
12400 Imperial Highway, Norwalk, CA
(800)201-8999

BUSINESS FILINGS REGISTRATION

NORWALK DEPARTMENT HEADQUARTER

Cashier: T. TRAN

2021103500030

Wednesday, November 3, 2021 3:16 PM

Item(s)	Qty	Total
Fee		
NoP - County Posting Fee 2021241741	1	$0.00
Total		**$0.00**

Total Documents: 1

Customer payment(s):

From: Julie Yom
To: Freddie Olmos
Cc: Clement Lau
Subject: FW: Virginia Robinson Gardens Operational Changes
Date: Thursday, November 4, 2021 4:32:27 PM

Hi Freddie,

Here is the first NOP comment we received.

Julie

JULIE YOM, AICP
County of Los Angeles
Department of Parks and Recreation | Planning Division
1000 S. Fremont Avenue Unit #40
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Please note that our offices are closed on Fridays.

From: Chuck Alpert <calpert@hotmail.com>
Sent: Thursday, November 4, 2021 4:22 PM
To: Julie Yom <jyom@parks.lacounty.gov>
Subject: Virginia Robinson Gardens Operational Changes

Dear Ms. Yom:

Please consider this message as formal **legal** notice that your Notice of Operational Changes for the Gardens is both a deficient legal notice and prejudiced.

The Department's official, mailed, entitled "Notice of Preparation for the Proposed Operation Changes at the Virginia Robinson Gardens" does not provide the reader of the notice that the Parks Department is preparing a Supplemental Environmental Impact Report. Only by reading the entire document can one find out what is the purpose of the notice: the Preparation of a Supplemental Environmental Impact Report. Readers may not realize the legal import of this document due to this critical error. At best this is a typographical error, but one with a material legal import.

The Departments "Notice of Preparation" further does not cite the prior CEQA documents that relate to this matter. A concerned individual does not have adequate knowledge or reference to comment on the scope of an SEIR document without this critical information.

The Departments "Notice of Preparation" further does not enumerate the current operating conditions, just the changes. Again, a concerned individual does not have adequate knowledge or reference to comment on the scope of the document or the entirety of the environmental impact from the changes without this information.

The Department has prejudiced he outcome of the CEQA process by announcing on the Gardens web site that the proposed changes will have a "minimal impact on the surrounding neighbors." The CEQA process is intended to be a deliberative, unprejudiced public process. The statement with your name at the bottom contains an obvious conclusion as to the outcome even before the process has commenced.
(https://www.robinsongardens.org/events/)

Personally, I believe that the proposed operational changes are anything but "marginal." In my view, the changes will overwhelm the neighborhood with traffic, parked cars, noise, greenhouse gases, and other environmental impacts. All of which could be mitigated or eliminated by moderated operations. Unfortunately, the Department does not apparently retain an open mind on this matter.

Individually and collectively, the actions of the Parks Department have undermined the purpose and intent of the California CEQA process. Correcting these errors just in my case, will not correct the process. The Department should immediately consider withdrawing its SEIR process for this matter and start over again in a manner which corrects the stated prejudicial errors, including issuing a public withdrawal of its conclusion as to impacts for the proposed changes..

Please be on notice, that this statement should become part of the CEQA record so that these issues may be litigated, if necessary, in a proper court of jurisdiction.

Charles Alpert
A County Resident and Resident of the "Neighborhood."

From: Julie Yom
To: Freddie Olmos
Cc: Clement Lau
Subject: FW: RSVP and question
Date: Monday, November 8, 2021 3:48:58 PM

Freddie,

Another comment received below.

Thanks!

JULIE YOM, AICP
County of Los Angeles
Department of Parks and Recreation | Planning Division
1000 S. Fremont Avenue Unit #40
A-9 West, Third Floor
Alhambra, CA 91803
Tel. (626) 588-5311 |
jyom@parks.lacounty.gov
Please note that our offices are closed on Fridays.

From: Kathy Checchi <kathy@checchi.org>
Sent: Monday, November 8, 2021 3:47 PM
To: Julie Yom <jyom@parks.lacounty.gov>
Subject: RSVP and question

Hi Julie,

First I want to RSVP to the virtual meeting on Nov 15,2021 at 6 pm.

Second, I live on Cove Way, very close to the Virginia Robinson Gardens. Any time there is an event, the parking is very difficult, filling all the spaces on our street and all the side streets. Is there going to be a parking lot created for the 200 visitors a day? How will this be handled, since this is a residential area, not a commercial area of the city?

Best regards,
Kathy Checchi
kathy@checchi.org
310-351-4939

From: Julie Yom
To: Freddie Olmos
Cc: Clement Lau
Subject: FW: Proposed Changes to Virginia Robinson Gardens
Date: Monday, November 8, 2021 5:00:53 PM

Freddie,

Another comment below.

JULIE YOM, AICP
County of Los Angeles
Department of Parks and Recreation | Planning Division
1000 S. Fremont Avenue Unit #40
A-9 West, Third Floor
Alhambra, CA 91803
Tel. (626) 588-5311 |
jyom@parks.lacounty.gov
Please note that our offices are closed on Fridays.

From: lili Bosse <lilibosse@icloud.com>
Sent: Monday, November 8, 2021 4:57 PM
To: Julie Yom <jyom@parks.lacounty.gov>
Subject: Proposed Changes to Virginia Robinson Gardens

November 8, 2021

Dear Ms. Julie Yom,

I am writing to express my adamant opposition to the proposed operational changes to Virginia Robinson Gardens.

As a neighbor, I feel that we have been supportive and embracing of this beautiful gem to our community, however as you are well aware, the current conditions in place were agreed upon after many years of working together with one another to find a balance of maintaining the quality of life for the residential community while supporting this cultural gem.

The current guidelines in place:
No operations on Sunday
Daily hours of 9:30am- 4:00pm
100 visitors per day
Weddings and family ceremonies are prohibited

4 events per year.

What is is being proposed is a tremendous burden to the residential neighborhood .. In fact, I am surprised that such an aggressive proposal is even being considered.

Proposed:
Sunday hours
Daily hours of 9:30 am - Sunset
200 visitors per day (Double the current allowance)
Expansion of permissible events (including weddings and family ceremonies) which are currently prohibited.
24 events per year (20 events OVER the current allowable 4)

As a former Beverly Hills Planning Commissioner and former Traffic and Parking Commissioner, I am well versed in the balancing of the residential quality of life with neighboring impacts. I have NEVER seen such an aggressive and ill conceived proposal as this one that is being considered.

I feel that our family as well as the residents that live close to Virginia Robinson Gardens have been welcoming and supportive of this cultural location.. however what is being discussed is a bait and switch after many years of working closely to come to a fair and balanced agreement.

I have always prided myself as being fair and open to working towards to solutions however, what is being suggested is an insult to the residents years of good faith negotiations and agreement.

Thank you for your future understanding and support of the residents valid concerns

Sincerely,
Lili Bosse

1017 North Crescent Drive
Beverly Hills, CA 90210

Please confirm receipt of this correspondence

From: Julie Yom
To: Freddie Olmos
Cc: Clement Lau
Subject: FW: Virginia Robinson Gardens
Date: Wednesday, November 10, 2021 7:35:56 AM

Freddie,

Another comment below...

JULIE YOM, AICP
County of Los Angeles
Department of Parks and Recreation | Planning Division
1000 S. Fremont Avenue Unit #40
A-9 West, Third Floor
Alhambra, CA 91803
Tel. (626) 588-5311 |
jyom@parks.lacounty.gov
Please note that our offices are closed on Fridays.

-----Original Message-----
From: Isac Novian <inov@sbcglobal.net>
Sent: Tuesday, November 9, 2021 7:59 PM
To: shiela@bos.lacounty.gov; Julie Yom <jyom@parks.lacounty.gov>
Subject: Virginia Robinson Gardens

CAUTION: External Email. Proceed Responsibly.

Hi Shiela and Jullie,

I am a residing Neigbor to the Virginia Robinson Gardens. It has been brought to my attention as well as my family's , that proposed operations access to VRG are substantially being increased, which will mean more traffic congestion throughout the neighborhood every day of the week, with much less street parking and increased noise. Despite the importance of the Gardens , the county parks department should not treat a neighborhood historic garden as a commercial venue.
Please reconsider this proposal and allow the current operations to continue.

Respectfully,

Nouran Novian

(310)402-7388

From: Julie Yom
To: Freddie Olmos
Cc: Clement Lau
Subject: FW: Community meeting tonight
Date: Monday, November 15, 2021 10:21:59 AM

Good morning Freddie,

Another comment below-

JULIE YOM, AICP
County of Los Angeles
Department of Parks and Recreation | Planning Division
1000 S. Fremont Avenue Unit #40
A-9 West, Third Floor
Alhambra, CA 91803
Tel. (626) 588-5311 |
jyom@parks.lacounty.gov
Please note that our offices are closed on Fridays.

-----Original Message-----
From: Patricia Wittenberg <pwittenberg@owlhollow.org>
Sent: Monday, November 15, 2021 10:17 AM
To: Julie Yom <jyom@parks.lacounty.gov>
Subject: Community meeting tonight

CAUTION: External Email. Proceed Responsibly.

Hi
Is the meeting still "on"?
I plan to participate as my husband and I have real concerns about opening up Robinsons gardens to more functions with more noise, music, and strange peoples voices we would have to put up with. It all comes up to us as we know from the annual fundraiser soirée…it is rather loud in our property.
Quiet, Silent visitors are fine with us.
Thank you—
Regards,
Patricia & Armin Wittenberg
1065 Carolyn Way
BH 90210

Sent from my iPhone

From: Julie Yom
To: Freddie Olmos
Subject: FW: RSVP for meeting RE Robinson Gardens this evening
Date: Tuesday, November 16, 2021 7:36:30 AM

Good morning Freddie,

Great job in the meeting last night!
We are starting off with a supportive comment this morning.
Please see below.

JULIE YOM, AICP
County of Los Angeles
Department of Parks and Recreation | Planning Division
1000 S. Fremont Avenue Unit #40
A-9 West, Third Floor
Alhambra, CA 91803
Tel. (626) 588-5311 |
jyom@parks.lacounty.gov
Please note that our offices are closed on Fridays.

-----Original Message-----
From: Karen Sisman <eliora130@gmail.com>
Sent: Monday, November 15, 2021 7:50 PM
To: Julie Yom <jyom@parks.lacounty.gov>
Subject: Re: RSVP for meeting RE Robinson Gardens this evening

CAUTION: External Email. Proceed Responsibly.

Dear Julie,

Thank you for the informative meeting this evening.

As a volunteer docent, I can understand the concerns of the neighbors and I am sure they will be taken into consideration. I am in full support of the plans to increase the use of the gardens and create more equitable access for all and I encourage the County to go ahead with the plans.

All the best,

Karen Sisman

On 11/15/2021 5:27 PM, Julie Yom wrote:
> Thank you for the RSVP.
> A virtual Community Meeting will take place on Monday, November 15, 2021, 6:00 to 8:00 p.m.
> https://tinyurl.com/xnembk6k
>
> Sincerely,
>
> JULIE YOM, AICP
> County of Los Angeles
> Department of Parks and Recreation | Planning Division
> 1000 S. Fremont Avenue Unit #40
> A-9 West, Third Floor
> Alhambra, CA 91803

> Tel. (626) 588-5311 |
> jyom@parks.lacounty.gov
> Please note that our offices are closed on Fridays.
>
> -----Original Message-----
> From: Karen Sisman <eliora130@gmail.com>
> Sent: Monday, November 15, 2021 10:10 AM
> To: Julie Yom <jyom@parks.lacounty.gov>
> Subject: RSVP for meeting RE Robinson Gardens this evening
>
> CAUTION: External Email. Proceed Responsibly.
>
> Hi, Julie,
>
> I am a docent at the Virginia Robinson Gardens and would like to attend the online meeting tonight regarding the gardens.
>
> Thank you.
>
> All the best,
>
> Karen
>
>
> --
> This email has been checked for viruses by Avast antivirus software.
> https://www.avast.com/antivirus
>

--
This email has been checked for viruses by Avast antivirus software.
https://www.avast.com/antivirus

From: Julie Yom
To: Freddie Olmos
Cc: Clement Lau
Subject: Fw: Virginia Robinson Gardens
Date: Friday, December 3, 2021 1:09:15 PM

Hi Freddie,

Please see below for VRG comments.

Thanks!

Julie

Julie Yom, AICP
County of Los Angeles
Department of Parks and Recreation
Tel: (626) 588-5311
e-mail: jyom@parks.lacounty.gov
Please note that our office is closed on Fridays.

From: Wendy Turner <wendy@turner6.com>
Sent: Friday, December 3, 2021 11:11 AM
To: Julie Yom <jyom@parks.lacounty.gov>
Subject: Virginia Robinson Gardens

Dear Ms. Yom,

As residents in the neighborhood, are vehemently opposed to the Virginia Robinson Gardens proposed changes to their operations.

While we are supportive of the Gardens mission, it should not come at our expense.

Whatever the findings of the Supplemental Environmental Report that is being prepared shows, these changes are outrageous and threaten our right to the quiet enjoyment of our homes.

The Gardens already disregards the parking laws, and the Elden Way no parking restrictions as well as the Crescent Drive restrictions. They allow visitors and event trucks to take over on a regular basis despite that being prohibited, and routinely block our driveways cutting off access to our home and our own guests for parking.

There are times when emergency vehicles would not be able to get through. We do not want to have a tragedy occur because the Gardens were not interested in following safety protocols.

These proposed changes are alarming. They essentially change the Gardens into a commercial venue, and will completely ruin the fabric of our neighborhood.

In the face of resident opposition, the Gardens already expanded outside of their original scope in 2014. This cannot be allowed to happen again.

While the current situation is bad enough, these changes significantly threaten our safety, our security, and our way of life and ultimately the value of our homes.

We respectfully request that the County and Gardens abandon their pursuit of this expansion.

Yours Sincerely,

Bryan and Wendy Turner

From: Julie Yom
To: Freddie Olmos
Cc: Clement Lau
Subject: FW: Virginia Gardens proposed increased activity
Date: Monday, December 6, 2021 4:23:27 PM

Hi Freddie,

Please see below-

Thanks!

JULIE YOM, AICP
County of Los Angeles
Department of Parks and Recreation | Planning Division
1000 S. Fremont Avenue Unit #40
A-9 West, Third Floor
Alhambra, CA 91803
Tel. (626) 588-5311 |
jyom@parks.lacounty.gov
Please note that our offices are closed on Fridays.

From: vera@pvguerin.com <vera@pvguerin.com>
Sent: Monday, December 6, 2021 4:15 PM
To: Julie Yom <jyom@parks.lacounty.gov>
Cc: ttway@beverlyhills.org
Subject: Virginia Gardens proposed increased activity

Dear Julie,

My husband and I want to register our strong opposition to the newly proposed increase in activity slated for Virginia Gardens which sits atop our cul-de-sac. We are proud to have this lovely jewel in our midst but we object to tripling access to it seven days a week, especially on weekends. This was not the contract that had been negotiated when we bought our home at 1014 North Crescent Drive. The congestion and traffic will not only destroy the ambience of our neighborhood, but will decrease the value of our homes as well. I'm sure the County would not be pleased to have all of our neighborhood come to them to recapture compensation for their losses imposed on them without a vote!

Paul and I strongly support our City, County and neighborhood. We would like to be reassured that our City and County support their constituents as well. Please reconsider these excessive changes and let us work together for a peaceful resolution.

Thank you for your time and attention.

Sincerely,

Vera and Paul Guerin

From: Julie Yom
To: Freddie Olmos
Cc: Clement Lau
Subject: FW: Virginia Robinson Gardens SER Report
Date: Tuesday, December 7, 2021 7:16:50 AM

Good morning Freddie,

Another comment below…

JULIE YOM, AICP
County of Los Angeles
Department of Parks and Recreation | Planning Division
1000 S. Fremont Avenue Unit #40
A-9 West, Third Floor
Alhambra, CA 91803
Tel. (626) 588-5311 |
jyom@parks.lacounty.gov
Please note that our offices are closed on Fridays.

From: Joanne Sala <jsala@jbfilms.com>
Sent: Monday, December 6, 2021 5:58 PM
To: Julie Yom <jyom@parks.lacounty.gov>
Subject: Virginia Robinson Gardens SER Report

As a resident in the neighborhood, I am are opposed to the Virginia Robinson Gardens proposed changes to their operations. While my wife and I are supportive of the Garden's mission, it should not come at our expense. Whatever the findings of the Supplemental Environmental Report that is being prepared, these changes threaten our right to the quiet enjoyment of our home.

The Gardens already disregards parking laws, the Elden Way no parking restrictions and the Crescent Drive restrictions. They allow visitors and event trucks to take over the area on a regular basis despite that being prohibited, and routinely block our driveways, cutting off access to our homes and our guests from parking. There are times when emergency vehicles would not be able to get through. We do not want to have a tragedy occur because the Gardens were not interested in following safety protocols. Further, these proposed changes are alarming. They essentially change the Gardens into a commercial venue, and will ruin the fabric of our neighborhood.

In the face of resident opposition, the Gardens already expanded outside of their original scope in 2014. This cannot be allowed to happen again.

While the current situation is bad enough, these changes significantly threaten our safety and security.

We respectfully request that the County and Gardens abandon their pursuit of this expansion.

Sincerely,

Jerry Bruckheimer
jerryb@jbfilms.com

From:	Julie Yom
To:	Freddie Olmos
Cc:	Clement Lau
Subject:	FW: Proposed Supplement Environmental Impact Report, Increased Usage of Virginia Robinson Gardens, Beverly Hills
Date:	Tuesday, December 7, 2021 7:20:13 AM
Attachments:	2021.12.07 Letter to Ms Yom (1).pdf

Freddie,

Another comment attached.

JULIE YOM, AICP
County of Los Angeles
Department of Parks and Recreation | Planning Division
1000 S. Fremont Avenue Unit #40
A-9 West, Third Floor
Alhambra, CA 91803
Tel. (626) 588-5311 |
jyom@parks.lacounty.gov
Please note that our offices are closed on Fridays.

From: Antony Spencer <ais@ags.uk.com>
Sent: Tuesday, December 7, 2021 7:17 AM
To: Julie Yom <jyom@parks.lacounty.gov>
Subject: Proposed Supplement Environmental Impact Report, Increased Usage of Virginia Robinson Gardens, Beverly Hills

Dear Ms. Yom,

Please find the enclosed letter.

I look forward to hearing from you.

Regards,

Antony Spencer

Stadium Capital Holdings

7 Manchester Square

London

W1U 3PQ

Tel: 020 7935 2335

Fax: 020 7487 4269

www.stadiumcapitalholdings.co.uk

1075 Carolyn Way
Beverly Hills
California 90210

Julie Yom AICP, Park Planner
County of Los Angeles
Department of Parks and Recreation
1000 S. Fremont Avenue
Unit 40 A-9 West, 3rd Floor
Alhambra
California 91083

7th December 2021

Dear Ms Yom,

RE: Proposed Supplemental Environmental Impact Report
Increased usage of Virginia Robinson Gardens, Beverley Hills

I am completely opposed to any expansion of the current scope of operations, which is absolutely inappropriate in a quiet residential area.

I have lived for approximately 8 years with my wife close to Virginia Robinson Gardens, at 1075 Carolyn Way. I am therefore very well aware that this is a quiet residential neighbourhood, rich in nature, and with a road network that has only a limited capacity to carry traffic and to support parking. Virginia Robinson Gardens is a pleasant oasis, set deep within the residential area.

What is proposed is a considerable increase in activity, which will be to the total detriment of the residents who live in the area. Residents are already severely impacted under the current conditions, and I am completely opposed to any further increases in use.

The proposal seeks that there should be a doubling of daily visitors, a 6-fold increase in events, and an extension of activities from 4pm to sunset (which is 8.10pm in mid-summer). This is totally unreasonable.

Your current concern is the scope of the SEIR. I advocate that this should focus upon:

- Noise; primarily the noise arising from events, especially amplified music and speech, and especially outside the main working day, when residents are entitled to expect quiet enjoyment of their homes. The assessment should include ambient noise readings taken in the evening in a variety of conditions, and predictions spanning the wide range of event types that are envisaged.

- Transportation/traffic; particularly how parking of vehicles is to be accommodated without causing environmental damage. It is particularly important that the assessment considers staff and contractors' vehicles as well as the vehicles of those attending events.
- There should be an assessment by speaking to the nearby neighbors that seeks to understand just how impactful the current situation is. Multiple neighbors report cars routinely blocking access to their homes, event cars and truck parking on Elden Way in violation of the rules, etc. This is a health and safety issue that must be explored to the fullest. And that means speaking to those who live nearby.
- Air quality/greenhouse gas emissions; since all users of the site are likely to arrive and depart by motor vehicle, it is clear that this is not a sustainable location for commercial activity of the type proposed. The assessment should take into account drivers having to cruise around the area in search of parking, and performing manoeuvres in order to park in constricted spaces.
- Urban character; noting that what is proposed is a high degree of commercial activity in the midst of a quiet residential area with a very distinct character.
- The other issues you identify (namely energy and historical resources are important too.

I shall be grateful if you will keep me informed of your progress, and also ensure that I am notified of further opportunities to comment upon what is proposed.

Yours sincerely,

Antony Spencer & Laurie Spencer

From: Julie Yom
To: Freddie Olmos
Cc: Clement Lau
Subject: FW: Virginia Robinson Gardens
Date: Tuesday, December 7, 2021 4:44:04 PM
Attachments: image001.png

Freddie,

Please see below another comment. It was sent to the Board office.

JULIE YOM, AICP
County of Los Angeles
Department of Parks and Recreation | Planning Division
1000 S. Fremont Avenue Unit #40
A-9 West, Third Floor
Alhambra, CA 91803
Tel. (626) 588-5311 |
jyom@parks.lacounty.gov
Please note that our offices are closed on Fridays.

From: Morales, Fernando <FMorales@bos.lacounty.gov>
Sent: Tuesday, December 7, 2021 4:25 PM
To: Dar Mahboubi <dar@dmanage.com>
Cc: Julie Yom <jyom@parks.lacounty.gov>; Powell, Marley <MPowell@bos.lacounty.gov>
Subject: RE: Virginia Robinson Gardens

Dear Mahboubi Family:

Thank you for your e-mail to Supervisor Kuehl regarding the proposed operational changes at Virginia Robinson Gardens. Your input is important to Supervisor Sheila Kuehl. For that reason, she asked me to respond to your inquiry.

The Los Angeles County Department of Parks and Recreation (DPR) has just initiated the process of considering and analyzing the potential environmental impacts of the proposed operational changes. Specifically, a Supplemental Environmental Impact Report (SEIR) will be prepared and is anticipated to be completed by April 2022 at which time the public will have the opportunity to review the document and provide comments. DPR will also hold a community meeting in April 2022 to present the SEIR and receive public input.

I will forward your e-mail to DPR for their review and consideration as they prepare the SEIR.

Thank you for reaching out to our office and sharing your input.

Sincerely,

Fernando

Fernando R. Morales *(He/Him/His)*
District Director, West/Metro LA
O: 310.231.1170
C: 213.379.2807
Web/Facebook/Twitter

Sign Up for Kuehl Happenings
Commendation Requests
COVID-19 Resources
LA County's Response to COVID-19

From: Dar Mahboubi <dar@dmanage.com>
Sent: Monday, December 6, 2021 2:30 PM
To: Sheila <Sheila@bos.lacounty.gov>
Subject: Virginia Robinson Gardens

Subject: Virginia Robinson Gardens

Dear Ms. Kuehl:

We, the undersigned, are writing to voice our objections to LA County's suggested modifications to the schedule of operations at Robinson Gardens.
These proposed changes will essentially render the Gardens into a commercial venue, and will completely ruin the fabric of our peaceful residential neighborhood.

The hours of operation as they stand now are way too excessive. Adding more hours is totally unreasonable and unacceptable. Whenever there's an event at the Gardens my driveways get blocked. I can't get in and out of my house, not to mention the dangers posed to our health and safety as emergency vehicles cannot reach us in a timely manner.
We would very much appreciate your understanding of our complaints.

Respectfully:

dar Mahboubi
Mahie Mahboubi
Jonathan Mahboubi
Rebecca Mahboubi

From:	Julie Yom
To:	Freddie Olmos
Cc:	Clement Lau
Subject:	FW: Proposed Supplement Environmental Impact Report, Increased Usage of Virginia Robinson Gardens, Beverly Hills
Date:	Wednesday, December 8, 2021 12:13:40 PM
Attachments:	VRG - Noise (1).pdf

Freddie,

Attached is a Noise Report, personally prepared on behalf of Antony Spencer, one of the commenters from yesterday.

Thanks,

JULIE YOM, AICP
County of Los Angeles
Department of Parks and Recreation | Planning Division
1000 S. Fremont Avenue Unit #40
A-9 West, Third Floor
Alhambra, CA 91803
Tel. (626) 588-5311 |
jyom@parks.lacounty.gov
Please note that our offices are closed on Fridays.

From: pa.ais@ags.uk.com <pa.ais@ags.uk.com>
Sent: Wednesday, December 8, 2021 7:33 AM
To: Julie Yom <jyom@parks.lacounty.gov>
Subject: Re: Proposed Supplement Environmental Impact Report, Increased Usage of Virginia Robinson Gardens, Beverly Hills

Dear Ms. Yom,

In addition to Mr. Spencer's email and letter below, I am attaching a noise report on his behalf.

Please confirm receipt.

Thank you for your help.

Kind regards,

Adriana Riganova

PA to Antony Spencer

STADIUM CAPITAL HOLDINGS

7 Manchester Square

London W1U 3PQ

Tel: 020 7935 2335

Fax: 020 7935 3586

Email: pa@ags.uk.com

www.anthonygreenandspencer.co.uk

From: Antony Spencer
Sent: Tuesday, December 7, 2021 3:16 PM
To: Julie Yom <jyom@parks.lacounty.gov>
Subject: Proposed Supplement Environmental Impact Report, Increased Usage of Virginia Robinson Gardens, Beverly Hills

Dear Ms. Yom,

Please find the enclosed letter.

I look forward to hearing from you.

Regards,

Antony Spencer

Stadium Capital Holdings

7 Manchester Square

London

W1U 3PQ

Tel: 020 7935 2335

Fax: 020 7487 4269

www.stadiumcapitalholdings.co.uk

PROJECT NOTE

DOCUMENT CONTROL			
DOCUMENT TITLE	VIRGINIA ROBERTS GARDEN (VRG)	**REVISION**	R00
DOCUMENT NUMBER	0051346-0820-0	**ISSUE DATE**	7TH DECEMBER 2021
PROJECT NAME	INCREASED USAGE OF VRG - NOISE	**AUTHOR**	DANI FIUMICELLI
STATUS	ISSUE	**CHECKED**	JS
ISSUED TO	ANTONY SPENCER	**PASSED**	DB

INTRODUCTION

1.1. This Project Note provides comments regarding the noise issues associated with the proposed Supplemental Environmental Impact Report (SEIR) for the increased usage of Virginia Robinson Gardens, 1075 Carolyn Way, Beverley Hills, CA (VRG).

UNDERSTANDING OF THE PROPOSAL

1.2. It is understood that the proposed changes to the use of the VRG will mean a considerable increase in activity with a doubling of daily visitors, a 6-fold increase in events, including use of amplified sound, and an extension of activities from 4pm to sunset (which is understood to be in the mid-evening around 8.00 pm in mid-summer), with associated increases in vehicular traffic to and from the VRG.

BASELINE BACKGROUND NOISE LEVELS AND AMBIENT SOUNDSCAPE

1.3. The effect of noise on people and the use of their homes not only depends on how loud the noise is in terms of noise level, and any relevant regulatory controls; but also, how the noise in question relates to existing background noise levels and the ambient soundscape.

1.4. For example, this would include considering the following:

- What might be the difference between representative background noise levels at outdoor amenity spaces at residential properties and the predicted noise from VRG? and,

- What might be the increase in noise level at outdoor amenity spaces at residential properties due to the predicted noise from VRG? and,
- Does the noise from VRG contain characteristics that increase its impact? For example, the low frequency bass thump of modern amplified music and the information content of amplified speech mean that the noise has a greater impact compared to the relatively anonymous sound such as steady traffic noise from busy but distant highways.
- How might the noise from VRG contrast or blend with the existing soundscape at outdoor amenity spaces at residential properties? i.e. how congruous will the noise from VRG be in the context of the existing sounds making up soundscape in the area.

1.5. Consequently, any noise assessment for the SEIR should include a comprehensive baseline noise survey and observations of the soundscape at locations representative of residential properties around the VRG.

1.6. Background noise levels and the ambient soundscape typically vary depending on the time of the day, evening or night, between weekdays and weekends day of the week, and with the weather conditions.

1.7. Therefore, any baseline survey should be sufficiently long enough to capture sufficient data so that outliers and anomalous values can be rejected and there remain enough values to be able to understand the variability of the baseline noise levels through day, evening and night periods and use statistical analysis to establish representative background noise levels and observations of the ambient soundscape.

1.8. Typically, this requires continual monitoring for 15 minute periods over a minimum of a 7 day period to be able to capture sufficient data to understand and manage the associated uncertainties so that any derived background noise levels and ambient soundscape observations can be confidently relied upon.

SPATIAL EXTENT OF THE NOISE ASSESSMENT FOR THE SEIR

1.9. The district around VRG is almost exclusively residential in character with correspondingly relatively quiet background noise levels and a tranquil ambient soundscape. Noise will

therefore not decay to below background noise levels or stop being incongruous in the context of the ambient soundscape until it has travelled some distance from the VRG.

1.10. Consequently, intensification of existing and introduction of more noise generating activities at the VRG has potential to cause disturbance and disruption to not only residents of properties adjacent to the VRG but also those some distance from the premises.

1.11. It is therefore suggested that the spatial extent of the noise assessment should be carefully considered and a distance of 750 feet from the boundary of the VRG is considered a likely minimum.

SOURCES OF NOISE

1.12. The main sources of noise associated with the proposed changes to the use of VRG that should be included in the SEIR include the following:

- Amplified music and speech
- Crowds
- Traffic
- Miscellaneous e.g. temporary plant installations such a generators or refrigeration equipment for catering, and fireworks.

NOISE PREDICTIONS

1.13. Assessment of the noise from the proposed increased use of the VRG will be dependent on theoretical prediction of noise propagation.

1.14. There are several methods of predicting the propagation of noise e.g. ISO 9613 is a common method.

1.15. Whatever method is used to predict noise levels from the VRG it should include the following parameters that influence the propagation of noise

- Robust source levels i.e. the sound power and frequency spectrum of the source should be realistic and verifiable.
- The effect of distance (geometric spreading).

- Source directivity characteristics.
- Source emission characteristics e.g. some Public Address system (PAs) propagate as a line source at a lower rate of decay before the decay increases to that of a point source at a faster rate.
- The effects of topography and buildings acting as barriers to the propagation of noise
- Ground absorption.
- Air absorption.
- Relative humidity and temperature.
- Meteorological conditions e.g. wind direction.
- Acoustic reflections other than from the ground.

NOISE PREDICTION VERIFICATION

1.16. Whilst the prediction of the noise from VRG will be a starting point in the noise assessment for the SEIR, there will be the opportunity to verify the predictions from amplified sound by installing a temporary PA at the VGR and carrying out noise propagation tests.

1.17. Such a test would involve temporary installation of a PA configured in a way typical of likely an event at VGR and playing test examples of sound at various levels, whilst simultaneously measuring at a reference point at the VRG e.g. the sound mixing/control point at VRG, and at representative residential locations at various distances around the VRG.

1.18. The propagation test would provide real world empirical data directly relevant to the VRG and surrounding locations that could be used to verify the noise predictions and reduce the inevitable uncertainties associated with theoretical prediction of noise propagation so that, they could be more confidently relied upon in the noise assessment in the SEIR.

SUMMARY

1.19. Noise from the proposed changes and intensification of use of the VGR has the potential to cause significant adverse effects to people living at and using residential properties adjacent to and some distance from the VGR.

1.20. As well as considering regulatory requirements, the assessment of the noise in the SEIR from the proposed changes at VGR should include a comprehensive bassline noise survey to establish representative background noise levels and ambient sound conditions in outdoor amenity spaces at residential properties adjacent too, and to at least 750 feet from, the perimeter of the VGR.

1.21. The assessment of the impact of noise from the VGR should include evaluation against regulatory requirements, and of the difference between the noise from VGR and baseline noise, the increase in noise levels comparted to existing conditions, allow for any acoustic characterises that might enhance the impact of the noise, and evaluate how congruous the noise will be with the existing soundscape.

1.22. The sources of noise included in the SEIR assessment should include all those likely to be audible beyond the boundary of the VGR.

1.23. The prediction of the propagation of noise from sources at the VGR should be based on reliable source data and include relevant factors that influence propagation of noise outdoors.

1.24. Predictions of amplified noise should be verified by a propagation test using a temporarily installed PA and simultaneous measurements at the VGR and various representative residential properties adjacent to and at multiple distances from the premises.

PROJECT NOTE DISCLAIMER:

This project note was prepared by Vanguardia Limited ("VL") for the sole benefit, use and information of Mr Antony Spencer for the purpose stated in the introduction. VL assumes no liability or responsibility for any reliance placed on this note by any third party for any actions taken by any third party in reliance of the information contained herein. VL's responsibility regarding the contents of the note shall be limited to the purpose for which the note was produced and shall be subject to the express contract terms with Mr Spencer. The note shall not be construed as investment or financial advice. The findings of this note are based on the available information as set out in this note.

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From: Julie Yom
To: Freddie Olmos
Cc: Clement Lau
Subject: FW: Virginia Robinson Gardens
Date: Monday, December 13, 2021 7:23:12 AM

Good morning Freddie,

VRG comments below…

JULIE YOM, AICP
County of Los Angeles
Department of Parks and Recreation | Planning Division
1000 S. Fremont Avenue Unit #40
A-9 West, Third Floor
Alhambra, CA 91803
Tel. (626) 588-5311 |
jyom@parks.lacounty.gov
Please note that our offices are closed on Fridays.

From: Dar Mahboubi <dar@dmanage.com>
Sent: Friday, December 10, 2021 2:17 PM
To: Julie Yom <jyom@parks.lacounty.gov>
Cc: Sheila <Sheila@bos.lacounty.gov>; Kathy Checchi <kathy@checchi.org>; Patricia Wittenberg <pwittenberg@owlhollow.org>
Subject: Fwd: Virginia Robinson Gardens

Subject: Virginia Robinson Gardens

Dear Ms. Yom:

We, the undersigned, are writing to voice our objections to LA County's suggested modifications to the schedule of operations at Robinson Gardens.
These proposed changes will essentially render the Gardens into a commercial venue, and will completely ruin the fabric of our peaceful residential neighborhood.

The hours of operation as they stand now are way too excessive. Adding more hours is totally unreasonable and unacceptable. Whenever there's an event at the Gardens my driveways get blocked. I can't get in and out of my house, not to mention the dangers posed to our health and safety as emergency vehicles cannot reach us in a timely manner.
We would very much appreciate your understanding of our complaints.

Respectfully:

dar Mahboubi
Mahie Mahboubi
Jonathan Mahboubi
Rebecca Mahboubi

From: Julie Yom
To: Freddie Olmos
Cc: Clement Lau
Subject: FW: Robinsons Gardens from a neighboring resident
Date: Monday, December 13, 2021 7:23:53 AM
Attachments: Rob Gardens letter to LA County Dec 10 2022.docx

---

Freddie,

Another comment attached…

JULIE YOM, AICP
County of Los Angeles
Department of Parks and Recreation | Planning Division
1000 S. Fremont Avenue Unit #40
A-9 West, Third Floor
Alhambra, CA 91803
Tel. (626) 588-5311 |
jyom@parks.lacounty.gov
Please note that our offices are closed on Fridays.

From: Patricia Wittenberg <pwittenberg@owlhollow.org>
Sent: Friday, December 10, 2021 3:46 PM
To: Sheila <Sheila@bos.lacounty.gov>; Julie Yom <jyom@parks.lacounty.gov>
Cc: ttway@beverlyhills.org
Subject: RE: Robinsons Gardens from a neighboring resident

Dear Ms. Kuehl and Ms Yom,
Please see our attached letter regarding Robinsons Gardens. Thank you.
Cc to the City of Beverly Hills.
Regards,

Patricia & Armin Wittenberg
1065 Carolyn Way
Beverly Hills 90210
310 994-5277

Patricia & Armin Wittenberg 1065 Carolyn Way

Beverly Hills, CA 90210

Dear Sheila Kuehl and Julie Yom,

Thank you for taking the time to read/listen to us residents' issues regarding proposed changes to Robinsons Gardens.

We, just as many of our neighbors have expressed, are in opposition to the proposed changes for Robinsons Gardens for the same reasons: it would increase unwanted noise, music as well as create traffic, parking, and enforcement problems for the City of Beverly Hills etc.

We have lived here for over 20 years. We assure you, that this is an extremely quiet neighborhood—one of many reasons we chose to purchase a home here. When the annual fundraiser for Robinsons Gardens takes place, we assure you we easily hear loud music and….loud conversation/voices. We are happy to be gracious neighbors to accommodate this important fundraiser.

I might note that one proponent of the proposed changes, made a comment that Virginia Robinson held THREE party events per week. As if that justifies having increased noise and music in our neighborhood in 2021/2022?? That is an irrelevant statement…

The proposal of having up to 24 special events or weddings per year is unacceptable for a few reasons:

--The idea is a commercial enterprise. Did Virginia Robinson allow this?

--Theoretically…..IF these weddings/events were to take place, where does the profit money go to? Does Robinson Gardens have the benefit of the funds? OR…does the profit money go to a Los Angeles County general fund

--Robinsons Gardens is VERY small…only 6 acres. There is truly not enough acreage and foliage to dampen music and voices of events. Sound travels very easily through this neighborhood. The County would be forcing us to listen to wedding/function music that others

chose? The music could run the range from Italian, Greek, Scottish bagpipers, Rap, to Polka music…etc. This would be an intrusion to the "quiet enjoyment of our property" which we believe residents are legally entitled to.

--The idea of increasing the hours to sunset: we can imagine, if this is instituted, that the next idea would be to have music/concerts on the lawn in the evening. Again…this would be intrusive to the neighborhood.

I have been a member of the Huntington Gardens Art Guild in San Marino for over 10 years (as Parker Wittenberg), and have witnessed their increase in activities held over the years, in filming, music etc. that can increase noise, sound and traffic. One BIG difference they have with Robinsons Gardens—Huntington Gardens has 207 acres of trees, vegetations and buildings to mute music and other sounds on their property. Hence residents in the neighboring houses would hear nothing or next to nothing. They also have a very large parking lot.

To do the noise studies, traffic studies etc, LA County has to spend tax money to do so. We would prefer our tax dollars to be spent on keeping all LA County parks clean, maintained, with outreach as necessary, for the homeless and drug addicted who may also be visiting the park.

The ideal would be to close down the proposed changes to Robinsons Gardens….and do not spend money to do the studies.

Thank you again for your time.

Sincerely,

Patricia Wittenberg

Armin Wittenberg

From: Julie Yom
To: Freddie Olmos
Cc: Clement Lau
Subject: FW: Comments on Proposed Operational Change of the Virginia Robinson Garden
Date: Monday, December 13, 2021 7:24:36 AM
Attachments: Letter to LA County re VRG_2021.12.11.pdf

Freddie,

Another comment attached…

JULIE YOM, AICP
County of Los Angeles
Department of Parks and Recreation | Planning Division
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Alhambra, CA 91803
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jyom@parks.lacounty.gov
Please note that our offices are closed on Fridays.

From: robin kim <msrobinkim@gmail.com>
Sent: Saturday, December 11, 2021 9:58 PM
To: Julie Yom <jyom@parks.lacounty.gov>; Sheila <Sheila@bos.lacounty.gov>
Subject: Comments on Proposed Operational Change of the Virginia Robinson Garden

Dear Ms. Yom and Ms. Kuehl,

Please find the attached letter regarding the above referenced subject.

Sincerely,

Robin Kim

December 11, 2021

Via jyom@parks.lacounty.gov

Julie Yom
AICP Planner
County of Los Angeles
Department of Parks and Recreation
1000 S. Fremont Ave.
Unit #40 A-9 West, 3rd Fl.
Alhambra, CA 91083

Re: Comments on Proposed Operational Change of the Virginia Robinson Garden

Dear Ms. Yom,

The Virginia Robinson Garden is located at the end of cul de sac street in the completely dead-end residential area. I live next to the Garden. With the philanthropic heart the late Mrs. Robinson donated her residential home to the County with the terms that, in short, "it will be an **arboretum** garden; **no business for profit** shall ever be conducted on said property; available for public **at reasonable times**."

The County has already breached and proposed to breach more all three important conditions in the agreement.

(1) Arboretum. Currently the Garden is run as botanical garden rather than arboretum as specified in the agreement. There is a difference between arboretum which is a specialized botanical garden that features trees and other woody plants more for scientific study and the botanical garden which is a park-based garden open to public. The public for these two are very different in that one for scientists, researchers, and students for study and education, while the other is for public for strolling. Thus, it breaches the term of the agreement itself.

(2) Secondly, it seems the Friends of Robinson Garden group runs the Garden, mostly for their social activities unrelated to the purpose of arboretum for the members and their guests charging fees. I have assumed until now that the Friends group was in charge of maintaining the garden financially by their membership fees and fundraising efforts. By this County proposal, I realized that it is not true. If County government is and has been in charge of the maintenance financially, questions arise about (a) the role of the Friends group, (b) their social activities not related to the arboretum education, and (c) any philanthropic activities that are not for the purpose of maintaining the arboretum, (d) whether the donations raised in the Garden are accounted to the County, and (e) the status of the original maintenance fund bequest by the late Mrs. Robinson. This breaches the term of the agreement.

(3) Thirdly, the expansion of operation made in 2014 was made for the purpose of public to provide garden tours and for fundraising activities which mostly unrelated to the arboretum study and education. These expanded operational activities created harms and have been done at the cost of neighbors' sacrifices. Now the 2021 Proposal is proposing further expansion. Here are some examples of unreasonableness due to opening the residential property for public in the residential neighbors:

Crime. People loiter around the street either waiting for their garden appointment or walk by and driving by for a tourist site. As residents, whenever strangers wander, we must worry if they are for the Garden visit or for something else. Even though the city ambassador tells us to notify for any strangers, how do we know until things happened? My house already had intrusions twice in recent years. I notified about the intrusion to the Garden superintendent, and they installed 40 some CCTV cameras newly. With masks on in this era, CCTVs do not really help. The more unspecified public have access, it will bring more crimes in the area and we have no prevention.

Chaotic environment. Whenever there is an event at the Garden the days before and after, the catering and equipment trucks occupy the cul de sac, dead-end street. The routine trash collecting trucks, gardeners' trucks, pool man's maintenance trucks, construction trucks, and delivery vans fight for space making backing noises all the time. At night we hear loud music sound from the Garden and some other houses.

Emergency. When the dead-end street and neighboring streets are blocked by visitors and tourists, and their vehicles, the emergency cars will have difficulty to access, and our lives are at danger.

There are so many urgent issues in the L.A. County, most importantly the issues like exponentially growing number of homelessness, issues with low-income housing, unequal medical access, gun-control, unmaintained streets, etc. and where the crimes and vandalisms are soaring all over, how L.A. County propose this idea in the name of public benefits. I urge government be reasonable and put resources to make each and every neighbor within the County better and safer place, not the other way around.

I understand that the proposal was by naïve idea without knowing the fact and understanding of donor agreement and the County has operational burden. The ultimate solution that is fair to all is to turn the estate into a private residence.

Sincerely,

/ss/
Robin Kim
1005 Elden Way

From: Julie Yom
To: Freddie Olmos
Cc: Clement Lau
Subject: FW: Virginia Gardens
Date: Monday, December 13, 2021 1:24:22 PM

Freddie,

Another VRG comments...

JULIE YOM, AICP
County of Los Angeles
Department of Parks and Recreation | Planning Division
1000 S. Fremont Avenue Unit #40
A-9 West, Third Floor
Alhambra, CA 91803
Tel. (626) 588-5311 |
jyom@parks.lacounty.gov
Please note that our offices are closed on Fridays.

-----Original Message-----
From: Sally Harkham <sallyharkham@icloud.com>
Sent: Monday, December 13, 2021 1:02 PM
To: Julie Yom <jyom@parks.lacounty.gov>
Subject: Virginia Gardens

CAUTION: External Email. Proceed Responsibly.

To whom it may concern,
I am a long term resident of 1006 n Crescent dr, I am vehemently apposed to the intentions of LA county to change the existing use of the Gardens. It will forever change the fabric of our neighborhood, and have a very negative impact on our lives .
Thank you ,sincerely yours, Sally Harkham Sent from my iPad

From: Julie Yom
To: Freddie Olmos
Cc: Clement Lau
Subject: FW: Proposed Operation Changes at Virginia Robinson Gardens
Date: Monday, December 13, 2021 1:40:12 PM
Attachments: garden scoping letter vf.pdf

Freddie,

Attached is a comment letter from Mr. Chuck Alpert. His previous response dated 11/4/2021, which technically wasn't in the public comment period.

JULIE YOM, AICP
County of Los Angeles
Department of Parks and Recreation | Planning Division
1000 S. Fremont Avenue Unit #40
A-9 West, Third Floor
Alhambra, CA 91803
Tel. (626) 588-5311 |
jyom@parks.lacounty.gov
Please note that our offices are closed on Fridays.

From: Chuck Alpert <calpert@hotmail.com>
Sent: Monday, December 13, 2021 1:20 PM
To: Julie Yom <jyom@parks.lacounty.gov>
Cc: sheila@bos.la.county.gov
Subject: Proposed Operation Changes at Virginia Robinson Gardens

Dear Ms. Yom,

Please find the attached correspondence relative to the "Notice of Preparation [sic] for the Proposed Operation Changes at the Virgina Robinson Gardens."

These comments are intended to be part of the record of the SEIR process.

Please send acknowledgement of the receipt of these comments. Thank you.

Charles Alpert
calpert@hotmail

Sent via mail and email (jyom@parks.laCounty.gov)

ALL ISSUES RAISED IN THIS CORRESPONDENCE ARE INTENDED TO BE PART OF THE CEQA RECORD AND PRESERVED AS POTENTIAL CONTESTED MATTERS IN THE EVENT OF LITIGATION.

December 13, 2021

Julie Yom
AICP Planner
County of Los Angeles
Department of Parks and Recreation
1000 S. Fremont Ave.
Unit #40 A-9 West, 3rd Floor
Alhambra, CA 91083

RE: ***Comment On Scope and Content of Proposed SEIR***
Proposed Operational Changes at Virginia Robinson Garden
1008 Elden Way, Beverly Hills, CA 90210

Dear Ms. Yom:

The central question that the draft Supplemental Environmental Impact Report ("SEIR") must address is whether the County Department of Parks and Recreation ("County") wants to be a responsible neighbor in Beverly Hills. This question compels a full, fair and impartial discussion and evaluation of all associated impacts to the immediate neighborhood and the city of Beverly Hills from the County's proposed operational changes at Virginia Robinson Garden.

Full, Fair, Impartial Process

With regret, we must note that the actions of the County to date demonstrate an obvious bias and pre-judgment in this matter. The initial posting of the scoping meeting indicated that the impacts for these operational changes were "minimal." (See, my previous correspondence with a link to that posting.) As further evidence for pre-judgment, I note that the Virginia Robinson Garden ("VROB Garden" or "Garden") website currently advertises for private events, including weddings, when such events are the subject of this supplemental environmental review process. Further, the website suggests attendance limits (300), not yet evaluated; street parking, not yet approved. (See: www.robinsonGarden.org/private-events)

Beyond prejudice, the CEQA process, to date, has been fundamentally flawed. At the November 15, 2021 virtual zoom meeting, the following was posted as the major substantive agenda item: "Q&A." No one representing the County mentioned the legitimate legal and proper purpose of the meeting was solely to solicit comments on the scope and content of the draft SEIR and not a general question and answer session.

Members of a non-government group, the Friends of the Robinson Garden, were treated as project proponents, given unrestricted speaking time, compared to limited time to other public participants and allowed to respond to any comment made by someone not in favor of the project. This conduct created a chilling atmosphere for discussion of the scope and content of the SEIR.

During the zoom call, members of the County staff or a representative of the Friends of the Virginia Robinson Garden offered comment, often dismissive, after every speaker who raised an issue relative to the project's impacts. These actions are inappropriate and not-conducive to soliciting public comments on the scoping of the draft SEIR.

We note additionally the affiliation of the "facilitator" of the zoom call was also never identified. The use of a facilitator suggests the meeting was intended as some sort of mediation. A scoping meeting is not a mediation.

County representatives at the meeting made no statement that the public may submit written comments on the scope and content of the draft SEIR subsequent to the zoom meeting until a member of the public mentioned the opportunity. **In sum, the County's conduct has fundamentally jeopardized the fairness of the evaluation of these proposed changes in any subsequent environmental review document.**

The entire CEQA process remains tainted and legally irregular. We reserve our right to contest this entire process at an appropriate time. The County proceeds at its legal peril. Once again, we suggest you reconsider your process and start over in a legally correct and impartial manner.

Despite these glaring irregularities, we offer the following comments on the scope and content of the draft SEIR so as not to jeopardize our rights. These comments do not, in any way, reflect a waiver of the fundamental irregularities and violations of CEQA which County Parks and Recreation Department has committed to date.

Robinson Bequest and Commercial Uses Including Private Special Events

The draft SEIR should address whether the original Virginia Robinson bequest to the County supports the use of the VROB Garden as a private catering, seminar, filming, and private family event venue. These uses represent "commercial" uses and likely constitute a legal forfeiture of the bequest requiring the County to divest control of the Garden.

The original Robinson bequest specified the Garden be for “public use.” A proposed use for private family events alone remains contrary to the bequest. Nearly all of the other listed operational changes also reflect commercial activities and are contrary to the letter and spirit of the bequest terms..

Should the County mistakenly continue to seek an operational change for these operations, each of these operations should be fully evaluated for the impacts each would individually create. For instance, a catered affair should include the impacts for the maximum possible attendees, the maximum number of servers for that number of attendees, the number of bartenders, the number of photographers, video support, musical performers, sound system, and others in attendance.

The draft SEIR should also address the cumulative impact of maximum events all at one time, namely, a full events and occupancy capacity at the Beverly Hills Hotel, a full capacity event at the nearby Women’s Club, multiple parties at private homes in the neighborhood, a city function in the business district, an event at Greystone Manor, simultaneous day and evening filming in the neighborhood, plus “a special event” at the Garden at full capacity.

The draft SEIR should include discussion, at a minimum, of the following mitigation measures: (1) wedding ceremonies only, no parties/receptions; (2) a prohibition at any event of the use of audio amplification and outdoor lighting; (3) a capacity of attendance at such events to 25 cars people (except for 4 events per year), including service and support staff; (4) compliance with all Beverly Hills ordinances and restrictions related to a similar event at a private residence; (5) a prohibition on any alcohol at any events; (6) limiting events to 4 per year, the current limit; (7) no events other than fundraising events by the Friends of the Garden; and/or (8) no private family events.

Comparable Facilities

Local public gardens of similar size and characteristics represent the best comparison to consider as an evaluator in the draft SEIR. The following listing of representative local area gardens of similar size and locations represents a fair comparison for the draft SEIR. Their operation restrictions represent a legitimate comparison which merits review in the draft SEIR. In contrast, mega-gardens with hundreds of acres and ample parking facilities reflect a distorted, unconvincing comparison for the VROB Garden draft SEIR.

Comparison #1: **The Garden of the World, Thousand Oaks, CA**

Garden of the World is a botanical garden in Thousand Oaks, California, situated directly across Thousand Oaks Boulevard from Thousand Oaks Civic Arts Plaza, within the downtown core of the city. Established in 2001, the park was given to the city by the owners of a local travel agency.

Size	4.5 acres

Hours	9-5 pm (Last Admittance: 4:30 PM)
Days Open	Tuesday – Saturday, Closed: Sunday-Monday, National Holidays, inclement weather
Parking	Limited site parking.
Surrounding Area	Commercial, “downtown area,” across the street from performance art facility.
Hosted Events	None

Comparison #2. **Japanese Garden, Sepulveda Basin, Van Nuys**

The Japanese Garden is a 6.5-acre public Japanese garden in Los Angeles, located in the Lake Balboa district in the central San Fernando Valley.

Size	6.5 acres
Hours	11- 4 pm
Days Open	Monday – Thurs. (Currently temporarily closed for construction) Closed: Fri – Sun.
Parking	Very limited Parking, No street parking, Garden website says: Avoid Parking Hassles, Come by Mass Transit.
Surrounding Area	Part of a recreational basin.
Hosted Events	Ceremonial weddings. No receptions. Event must complete prior to dusk.

Comparison 3. **UCLA Mildred E. Mathias Botanical Garden, Los Angeles, CA (Westwood)**

Public garden, research facility, outdoor classroom on campus of UCLA.

Size	7.5 acres
Hours	Monday – Friday, 8 to 5 PM Sat – Sunday, 9 to 5 PM (Note: reduced winter hours)
Days Open	Seven Days, except Holidays

Parking	Paid Parking at UCLA parking Structure Several Blocks Away
Surrounding Area	Part of campus of UCLA.
Hosted Events	None.

Comparison 4: **Moorten Botanical Garden, Palm Springs**
The Moorten Botanical Garden and Cactarium is a 1-acre family-owned botanical garden specializing in cacti and other desert plants,

Size	1 acre
Hours	10 to 4 PM (reduced summer hours)
Days Open	Six Days, Closed Wednesday
Parking	Parking can be difficult as there is no private lot available only street parking in the surrounding areas.
Surrounding Area	Near downtown.
Hosted Events	a small, intimate wedding only venue (no receptions).

The above listed examples are legitimate comparisons in size and operations. All have parking issues. All are similar or smaller in size to the VROB Garden. If any distinction exists to the gardens listed is that the VROB Garden sits immersed in a residential enclave. **This residential factor implies the need for even greater mitigation in operating conditions, not less**.

Certain obvious comparisons exist. None of the examples offer events with receptions. None offer events for “private family” events. At two locations, weddings are allowed only under very restricted terms; no reception and time limits. None of these comparable gardens stays open to sunset on a daily basis. All except one, close for one or more days per week. One closed three days a week. Parking which will be addressed later, was problematic for all – triggering appropriate adjustment in events, hours and days open. Size of the facility plus parking concerns dictate reduced operating parameters.

These examples should be included in any evaluation of the impacts of the VROB Garden. They also invite the following mitigation considerations:

- No change in hours, even a reduction from existing hours;
- A limit of operations to five days a week;

- A ban on events;
- A ban on events with receptions (parties); and
- All events must conclude by the closing.

Additionally, the draft SEIR must include consideration of operating the facility solely as an educational, research facility as an alternative to the County proposal.

What should be obvious is that any comparison to much larger public garden facilities with ample parking and acreage invites a highly distorted, misguided comparison. All other similar County operated facilities exceed the acreage of the VROB Garden by 14 to 25 times. All have substantial parking resources. None are fully embedded in a residential community. **Trying to equalize County operations from these very large facilities to VROB Garden inherently creates unmitigable significant environmental and social impacts.** Consider the following table for support:

Descanso Garden Flintridge, CA	150 Acres	9 AM to 5 PM
South Coast Botanical Garden Palos Verdes Hills, CA	87 Acres	8 AM to 5 PM
Los Angeles County Arboretum and Botanical Garden Arcadia, CA	127 Acres	9 AM to 4:30 PM

Given this information about the County's much larger gardens, one obvious mitigation measure would be limit hours of operation from 9 AM to 4:30 PM, or earlier due to its size and location differences from larger County gardens, and reducing the days of operation.

If one considers the VROB Garden as a historical resource as the County Parks and Recreation Departments so lists the Garden on its website, the proposed days and hours of operation also far exceed comparable historical resources.

Comparison 5: **Loomis House**

Lummis House, also known as El Alisal, is a Rustic American Craftsman stone house built by Charles Fletcher Lummis in the late 19th and early 20th centuries. Located on the edge of Arroyo Seco in northeast Los Angeles, California, the house's name means "alder grove" in Spanish

Size	3 acres
Hours	10 to 3 PM
Days Open	2 Days/Week, Sat.- Sun, Closed Mon - Fri
Parking	Limited onsite parking
Surrounding	Across the street from 110 Freeway.

Area	
Hosted Events	none

Comparison 6: **Heritage Sq. Museum**

Heritage Square Museum is a living history and open-air architecture museum located beside the Arroyo Seco Parkway in the Montecito Heights neighborhood of Los Angeles, California, in the southern Arroyo Seco area.

Size	unavailable
Hours	11 to 5 PM
Days Open	Sat – Sunday Only
Parking	Onsite Parking Lot
Surrounding Area	Residential at end of cul de sac
Hosted Events	None (Educational Events Only)

Comparison 7: **Hollyhock House**

The Aline Barnsdall Hollyhock House in the East Hollywood neighborhood of Los Angeles, California, was designed by Frank Lloyd Wright originally as a residence for oil heiress Aline Barnsdall.

Size	On park land
Hours	11 AM to 1:30 PM Tues/Wed 11 AM – 4 PM Thurs – Sun
Days Open	Tues – Sunday *Temp. Closed - Covid*
Parking	Parking available in adjacent Park
Surrounding Area	Located In city park (Barnsdale)
Hosted Events	None

The many comparisons presented provide ample examples that the Garden's proposal for hours and days of operation is extraordinarily excessive, well beyond norms of operation.

The Garden is surrounded by residential properties on all sides. That condition existed when the County became custodian for the Garden. Noise and traffic sensibilities are heightened as a result. No entrance exists from a main thoroughfare; the entrance is on a *cul de sac* of a residential street. Standards should be different. Impact measurements should be accordingly adjusted and reflected in the draft SEIR.

Public Service Emergencies and Emergency Response

Factually, the draft SEIR should prominently state that the VROB Garden resides in a Wildfire Designated Hazard Area. This designation alone creates a significant impact and demands inclusion of the following mitigation: Garden closure on any declared red flag day for the Beverly Hills area.

The safety issues compound due to the fact that Beverly Hills Fire Department vehicles (fire trucks, ambulances, rescue vehicles) do not have access to the Garden property. First responders can access the property only on foot. (Note, the six-acre property is undulated and some areas have limited pathways compounding an emergency response.) This limitation has the potential to delay a critical rescue as well as delay transport to hospital facilities. Again, this limitation represents another significant impact. Appropriate mitigation should include:

- Conspicuous notice on the Garden's website and onsite notice that response to any personal health emergency may be delayed due to restricted access of emergency vehicles to Garden property;
- Training of all County employees in first aid and CPR;
- Installation of defibrillator(s) on garden property and employee training on its use.
- A reduction in onsite attendance limits; and
- Elimination of special events.

The fire risk at the garden presents another unique concern. According to the BH Fire Department, no known pressurized city fire hydrant exists on the garden grounds. In the event of a fire, hoses would need to extend considerable distances, possibly even from Carolyn Way, Cove and/or Crescent. The nearest fire hydrant appears to be at 1017 Crescent Drive, a considerable distance from the entrance to the Garden. This fact will again complicate and delay any response to a fire emergency at the Garden, perhaps even threaten historic features of the property and nearby residences. Mitigation should consider:

- A ban on propane or other flammable fuels for heating, lighting, food preparation at Garden events;
- A ban on outdoor smoking on the property;
- Quarterly inspections by the City Fire Marshall; and
- County securing a city event permit to include a condition that City Fire Marshall conduct onsite inspection of any Garden events.

Linked to fire issues, the Garden should discuss how it will provide security both for special events and daily visits given the substantial proposed increase in days of operation, number of events and hours.

Earthquake Risk

The 2012 SEIR projected a less than significant risk for an earthquake to impact the Garden. New information suggests otherwise. The draft SEIR should discuss:

- The closeness of the Garden to the Hollywood fault;
- The capability of the Hollywood fault (magnitude 7);
- The possibility of the Hollywood fault joining up with nearby faults (Santa Monica and Raymond Fault) creating a larger magnitude fault;
- Any earthquake retrofit of the Robinson Mansion;
- The risk to the public, staff, volunteers onsite during a significant earthquake;
- A worst-case analysis should include a discussion of a 7.0 earthquake during a Garden event of 1000 people. (See subsequent discussion of event parking); and
- A discussion of damage to buildings from vibration, ground shaking, trees failing, fire, as the result of an earthquake, not just from liquefaction.
- Earthquake retrofitting the mansion.

Water Use

The Garden remains one of the Beverly Hill's largest water users. While some few of the plantings are drought tolerant, the original aim of the garden was to import and plant trees and vegetation from regions other than southern California. As a result, the garden is not considerably drought tolerant.

An increase in daily attendance, increased days and hours of operation, as well as a six-fold increase in special events will trigger an increased water demand that the draft SEIR must discuss.

More importantly, both the Governor of California and the Metropolitan Water Department have issued drought warnings and calls to reduce water use significantly. The Governor has requested a 15% reduction from 2020 usage levels. The draft SEIR should state how the County will meet these conservation goals for the Garden. What if these restrictions or more stringent ones become mandatory? This possibility should be discussed, as well. Note, the Garden source of water is from the City of Beverly Hills. City ordinances allow the city to fine users for excess water use and limit or allocate water to users.

Given the drought conditions in California and the western United States, the draft SEIR should discuss not only the increase demand for water by the proposed operational changes, but that discussion must be in a context of how the Garden will manage its water use in times of mandated water conservation.

Covid

Increasing operational hours and attendance limits are contrary to sound pandemic measures and a possible threat to public health given that the Covid pandemic continues and no firm end can be established. In fact, such action represents a potential significant social impact.

Given the fact that tours are given in groups and tours are allowed in the mansion, the environmental impact should discuss how the Garden will mitigate against the pandemic and protect its visitors, volunteers and employees. Such a discussion should include restrictions on staff and visitors. The Getty Center, for instance, requires all staff, volunteers and visitors to show proof of full vaccination or a negative Covid test in the past 72 hours. Such restrictions seem appropriate for discussion. Another alternative that merits discussion equates to postponing any discussion and consideration of any operational changes until Covid abates.

Noise

Noise in the foothills surrounding the Garden has a unique trajectory. Houses along the highest points in the hills like those homes on Summit often are as impacted by noise as much or more so than from homes in the lower point of the foothill. Certainly, the many properties directly adjacent to the noise from the Garden experience the noise impacts exponentially, as well. Importantly, the County sent no notice to residents on Summit Drive, Marilyn Drive, and other streets in the area about the proposed changes. A last minute notice on the Friday before the Monday hearing appeared in a local Beverly Hills paper but under a City banner.

Any baseline noise survey should be taken on multiple days and times and not just on one day. Indeed, the baseline should be on a Sunday to fully judge the impact of additional hours and events. Using highway models to assess noise impact has little relevance to the impact to neighborhood streets. Noise should be monitored from a large outdoor event in the area as a measure of the impact.

Operational noise should also be considered. Event noise, lawn mowers, leaf blowers, event setup and take-down, traffic noise, loud speakers, pool maintenance, and other garden activities for a six-acre, commercial property generate a unique and significant impact not generated by neighboring homes.

Garden ambient noise also represents a significant environmental impact. Tree trimming, event setup and removal and most significant event noise such as music and amplifying can significantly impact noise levels. No other residential property has as many trees, or as large a garden which can create a similar noise from maintenance activities.

Commercial Use

The proposed twelve-fold increase since 1980 in events, from 2 to 24 represents an obvious commercial use of the property. Weddings, seminars, private family events, and the like represent monetary generating activities complete with catering, party

rentals, valets, and other support staff. As noted, this type of regularized commercial events represents an aberration in an otherwise residential neighborhood.

As the purported mission of the Garden is to educate and expose a wide range of visitors to nature. How is turning the Garden into a filming or wedding venue for commercial gain part of the mission of the Garden? We believe that with the new changes proposed by the County, the Garden is being used for money-making ventures, not for its fundamental mission -- and all at the residents' expense.

The proposed project is not within the intent of Beverly Hills' Land Use Element plans and policies as it relates to existing neighborhood character and quality. In particular, such uses at the stated scale represents a significant deviation from the existing uses, densities, character, amenities, and quality of the City's adjacent residential neighborhood. The draft SEIR should recognize this adverse impact. Increasing the number of events will not mitigate the impact. **A commercial use of the Garden inherently irreparably degrades the character of the neighborhood and remains unmitigable**. The draft SEIR should so note.

Construction Activities

The draft SEIR should also note the significant impact from the repetitive erection of tents, seating, tables, cooking and food warming equipment, lighting, audio, video equipment. These activities produce many of the same impacts as construction activities: namely, noise, trucks, other vehicles, workers, arrival of and removal of materials from the site. In particular, the draft SEIR should document the impacts from event setup and removal. Again, short of no increase in the number of events, no mitigation is possible. One setup for multiple events does not eliminate the impacts as usually the setup is for the largest event and workers (cooks, servers, audio visual, carpenters) may arrive separately for each event.

Note, in Beverly Hills, residential construction activities are limited to Monday to Friday, from 8 Am to 6 PM. Plus such activities are prohibited on most Holidays. The same rules should apply as mitigation to the Garden.

Traffic

Any analysis of Traffic should focus on the local streets surrounding the Garden and not the I-405 or other major freeways. The following intersections are most relevant for study:

1. Benedict Canyon Drive and Lexington Road
2. Hartford Way and Lexington Road
3. Oxford Way and Lexington Road
4. Elden Way and North Crescent Drive
5. North Crescent Drive and Lexington Road

6. North Beverly Drive and Lexington Road

7. Rexford and Crescent Drive

8. Beverly Drive/Rexford Drive (Turn-off to Coldwater Canyon)

9. Cove and Hartford

10. Crescent Dr. and Sunset

11. Rexford and Sunset

12. Alpine and Sunset

13. Laurel Drive and Beverly Drive

14, The use of the long circular driveway on the Garden property.

Any traffic study should also include an analysis of for-hire transport like Uber and Lyft. Significantly, the study should include an assessment of the use of Elden Way, a residential street, as a porte-cochere (coach gate).

The analysis should also include staff, docent and delivery traffic. A return to pre-Covid traffic considerations should also be addressed.

Sustainability/Waste Generation

Does the Garden purchase electricity solely from renewable sources? If not, greenhouse gas emissions should include these related emissions. Does the garden use gasoline powered leaf blowers? If so, greenhouse gas emissions should include these related emissions. Does the garden or its contractors use gasoline powered tools like chain saws? If so, greenhouse gas emissions should include these related emissions.

The amount of waste generated from increased attendance and events should be calculated. New state rules on organic waste and food re-use will likely apply. The draft SEIR should address these important concerns.

Large events also require restroom facilities. The site was never intended to be a catering facility? How will the Garden manage bathrooms for events?

The draft SEIR should address street litter triggered by large events. Cans, bottles, food wrappings are invariably the aftermath of any large event in the neighborhood. The draft SEIR should comment on control of such waste.

Historical Resources

The VROB Garden requires full-time maintenance. How will the proposed increase in visitors and events affect the degree of maintenance at the Garden? Will additional

employees, contractors, administrative staff be necessary? The draft SEIR should include reasonable estimates of these associated impacts.

How does all this increased attendance, events, contribute to the preservation of the historical value of the property? Logically it does not. Rather it imperils the historic value of the property. The draft SEIR should address these issues.

Wildlife

How will additional visitors and additional events, impact the wildlife of the Garden and the surrounding neighborhood? Currently, a wide variety of birds, including hawks, and small animals, share the neighborhood. The draft SEIR should document this animal life. More relevant, several nocturnal animals such as cayotes and owls can be seen and heard in the Garden at night. The draft SEIR should evaluate the increased impacts of extended hours and increased events on animal life.

Light Pollution

Expanding events into evening hours inherently requires lighting. Light pollution is a particular concern in Los Angeles due to its geographical tendency to trap coastal haze and refract light more dramatically. Any further pollution should be addressed as well as a nuisance factor to the adjacent homes in the neighborhood..

Parking

Where is the parking to support the County proposal? The 2012 SEIR indicates that the Garden only has 20 parking spaces for all uses: visitors, staff, docents, visitors, event support staff (caterers, servers, musicians, etc.), At the scoping hearing, the Garden Superintendent indicated 25 spaces existed for visitors and six more for staff. Photos in the 2012 SEIR show parking in an ordinary manner equals less than 20 spots. Larger numbers (20-25) seemingly can be reached in an irregular fashion, double parking, which poses other risks in the event of an unanticipated emergency. The draft SEIR must use parking in an ordinary manner to fairly assess impacts. Any other manner exacerbates the emergency issues and the threat to public health previously raised in this correspondence.

The draft SEIR must compare available onsite parking against potential uses. Using the County's indicator of maximum attendance on its website, the private events page (since altered) of the VROB Garden notes the following capacity for a special event:

Pool Pavilion – 50 Capacity
Rose Garden – 60 Capacity
Great Lawn – 300 Capacity
Back Terrazzo Patio – 75 Capacity
Tennis Court – 300 Capacity (seated)
Poolside – 40 Capacity (per side)

(Note: capacity could be achieved by simultaneous multiple events or one large event.)

A max event, therefore, could entail 865 participants plus support staff of 86 (10 per 100 guests). Then, one needs to account for the valets, the musicians, County staff, deliveries, rental trucks, security, docents, clergy, etc. How will 25 parking spaces for cars account for vehicles for approximately 1000 visitors? The Garden parking onsite cannot come close to this demand.

If you believe the County Superintendent for the Garden, cars average 3 persons per vehicle. Even using that questionable analysis, the garden will be able to park 75 people and parking for 925 people will need to take place elsewhere? Where? The street? The neighborhood cannot accommodate 275 – 300 or more vehicles. If one accepts that the average vehicle count will be 2 people, a more likely average for a large event, then the neighborhood will be asked to accommodate as many as 500 vehicles.

The County suggested on the zoom call that event parking could use Greystone Manor. Besides creating another problem of transporting as many as 1000 people from a distant location which may not always be available 24 times a year or may not accommodate 300 to 500 vehicles, such offsite parking causes impacts to other city residents which the draft SEIR must analyze. The constant stream of shuttle vehicles creates a separate traffic impact at the entrance on Elden Way and other nearby city streets.

In fact, past practice shows remote lots are rarely employed. Street parking is the norm for Garden special events. The last special event of the Garden, the Garden Tour, tied up traffic on Beverly Drive so badly cars could not turn out of Laurel Way, backed up traffic trying to head to/from Coldwater Canyon. Lexington was unsafe at various times. The draft SEIR must address the lack of meaningful parking for visitors, for special events, 24 times a year.

Where is the parking for service employees and service vehicles? In the past, the streets have served as parking for such vehicles. This adds to the vehicle count and should be included in the analysis. Service vehicles often include large trucks. Service personnel often travel in individual cars.

Normal hours will not accommodate the visitor limits the County projects either. The Garden suggests it will use 4 shifts of 25 cars on a daily basis. Per the Superintendent's comments at the public hearing, the Garden estimates 3 people per vehicle. What if the average is 2 or less people per car on any given day? The County public notice said the limit will be 200 people/day for garden tours. But four shifts at 25 cars at 3 people per car equals 300 visitors, not 200. Clarification is needed. What if a visitor stays beyond the tour? Cars may not come and go in shifts. What if people come early? The obvious answer is that visitors will, and do now, park on nearby streets.

The draft SEIR should address the impact of the current parking restrictions on neighboring streets of a 2-hour limit upon the proposed use of the Garden. No rules say

visitors will stay two hours or less. Similarly, the draft SEIR should address a possible future street parking restriction to 1 hour parking, or even Permit Parking only, or no parking -- in lieu of the current parking restrictions.

Project Alternatives

The draft SEIR should consider viable other alternatives which will produce or significantly minimize or mitigate the impacts from this project. These alternatives should include:

- A No Change Alternative: maintaining the existing operating conditions;
- A Return to the 1980 operating conditions;
- The County turning the Garden to a non-profit organization or to the City of Beverly Hills to operate;
- The County selling the land to a developer for sub-dividing into a residential development; and
- Turning the Garden into solely an educational venue for students with hours limited to school hours.

Necessary Clarifications

Will the County accept compliance with all relevant and applicable Beverly Hills Ordinances/Permitting? That is the current understanding. The inadequate notice makes no reference to this fact.

The County justifies the proposed operational conditions on “equity.” What is meant by equity? How many days has the Garden met or exceeded the current visitor limit? Reservations are available online or by phone on a first come, first reservation basis. Where is the inequity in this reservation system? Operational changes do not address this issue, if it is even an issue.

What is the name of the consultant preparing the draft SEIR? How many other environmental documents has the consultant prepared for the County? How much will the County pay the consultant? Why not permit an independent agency supervise the preparation of the draft SEIR?

Also, the mission of the Garden is to educate and expose a wide range of visitors to nature. How is turning the Garden into a filming or wedding venue for commercial gain part of the mission of the Garden? We believe that with the new changes proposed by the County, the Garden is being used for money-making ventures, not for its true mission. This matter should be addressed in the draft SEIR.

What does the Agreement with the Friends of the Garden state? A copy should be part of the appendix to be able to fairly analyze any comments from the Friends.

On the zoom call, the County promoted the use of the Garden as an educational resource. How often do student tours occur? What percent of total tours are for students?

Does the County deem the Garden to be a park? If so, can one picnic in the Garden? Play ball? Go swimming in the pool? Are pets allowed? If the Garden is not a park, which it is not, different rules should apply because of its unique value. The draft SEIR should explain how the County can apply park rules to the Garden?

Currently, no visitors in a wheel chair or using a cane or walking stick are allowed to tour the grounds. Will the same restrictions apply to open events?

How does all this increased attendance, events, contribute to the preservation of the historical value of the property? Logically it does not – rather it imperils the value of the property.

How does the County justify such drastic operational changes given the 40+ year history of operations on the property? The following chart exemplifies the impactful nature of the proposed changes:

Indeed

	1980	***2012***	***2021 Proposal***
Days Open to Public	4 days/ week Tues-Fri Holidays: Closed	5 days/week, Tues – Sat. Open on Holidays, except Christmas and New Years	***Seven Days a Week*** ***No Holiday Closures***
Hours	9:30 AM – 3:30 PM	9:30 – 5:30 AM	**9:30 AM - Sunset**
Attendance Limits/Tours	100 visitors/day With reservations	100 visitor/day With reservations	**200 visitors/day**
Types of Events	Educational Programing	Public Programs conforming to hours and visitor limits	**Existing Events plus private family events such as weddings.**
Special Uses	2/Year Patron Party Garden Tour No Attendance Limits	4/year Garden Tour (2 consecutive days)	**24/year**
Parking	• Limited to 20 spaces onsite • No Street Parking • No Walk-ins • No Drop-offs	• Onsite parking only • No street parking • Walk-ins allowed	**No restrictions indicated**

Indeed, the draft SEIR should explain why the County should not go back to the 1980 restrictions which served as operating parameters for more than 40 years.

Final Thoughts

The residential neighborhood existed in 1980 when the County took custody of the Garden. It is not like the residents evolved after the County turned the Garden into a public venue. At the scoping hearing, someone suggested that Virginia Robinson held dinner parties three nights a week at the Garden, as if that fact, justified the increase in events, people, cars, etc. proposed by the County. No one, however, suggested that each of those parties involved 1000 people (including staff) or that Virginia Robinson "rented" her estate to others for private party events. Moreover, the homes in and around the Robinson estate were developed in the mid-1950s when Mrs. Robinson was in her eighties. She was not entertaining as lavishly then as she once did.

One of the central questions is whether the County wants to be a responsible neighbor or a neighborhood nuisance? The draft SEIR must address that fundamental issue in a fair and full evaluation. If past practice and current evidence is an indicator, the draft SEIR will dismiss the numerous valid concerns raised in this letter. Should this dismissive practice repeat, that unjustified response will let us know that the County does not intend to be a good neighbor but rather the neighborhood bully.

We make these comments based on legitimate concerns. Concerns that the County should appreciate and respond accordingly.

Sincerely,

Charles Alpert
1035 Carolyn Way
Beverly Hills, CA 90210

Kathy and Al Checchi
1007 Cove Way
Beverly Hills, CA

Lili Bosse
Beverly Hills, CA

Jonah Feit
Ben Kashanian
Esther Kashanian
1016 N Crescent Drive
Beverly Hills, CA

Dar and Mahie Mahboubi
1010 N. Crescent Drive,
Beverly Hills, CA

Patricia & Armin Wittenberg
1065 Carolyn Way
Beverly Hills, CA

Robin Kim
1005 Elden Way
Beverly Hills, CA

Bryan and Wendy Turner
Beverly Hills, CA

From: Julie Yom
To: Freddie Olmos
Cc: Clement Lau
Subject: FW: Virginia Robinson Gardens Expansion Proposal
Date: Wednesday, December 15, 2021 12:59:30 PM

Freddie,

VRG Comments below.

JULIE YOM, AICP
County of Los Angeles
Department of Parks and Recreation | Planning Division
1000 S. Fremont Avenue Unit #40
A-9 West, Third Floor
Alhambra, CA 91803
Tel. (626) 588-5311 |
jyom@parks.lacounty.gov
Please note that our offices are closed on Fridays.

From: JODI STINE <jstine10022@gmail.com>
Sent: Tuesday, December 14, 2021 4:13 PM
To: Julie Yom <jyom@parks.lacounty.gov>
Cc: shelia@bos.lacounty.gov
Subject: Virginia Robinson Gardens Expansion Proposal

Dear Julie - it was brought to my attention that I should share my concerns with you about the recent proposed 100% increase in daily visitors and the 500% increase in yearly events by the Robinson Gardens.

I have sent the same information listed below to Timmi Tway.

As a neighbor, our main concerns are:

1). #1 SAFETY - With the exponentially large increase in visitors, who is going to keep the Beverly Hills residents safe? With the recent spate of crimes in Beverly Hills/Los Angeles, safety seems like an issue that should be of the utmost priority. How is the city going to address this increase in visitors?

2). PARKING - it gets crazy with cars on Cove Way, Hartford and Lexington- Cove Way in particular is not a wide street - and parking is only allowed on one side; this makes parking at a premium. Our driveway is used as a 3-point turning point and we've had our share of semi-blocked driveways. How will the city handle this parking/traffic/safety mess?

3). NOISE POLLUTION - our neighborhood is shaped with some steep hills and the noise travels - what impact will the increased amount of visitors have on our quiet neighborhood?

4). LIGHT POLLUTION - how will the increased events affect the peaceful nightscape of our neighborhood? Will these added events harm the wildlife, specifically the owls that live in the Gardens?

We enjoy very much living near the Gardens; they have been good neighbors. In return, we have supported their fundraising efforts and mission - and have learned to live with and accommodate the current state of visitors and events.

However, now, with these proposed changes, I fear that we will be looking forward to barbed wire fencing, security guards, and parking lots - exactly what I would expect living next to a public catering hall/party house.

Please let me know if you have any questions or wish to discuss this further.

Thank you,
Jodi & Don Stine
1024 Cove Way

	1980	***2014***	***2021 Proposal***
Days Open to Public	4 days/ week Tues-Fri Holidays: Closed	5 days/week Mon-Fri; closed on Holidays	***Seven Days a Week*** ***No Holiday Closures***
Hours	9:30 AM – 3:30 PM	9 AM– 4 PM	**9:30 AM - Sunset**
Attendance Limits/Tours	100 visitors/day With reservations	100 visitor/day With reservations	**200 visitors/day with reservations**
Types of Events	Educational Programing	Public Programs conforming to hours and visitor limits	**Existing Events plus private family events such as weddings.**
Special Uses	2/Year Patron Party Garden Tour No Attendance Limits	4/year Garden Tour (2 consecutive days)	**24/year; up to 4 events per month**
Parking	• Limited to 20 spaces onsite • No Street Parking • No Walk-ins • No Drop-offs	• Onsite parking only • No street parking • Walk-ins allowed	**No restrictions indicated**

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Sent from Gmail Mobile

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Sent from Gmail Mobile

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Sent from Gmail Mobile

From: Julie Yom
To: Freddie Olmos
Cc: Clement Lau
Subject: FW: Submission of letter in opposition to Proposed Revision of Operations of Robinson Gardens
Date: Wednesday, December 15, 2021 1:24:47 PM
Attachments: RobinsonGardens LACouty LTr.docx

Hi Freddie,

VRG comments attached.

Thanks!

JULIE YOM, AICP
County of Los Angeles
Department of Parks and Recreation | Planning Division
1000 S. Fremont Avenue Unit #40
A-9 West, Third Floor
Alhambra, CA 91803
Tel. (626) 588-5311 |
jyom@parks.lacounty.gov
Please note that our offices are closed on Fridays.

From: Arnold Messer <arnoldmesser@gmail.com>
Sent: Wednesday, December 15, 2021 11:31 AM
To: Julie Yom <jyom@parks.lacounty.gov>
Cc: Sharon Messer <sharonmesser@gmail.com>
Subject: Submission of letter in opposition to Proposed Revision of Operations of Robinson Gardens

Dear Ms. Yom,

The attached letter is submitted to you regarding the scope and content of the environmental analysis to be included in the SEIR regarding the proposed expansion of operations of Robinson Gardens.

Very Truly Yours,

Arnold W. Messer

Arnold W. Messer

Ms. Julie Yom

AICP, Park Planner

County of Los Angeles

Department of Parks and Recreation

Re: County of Los Angeles Proposed Operational Changes

Virginia Robinson Gardens

Dear Ms. Yom,

This letter is submitted to you in opposition to the proposed substantial expansion of activities at Virginia Robinson Gardens. I request that it be included in the SEIR that is being prepared. This is the first time that I have written in opposition to a proposed change in the more than 25 years that I have been a resident of Beverly Hills and living on Cove Way.

As you are aware, the Robinson Gardens are requesting that they be allowed 24 evening events per year (up from 4 and now to include weddings), double the number of permitted daily visitors and greatly expanded visiting hours

I, like the rest of the residents of Cove Way, feel very strongly that this is a totally excessive request that would dramatically impact the quality of life on the street (and other streets that are near), create noise

pollution and congestion on the street as well as hazards for emergency vehicles.

My first concern is the noise involved in the evening events, especially that weddings would now be allowed. Cove Way is a very quiet street. In the 25+ years that we have lived here, I can only remember 3 or 4 times when there was very loud music coming from one of the neighbors at night.

Our house abuts the western edge of the Robinson Gardens and when there is loud music played there, we hear it. It makes it very unpleasant to sit outside. But we support the Robinson Garden's mission and were willing to live it 4 times per year. Now if weddings were allowed, the odds would be very high that they will hire a very loud band or, worse yet, have a DJ play non-stop techno music. We could expect that the noise problem will be frequent and greatly exacerbated. This would happen 20 more times per year and probably nearly every summer weekend.

Large weddings and other events require large staffs. Most of which would be parked on our street. In the past, some of the staff have partially blocked driveways and parked in red zones. This will just get worse. Especially since they plan to use the driveway coming off Cove Way for staff entry. Worse yet if they allow visitors to use this access.

These are more than minor inconveniences and it is totally out of the character of the neighborhood. Moreover, it goes far beyond the terms of the grant of the Robinson Gardens property to the County. Those of us on Cove Way hope that you will see that this plan creates an undo imposition on the quiet enjoyment of our homes and cancel or substantially revise that plan. Of course, we will use every lawful means we can to oppose the plan as it now stands in all forums available to us.

Very Truly Yours,

Arnold W. Messer
1020 Cove Way
Beverly Hills, CA 90210

CC: Ms. Timmi Tway
ttway@beverlyhills.org

From: Julie Yom
To: Freddie Olmos
Cc: Clement Lau
Subject: FW: Letter attached
Date: Wednesday, December 15, 2021 2:55:45 PM
Attachments: Letter to County VRG 12.15.docx

Freddie,

VRG comments by several neighbors attached.

Thanks,

JULIE YOM, AICP
County of Los Angeles
Department of Parks and Recreation | Planning Division
1000 S. Fremont Avenue Unit #40
A-9 West, Third Floor
Alhambra, CA 91803
Tel. (626) 588-5311 |
jyom@parks.lacounty.gov
Please note that our offices are closed on Fridays.

From: Kathy Checchi <kathy@checchi.org>
Sent: Wednesday, December 15, 2021 2:44 PM
To: Julie Yom <jyom@parks.lacounty.gov>
Cc: Sheila <Sheila@bos.lacounty.gov>
Subject: Letter attached

Dear Ms. Yom-

I am attaching a letter signed by several of us who strongly are against the expansion of the Robinson Gardens. Please confirm that you received it.

Thank you,
Kathy Checchi

Sent by email

Dear Ms. Yom,

Residents are very concerned about the significant negative impacts the intensification of the Garden's proposed uses will have upon us, and we want to let the County know that we **adamantly oppose the changes in operations.**

As neighbors, we are very supportive of the Virginia Robinson's Gardens and their mission to expose all city dwellers, especially inner-city children, to nature.

However, we believe that there will be a number of impacts from the Expansion of Hours, Events and additional people visiting the Virginia Robinson Gardens. During their current events, the burden on the neighborhood is severe, and for a few times a year, we have been willing to look the other way. But the proposed expansions will permanently alter our way of life. We believe that everyone is entitled to the quiet enjoyment of their homes, and if this expansion proceeds as the County wishes, we will be denied that right.

The Gardens are proposing 200 visitors a day (currently 100), Seven days a week, including Holidays (currently Monday-Friday), Hours of 9:30 am to Sunset (currently 9am-4pm) and 24 events a year to include filming, Weddings, family ceremonies, meetings, seminars and classes (currently up to 4 events, subject to BH event restrictions).

	1980	***2012***	***2021 Proposal***
Days Open to Public	4 days/ week Tues-Fri Holidays: Closed	5 days/week, Tues – Sat. Open on Holidays, except Christmas and New Years	***Seven Days a Week*** ***No Holiday Closures***
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Parking	• Limited to 20 spaces onsite • No Street Parking • No Walk-ins • No Drop-offs	• Onsite parking only • No street parking • Walk-ins allowed	**No restrictions indicated**

We ask that the SEIR consider and address the following issues:

FIRE

Our neighborhood has recently been designated a Fire hazard area, with signs being posted throughout the neighborhood.

Palm trees have been identified as very susceptible to fire, with the embers from palm trees being capable of blowing large distances. The VR Gardens has an extensive grove of palm trees. Additional visitors could increase the risk of fire.

And neighbors have recounted that during Garden events, roads and driveways have been blocked by guest and “Party Van” parking.

Is a fire engine too large to enter the Gardens? Is there a dedicated fire hydrant within the Garden? Sometimes people park in front of fire hydrants on the street. Since the property is owned by the County, who will respond to fires? Will a slow response time from the County or an inability of a fire truck to enter the Gardens put our neighborhood at risk for fire?

SAFETY

Currently, we do not see the Beverly Hills Police patrolling our neighborhood on a regular basis to prevent personal injury or property damage. How will we be protected from additional people entering our neighborhood to attend events at the Gardens? How will emergency vehicles get through crowded streets?

There has been an alarming increase in crime in the City of Beverly Hills lately, and the residents are seriously concerned about this.

TRANSPORTATION/ TRAFFIC

We already have a very busy neighborhood during the week, but it is not yet back to pre-pandemic levels.

Several large construction projects for private residences which will take years to complete have been permitted in the area. This brings construction trucks and workers to the area.

The city has also allowed the contractors for repaving the streets to set up along Lexington, taking up parking for their equipment along the street and moving equipment along Lexington.

We all have large homes which require regular maintenance- gardening, pool, housekeeping and construction maintenance. These trucks and vehicles park on our streets.

Hartford Way is a primary access road to Benedict Canyon and already there is a long line of cars lined up along Hartford early afternoon and evening to turn right on Benedict Canyon.

The additional 100 visitors to the VR Gardens A DAY will be a burden to an already busy neighborhood. There is no public transportation close enough to the Gardens, so they will drive, adding to the traffic.

PARKING

Add the parking of all the construction vehicles for new private homes, contractors for street paving, vehicles for maintenance of existing homes and our neighborhood parking is already crowded.

The Gardens has only 31 parking spaces- 25 for visitors accessed on Elden Way and 6 for staff accessed on Cove Way. The County is asking for a total number of visitors of 200 a day. Where will these additional cars be parked? The county has conceded that their visitors will park on the nearby resident streets. We are expected to bear the brunt of twice as many visitors per day as well as the commercial scale wedding, etc events.

On-street parking is limited. There is no parking on Elden Way for VR Gardens, Crescent and several other streets have a 2-hour limit, so many of the remaining streets are chock full of vehicles seeking to park. Especially Cove Way.

Events at VR Gardens would pose a special problem- valet parking for the guests would occupy all the side streets and event trucks for set up and delivery would also be a burden.

NOISE

The County proposes that the VR Gardens be open every day, including Sundays and Holidays. They also seek to increase the hours and the special events from 4 to 24 events a year, including turning the Gardens into a Wedding Venue.

This is a very quiet neighborhood, especially in the evening. Residents realize that noise really carries here, so they are especially respectful about parties. Evening events at the VR Gardens would pose a special hardship on the neighborhood.

On weekends (especially Sundays and Holidays) the neighborhood is very quiet. It is the one respite we all have from the busy noise of the weekdays. Sunday visitors would impact the neighborhood a lot.

AIR QUALITY GREENHOUSE GAS EMISSIONS

Additional people, events would add to poor air quality

SUPERVISION

Currently, Events (up to 4 per year) are allowed at the Garden subject to Beverly Hills event restrictions. The new proposed events (up to 24 a year)- or about one every other week! Who will supervise?

Who will respond to emergencies? Who will police, respond to fires and generally deal with any disruption from noise, parking or emergency health issues?

WATER

Since we are in a drought and conserving water, the Gardens are already a huge user of water. More visitors and more events will use up even more water at the Gardens.

LIGHTING

Currently, there is limited outdoor lighting at the Gardens. With increased events at night, there will need to be additional lighting installed for safety reasons.

WILDLIFE

Currently, we have birds and small animals, squirrels, etc., in our neighborhood who come out on the quiet weekend days and in the evenings. How will additional visitors and additional events, impact the wildlife of the Gardens and the surrounding neighborhood?

HISORICAL RESOURCES

The VR Gardens are a jewel box, already requiring a lot of maintenance. How will this increase in visitors and events affect the degree of maintenance at the Gardens.

Also, the mission of the Gardens is to educate and expose a wide range of visitors to nature. How is turning the Gardens into a filming or Wedding venue for commercial gain part of the mission of the Gardens? We believe that with the new changes proposed by the County, the Gardens are being used for money-making ventures, not for their true mission. And all at the residents expense.

This proposal not only burdens us by impacting our way of life, it poses a health and safety concern. During their current events, driveways and streets are often blocked off due to errant parking by visitors. Emergency vehicles may be blocked from accessing certain areas. Who will be legally responsible if that occurs?

We would like to respectfully request that the SEIR consider all these issues, and in addition consider

- **Requiring** the Gardens to secure offsite parking lots and shuttle buses
- **Requiring** their valets to park in the offsite parking (not the residential areas)
- **Requiring and have the Gardens** pay for the hiring of an extra code enforcement officer or overtime of current BH officers.

We believe with all the other needs in the County right now, it is not a good use of time or financial resources to expand the operations of the Robinson Gardens and we respectfully ask that the County consider maintaining the operations at the current level.

Yours Sincerely,

Following Residents of Beverly Hills

Kathy and Al Checchi 1007 Cove Way

Jodi and Don Stine 1024 Cove Way

Robert Wood 1132 Laurel Way

Nancy Clavin 1018 Chevy Chase Drive

From:	Julie Yom
To:	Freddie Olmos
Cc:	Clement Lau
Subject:	FW: Two Letters opposing the VRG expanision
Date:	Wednesday, December 15, 2021 4:24:18 PM
Attachments:	Letter to County Beroukhim.pdf Letter to County Moradi.pdf

Freddie,

More comments attached.

JULIE YOM, AICP
County of Los Angeles
Department of Parks and Recreation | Planning Division
1000 S. Fremont Avenue Unit #40
A-9 West, Third Floor
Alhambra, CA 91803
Tel. (626) 588-5311 |
jyom@parks.lacounty.gov
Please note that our offices are closed on Fridays.

From: Kathy Checchi <kathy@checchi.org>
Sent: Wednesday, December 15, 2021 3:04 PM
To: Julie Yom <jyom@parks.lacounty.gov>
Cc: sheila@bos.lacounty.com
Subject: Two Letters opposing the VRG expanision

I am forwarding 2 letters sent by the following residents opposing the expansion of the Virginia Robinson Gardens.

Here are the people's names as they are difficult to read

Jamshid and Julia Beroukhim
1840 Loma Vista Dr.

Jacqueline and Isaac Moradi
1859 N. Hillcrest Drive

These people met with Masud Hakim and discussed the situation and then signed these letters. They are not very tech savvy, so Mr. Hakim asked me to forward them to you.

Please confirm receipt.

Thank you,
Kathy

Dear Ms. Yom,

We are vehemently opposed to the Virginia Robinson Gardens proposed changes to their operations.

While we are supportive of the Gardens mission, it should not come at our expense.

Whatever the findings of the Supplemental Environmental Report that is being prepared shows, these changes are outrageous and threaten our right to the quiet enjoyment of our homes.

The Gardens already disregards the parking laws, and the Elden Way no parking restrictions. They allow visitors and event trucks to take over Elden Way on a regular basis despite that being prohibited, and routinely block resident driveways cutting off access to our homes.

There are times when emergency vehicles would not be able to get through. We do not want to have a tragedy occur because the Gardens were not interested in following safety protocols.

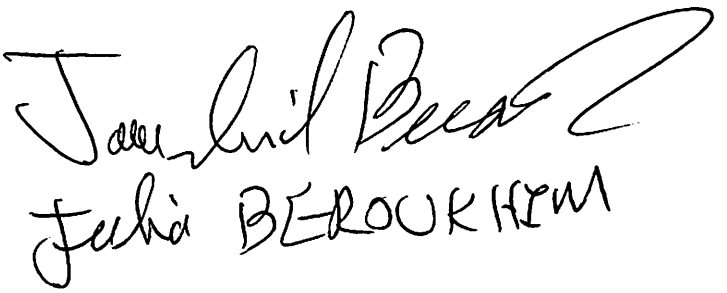
These proposed changes are alarming. They essentially change the Gardens into a commercial venue, and will completely ruin the fabric of our neighborhood.

In the face of resident opposition, the Gardens already expanded outside of their original scope in 2014. This cannot be allowed to happen again.

While the current situation is bad enough, these changes significantly threaten our safety, our security, and our way of life.

We respectfully request that the County and Gardens abandon their pursuit of this expansion.

Yours Sincerely,



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There are times when emergency vehicles would not be able to get through. We do not want to have a tragedy occur because the Gardens were not interested in following safety protocols.

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While the current situation is bad enough, these changes significantly threaten our safety, our security, and our way of life.

We respectfully request that the County and Gardens abandon their pursuit of this expansion.

Yours Sincerely,

Jacqueline & ISAAC MORADI
1859 N. Hillcrest DR B.H Ca

From: Julie Yom
To: Freddie Olmos
Cc: Clement Lau
Subject: FW: Letter opposing changes to Robinson Gardens
Date: Thursday, December 16, 2021 2:01:59 PM
Attachments: Letter from Cove Way Residents.docx

Freddie,

Please see attached comments from additional residents.

Thanks,

JULIE YOM, AICP
County of Los Angeles
Department of Parks and Recreation | Planning Division
1000 S. Fremont Avenue Unit #40
A-9 West, Third Floor
Alhambra, CA 91803
Tel. (626) 588-5311 |
jyom@parks.lacounty.gov
Please note that our offices are closed on Fridays.

From: Kathy Checchi <kathy@checchi.org>
Sent: Thursday, December 16, 2021 2:00 PM
To: Julie Yom <jyom@parks.lacounty.gov>
Cc: Sheila <Sheila@bos.lacounty.gov>
Subject: Letter opposing changes to Robinson Gardens

Hi Julie,

Here is a letter from more residents opposing the operation changes at the Gardens.

Please confirm receipt.

Thank you,
Kathy Checchi

Sent by email

Dear Ms. Yom,

As residents of Cove Way and Summit Way, we are very concerned with the increased operations proposed for the Virginia Robinson Gardens. A parking lot for the Gardens is located at 1028 Cove Way and an increase in events, hours and number of visitors will impact our street.

We specifically ask that you examine the following issues as you prepare the SEIR

TRAFFIC
Our street is already a busy one. Drivers speed up and down the street and the entrance to the Gardens is at a blind spot in the road. Pulling in and out of that driveway will be difficult, as will the loading and unloading of event vehicles. Also, in early afternoon, there is a great deal of traffic at the intersection of Cove Way and Hartford Way, as cars line up to turn right on Benedict Canyon. There are times when the entrance to our street is blocked, and we have to wait in the line of cars.

PARKING
Our street is already restricted to parking on one side, so it is packed with vehicles parking already. Often these cars are parked all day and visitors or workers coming to our residences have to park far up the hill. Any increase in visitors or events are going to impact parking greatly.

NOISE
Our neighborhood is very quiet in the evenings and on weekends. Expanding the hours of the Gardens to every day, including weekends and all Holidays will change the character of our neighborhood. We ask that the evaluation of this effect take measurements of the noise currently on the weekends and Holidays.

FIRE
Our neighborhood has recently been designated as an extreme Fire Risk. In fact, many of us struggled to obtain home insurance due to this designation. The risk of fire will increase at the Gardens with more visitors and more events. An evaluation should be made of how fire would be extinguished, since the paths in the Garden are too narrow to have a fire truck enter, there is a grove of palm trees which once on fire send embers throughout the neighborhood and there is no dedicated fire hydrant in the Gardens.

We look forward to seeing these issues fully examined in the SEIR.

Thank you,

Kathy and Al Checchi 1007 Cove Way

Michael McAlister 1034 Cove Way, 1036 Cove Way, 1055 Carolyn Wy

Jennifer and Randy Wooster 1011 Summit Drive

From:	Julie Yom
To:	Freddie Olmos
Cc:	Clement Lau; Sean Woods
Subject:	FW: Comment on SEIR - Virginia Robinson Gardens (1008 Elden Way)
Date:	Thursday, December 16, 2021 3:29:14 PM
Attachments:	NOP SEIR Comment Letter to LA County - from City of Beverly Hills - 12-16-2021.pdf

Freddie,

Attached is the response from the City of BH including written comments from the residents, which many are duplicative of the comments we received.

Thanks,

JULIE YOM, AICP
County of Los Angeles
Department of Parks and Recreation | Planning Division
1000 S. Fremont Avenue Unit #40
A-9 West, Third Floor
Alhambra, CA 91803
Tel. (626) 588-5311 |
jyom@parks.lacounty.gov
Please note that our offices are closed on Fridays.

From: Chloe Chen <cchen@beverlyhills.org>
Sent: Thursday, December 16, 2021 2:18 PM
To: Julie Yom <jyom@parks.lacounty.gov>
Cc: Timmi Tway <ttway@beverlyhills.org>; Ryan Gohlich <rgohlich@beverlyhills.org>
Subject: Comment on SEIR - Virginia Robinson Gardens (1008 Elden Way)

Hi Julie,

Please see the attached comment letter in response to the Notice of Preparation of the Supplemental Environmental Impact Report (SEIR) for the proposed operational changes at the Virginia Robinson Gardens, located at 1008 Elden Way. Please confirm receipt, and let us know if you have any questions.

Thanks,

Chloe Chen

Associate Planner

Community Development Department

(310) 285-1194

cchen@beverlyhills.org

Please consider the environment before printing this email.

We would like to hear from those who live, work, and visit Beverly Hills regarding Accessory Dwelling Unit (ADU) regulations in the City. Please participate in our ADU survey, accessed here!

December 16, 2021

Julie Yom, Park Planner
County of Los Angeles Department of Parks and Recreation
1000 S. Fremont Avenue
Unit #40 A-9 West, 3rd Floor
Alhambra, CA 91083
Via USPS and Email

RE: Notice of Preparation of a Draft Supplemental Environmental Impact Report – Virginia Robinson Gardens (1008 Elden Way, Beverly Hills, CA 90210)

Dear Ms. Yom:

Thank you for the opportunity to comment on the Notice of Preparation (NOP) for the Draft Supplemental Environmental Impact Report (DSEIR) for the proposed operational changes to the Virginia Robinson Gardens (the Gardens), located at 1008 Elden Way in the City of Beverly Hills (Project).

It is our understanding that the Project includes the following changes to the operations of the Gardens property:

- Hours open to the public: Monday to Sunday (7 days a week), from 9:30 AM to sunset;
- Number of patrons: with advance reservations, up to 200 visitors per day, spread throughout the day for either tours, meetings, seminars/classes, events, or commercial filming (video only, no motion picture), or a combination of any of these activities;
- Types of events: in addition to existing events, consider family ceremonies such as weddings;
- Special uses: up to 24 special use events a year/approximately 2 per month.

The City of Beverly Hills has received extensive written and oral public comment expressing serious concerns regarding the intensification of activities and uses at the Gardens and shares those concerns. The City is opposed to the significant operational changes that are under consideration. Copies of the written public comments received by the City from concerned community members are attached to this letter for your reference and consideration related to the scope of the SEIR.

The Notice of Preparation indicates that there are potentially significant impacts related to air quality/greenhouse gas emissions, noise, energy, historical resources, and transportation/traffic. The City of Beverly Hills requests that these potentially significant impacts be studied in the SEIR, including the following specific issues:

AIR QUALITY & GREENHOUSE GAS EMISSIONS

- Please ensure that the DSEIR considers the following in regards to air quality and greenhouse gas emissions:
    - The impact of increased vehicular trips to the site as a result of expanded operating hours and an increase in the frequency of events. This should also examine the addition of valet parking trips. The analysis must also consider impacts to residential areas through which the main access routes proceed to the Gardens .
    - The impact of the use of temporary mechanical equipment for events that are combustion-based (e.g. generators, gas heaters, refrigeration and catering equipment).
    - The potential exposure of sensitive receptors and large numbers of people to pollutants.
    - The impact of idling vehicles (passenger and delivery trucks) due to limited street access and widths.

NOISE

- Please ensure that the DSEIR considers the following in regards to noise impacts:
    - Collection of meaningful and complete baseline noise levels (background and ambient noise) for all times of day, including all days of the week on the project site and in the surrounding residential neighborhoods.
    - All potential sources of noise, including amplified music and speech, crowds, traffic, event types, and miscellaneous equipment, including generators, that may be temporarily located on site.

- Noise predictions and analysis shall examine factors that influence the propagation of the noise, such as the effect of distance, absorption and reflection, humidity and temperature, meteorological conditions, and topography.
- Evaluation of noise impacts relative to the City's noise regulations.
- Analyze and adopt mitigation measures to address potential noise impacts including, but not limited to:
  - Prohibiting use of amplified sound, including music.
  - Limiting hours for outside events to prevent any noise impacts on surrounding residential neighborhoods during evening and nighttime hours.
  - Limiting the number of attendees permitted at events.
  - Minimizing traffic noise by requiring all parking that cannot be accommodated on site to be provided in commercial areas (and not in residential areas in the vicinity of the Gardens) with shuttle bus services between the Gardens and the parking.
  - Prohibiting any noise-generating devices such as fireworks and other pyrotechnic or similar devices.

LIGHT

- Please ensure that the SEIR considers the following in regards to light impacts:
  - The impact of both daytime and nighttime events, and increases in vehicular traffic to the site, adding to light pollution (including passenger vehicles and deliveries).
  - The use of lighting during existing and for the proposed extended operating hours.
  - Analyze and adopt mitigation measures to address potential light impacts including, but not limited to:
    - Prohibiting the use of any fireworks, pyrotechnic devices, and any similar light generating devices on the site.

TRANSPORTATION/TRAFFIC

- Please ensure that the DSEIR considers the following in regards to transportation and traffic impacts:
  - Traffic analysis for the following intersections located in the City of Beverly Hills near the project site. This list should be considered the minimum amount of analysis to conduct

to estimate traffic impacts from the project and propose appropriate mitigation measures.

- Benedict Canyon Drive and Cove Way;
- Elden Way and North Crescent Drive; and,
- Lexington Road and Benedict Canyon Drive.

  - An analysis of the increase in vehicular trips to and from the site that result from an expansion of operating hours and the number of events.
  - An estimate of cumulative traffic generated from all projects (approved/pending) within a one mile radius of the project site. The City of Beverly Hills Transportation Division maintains up to date lists of all major projects occurring and pending in the City of Beverly Hills. The Transportation Division can be reached at (310) 285-2556.
  - Please use City of Beverly Hills thresholds of significance and local transportation assessment guidelines. Please contact the City's Transportation Division at (310) 285-2556 for the methodology and thresholds of significant impact criteria.

- The City of Beverly Hills has a policy of studying transportation impacts both based on vehicle miles traveled (VMT) and level of service / street segment basis (LOS) to ensure decisions take into account any local transportation impacts when considering the merits of the project. It is critical that the County conduct similar transportation analyses even if the County take the position that CEQA no longer requires the LOS analysis in order to adequately address potential land use and planning impacts related to the City's and County's respective general plan land use, circulation, and noise policies.
- Analyze and adopt mitigation measures to address potential transportation impacts including, but not limited to:
  - Minimizing traffic and parking impacts by prohibiting employees, contractors, vendors, and all patrons and guests at the Gardens from parking in nearby residential areas, and requiring all parking that cannot be accommodated on site to be provided in commercial areas (and not in residential areas in the vicinity of the Gardens) with shuttle bus services between the Gardens and the parking. The shuttle buses should be zero emission to minimize any greenhouse gas emissions.

HAZARDS

- Please note that the Virginia Robinson Gardens and the surrounding areas are located in a Very High Fire Hazard Severity Zone (VHFHSZ). The analysis of the Project must fully analyze the

potential impacts associated with the intensification of use, including the increased potential that operations at the Gardens could cause fires, as well as on emergency response plans due to the intensification and higher concentration of people that could be on the site and need to be evacuated in the event of fire.

- Analyze and adopt mitigation measures to address potential wildfire impacts including, but not limited to:
    - Prohibitions on any outdoor use of open flames.
    - Prohibitions on any type of fireworks, pyrotechnics, and any other similar type of device that could cause a fire.

ALTERNATIVES

- As part of a range of reasonable alternatives, the City requests that the SEIR include a specific alternative consisting of deeding the Virginia Robinson Gardens property back to the City of Beverly Hills for management and operational oversight.

PUBLIC SERVICES

- Please ensure that the DSEIR considers the following in regards to public services:
    - The potential increase in demand for fire protection, and police protection services.

CULTURAL RESOURCES

- Please note that the Virginia Robinson Gardens property is a local historic landmark (Landmark No. 2), and is also listed on the National Register of Historic Places.
- The City's historic preservation staff is happy to work with your team on how to best address these important cultural resources in Beverly Hills. Please contact Mark Odell Urban Designer, at (310) 285-1116 or modell@beverlyhills.org regarding historic and cultural resource issues related to the project.
- Please note that any modifications to the designated historic resource may require City approval of a certificate of appropriateness pursuant to the City's Historic Preservation Ordinance (Article 32 of Chapter 3 of Title 10 of the Beverly Hills Municipal Code).

PUBLIC NOTICE

The City hereby requests that the County provide the City with all notices pursuant to CEQA and Planning and Zoning Law, and any County ordinances and regulations including, but not limited to Public Resources Code Sections 21092 and 21092.5, and State CEQA Guidelines Sections 15087 and

15088(b). Further, pursuant to Public Resources Code Section 21167(f), the City hereby requests that the County provide a copy of any notice of determination related to the Project as may be filed.

The City further request that when the Draft SEIR is available for review, that copies be provided to the City and to the City of Beverly Hills Library pursuant to CEQA Guidelines Section 15087(g).

Thank you again for this opportunity to provide input on the environmental review of this project. Please list Timothea Tway, City Planner, as primary contact for the City of Beverly Hills, and place her name on the list of interested parties to receive copies of all notices issued regarding the Project. She can be reached at ttway@beverlyhills.org or (310) 285-1122.

If you have any questions regarding this letter, please feel free to contact me at (310) 285-1118 or by email at rgohlich@beverlyhills.org.

Sincerely,

RYAN GOHLICH, AICP
Director, Community Development

cc: George Chavez, City Manager
Nancy Hunt-Coffey, Assistant City Manager
Laurence Wiener, City Attorney
Robert Wunderlich, Mayor of the City of Beverly Hills
Lili Bosse, Vice Mayor of the City of Beverly Hills
Lester Friedman, Councilmember of the City of Beverly Hills
Julian A. Gold, M.D., Councilmember of the City of Beverly Hills
John A. Mirisch, Councilmember of the City of Beverly Hills
Chief Mark D. Stainbrook, Beverly Hills Police Department
Chief Gregory Barton, Beverly Hills Fire Department
Supervisor Sheila Kuehl, County of Los Angeles Board of Supervisors

Sent Via Email to ttway@beverlyhills.org

November 29, 2021

Ms. Timmi Tway
City Planner
Building and Planning Department
City of Beverly Hills
455 N, Rexford
Beverly Hills, CA 90210

Re: ***County of Los Angeles Proposed Operational Changes***
Virginia Robinson Gardens
1008 Elden Way
Beverly Hills, CA 90210

Dear Ms. Tway:

Please accept this communication as an expression of my personal concern on the above-referenced subject. I ask that you include my comments as an attachment to your staff report to City Council on the subject.

I live on Carolyn Way in Beverly Hills. My property shares a common boundary with the Virginia Robinson Gardens. What happens at the Gardens affects not only my property, but the entire neighborhood including Laurel Way, Summit Drive, Cove, Carolyn Way, and Marilyn Way.

Please understand that the Gardens poses a unique fire and emergency response risk, that is not well understood. The proposed County operational changes for the Gardens only exacerbates the risk dramatically.

To explain, from the City Fire Department, I have learned the following:

- **City emergency vehicles have no access to the Gardens.**
- **No pressurized fire hydrant exists on the property** (that the Fire Department is aware of).
- If the County does not seek a city event permit, the city Fire Marshall does not review the plans.
- No city Fire Safety Officer inspects Garden events unless a city permit condition exists to do so.

The significance of this information means that in a health emergency event, city fire responders can only access the property only on foot. While I fully appreciate that city's first responders will exert their utmost efforts to rescue any injured party, those efforts will be hampered due to undisputed circumstances. The six-acre Garden property is

undulating and some areas have limited pathways or stairs compounding an emergency response. These limitations have the potential to delay a critical rescue as well as delay transport to hospital facilities for injured parties.
.
The fire risk at the garden presents another unique concern. As stated, no known fire hydrant exists on the garden grounds. In the event of a fire, hoses would need to extend considerable distances, possibly even from Carolyn Way, Cove and/or Crescent Drive. The nearest fire hydrant appears to be at 1017 Crescent Drive, a considerable distance from the entrance to the Gardens.

One cannot ignore either that the Gardens sits in a Wildfire Designated Hazard Area. The Garden property includes numerous highly flammable trees including palms and eucalyptus. Again, the Garden has no pressurized fire hydrant. The county is “literally playing with fire” to the detriment of the immediate neighborhood and the city.

Increasing the days of operations, increasing daily attendance, increasing days of operation, increasing hours of operation, increasing the number of events six-fold from 2012 levels and 12-fold from 1980 levels, endangers not only the visitors, Garden workers, the immediate neighborhood, and the city first responders, but may also trigger city liabilities.

I urge the City Council to advise the LA County Parks and Recreations Department that its proposed operational changes imperil not only visitors to the Gardens but represent a significant environmental impact that cannot be mitigated.

Please include this correspondence as part of the staff report to City Council. Thank you.

Sincerely,

Charles Alpert
[redacted]

Southern California Orthopedic Surgical & Medical Associates

BEHROOZ (BRUCE) BROUKHIM, M.D., INC.

BOARD CERTIFIED ORTHOPEDIC SURGEON

Member:
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International Society of Arthroscopy, Knee Surgery
And Orthopedic Sports Medicine

Orthopedic Surgery
Arthroscopy
Sports Injuries
Joint Replacement
Fractures
Spinal Injuries

November 29, 2021

Dear Mayor Wunderlich and the Members of the City Council,

We have become aware that LA County intends to change the operations of the Virginia Robinsons Gardens.

Increase the visitors to 200 visitors a day
Increase the days to every day, including all Holidays
Increase the hours until sunset
Increase the special events to 24 events a year, up to 4 a month

We are especially concerned that the special events will include Weddings and celebrations.

All of this will substantially impact the noise in our neighborhood and the parking on our neighborhood streets. We have a very quiet neighborhood and all value our peaceful surroundings.

Please help us protect our neighborhood.

Thank you,

Behrooz and Angel Broukhim

[redacted]

10640 Riverside Drive • North Hollywood, CA 91602 • (818) 755-6500
9763 W. Pico Boulevard • Suite 200 • Los Angeles, CA 90035 • (310) 552-1488
Fax (818) 980-7144

Reply all | Delete Junk | •••

Fw: Opposition to Changes to Robinson's Gardens Operations

Timmi Tway
Today, 5:21 PM
City Clerk; Chloe Chen; Ryan Gohlich

Reply all |

Inbox

Label: E2K10 731 Day Retention Tag (2 years and 1 day) Expires: 12/7/2023 5:21 PM

From: Daniel Farasat <[redacted]
Sent: Monday, December 6, 2021 5:11 PM
To: Timmi Tway
Cc: [redacted] Masud Hakim
Subject: Opposition to Changes to Robinson's Gardens Operations

CAUTION: External Sender
Use caution when clicking links or opening attachments

Dear Ms. Tway:

I am writing to convey my opposition to the county's proposed changes to the Gardens' operations.

I strongly support the Gardens' role in education for those throughout the county but these proposed changes are not in conformance with that goal.

I practically grew up on Elden Way, and I am planning to build a home on Carolyn Way - adjacent to the Gardens.

With only 4 events a year, the Gardens cause substantial traffic, noise and air quality issues -- before, during and after event days. With the proposed 24 events per year and large events like weddings without limits on parking, the environmental impacts would be insufferable. Additionally, the proposed extension of hours of operations (including Sundays) for visitors, would make the imposition on the neighborhood limitless.

The goals of Virginia Robinson's bequest can be met without turning the Gardens into a commercial enterprise/event space for hire. The proposed changes are anathema to her bequest and would impose an undue burden to the neighborhood and the City of Beverly Hills.

I would also appreciate a link to tomorrow's hearing.

Sincerely,

Reply all | Delete Junk | •••

FW: Urgent - Opposition to Virginia Robinson Garden Operation

Timmi Tway
Tue 12/7/2021 8:07 AM
To: **City Clerk**
Cc: Ryan Gohlich; Chloe Chen

Reply all |

Inbox

Label: E2K10 731 Day Retention Tag (2 years and 1 day) Expires: 12/8/2023 8:07 AM

From: Jonah Feit [mailto [redacted]
Sent: Monday, December 6, 2021 7:59 PM
To: Timmi Tway <ttway@beverlyhills.org>
Subject: Urgent - Opposition to Virginia Robinson Garden Operation

CAUTION: External Sender
Use caution when clicking links or opening attachments

Dear Mayor Wunderlich and the City Council,

My Grandparents, Ben and Esther Kashanian, and I are **strongly opposed** to the Virginia Robinson Gardens proposed changes to their operations.

While we are supportive of the Gardens mission, the changes proposed will adversely affect our neighborhood and threaten our right to the quiet enjoyment of our homes.

The Gardens already disregards the parking laws, and increasing the number of events from 4 to 24 will have a major negative impact on the traffic and parking situation in our neighborhood.

There are times when emergency vehicles would not be able to get through. We do not want to have a tragedy occur because the Gardens were not interested in following safety protocols.

These proposed changes are alarming. Increasing from 100 to 200 visitors a day, when there are only 20 parking spaces at the Gardens will clog our neighborhood.

Also adding Weddings, family celebrations, meetings, and commercial filming will essentially change the Gardens into a commercial venue, and will completely ruin the fabric of our neighborhood. The noise from these events alone will disrupt the peaceful nature of our neighborhood.

In the face of resident opposition, the Gardens already expanded outside of their original scope in 2014. This cannot be allowed to happen again, and in fact, perhaps they should be forced to return to the prior original conditions.

Reply all | Delete Junk | •••

We respectfully request that the City Council stand by your residents and take a resolute position against the expansion in its totality.

Respectfully,

Jonah Feit

Ben Kashanian

Esther Kashanian

[redacted]Crescent Drive

Reply all | Delete Junk | •••

Fw: Virginia Gardens proposed increased activity

Timmi Tway
Today, 5:21 PM
City Clerk; Ryan Gohlich; Chloe Chen

Reply all |

Inbox

Label: E2K10 731 Day Retention Tag (2 years and 1 day) Expires: 12/7/2023 5:21 PM

From: [redacted]
Sent: Monday, December 6, 2021 4:14 PM
To: jyom@parks.lacounty.gov
Cc: Timmi Tway
Subject: Virginia Gardens proposed increased activity

CAUTION: External Sender
Use caution when clicking links or opening attachments

Dear Julie,

My husband and I want to register our strong opposition to the newly proposed increase in activity slated for Virginia Gardens which sits atop our cul-de-sac. We are proud to have this lovely jewel in our midst but we object to tripling access to it seven days a week, especially on weekends. This was not the contract that had been negotiated when we bought our home at [redacted] North Crescent Drive. The congestion and traffic will not only destroy the ambience of our neighborhood, but will decrease the value of our homes as well. I'm sure the County would not be pleased to have all of our neighborhood come to them to recapture compensation for their losses imposed on them without a vote!

Paul and I strongly support our City, County and neighborhood. We would like to be reassured that our City and County support their constituents as well. Please reconsider these excessive changes and let us work together for a peaceful resolution.

Thank you for your time and attention.

Sincerely,

Vera and Paul Guerin

Reply all | Delete Junk | •••

Fw: Virginia Robinson Gardens

Timmi Tway
Today, 12:40 PM
City Clerk; Ryan Gohlich; Chloe Chen; 6-Laurence Wiener; RWG DavidSnow

Reply all

Inbox

Label: E2K10 731 Day Retention Tag (2 years and 1 day) Expires: 12/7/2023 12:40 PM

From: Dar Mahboubi <[redacted]>
Sent: Monday, December 6, 2021 12:14:58 PM
To: Timmi Tway
Cc: [redacted] Masoud Hakim
Subject: Virginia Robinson Gardens

CAUTION: External Sender
Use caution when clicking links or opening attachments

_____

Dear Mayor Wunderlich:
Dear members of the City Council:
We, the undersigned, are writing to voice our objections to LA County's suggested modifications to the schedule of operations at Robinson Gardens.
These proposed changes will essentially render the Gardens into a commercial venue, and will completely ruin the fabric of our peaceful residential neighborhood.
We request that the City of Beverly Hills voice it's objections to the County in the strongest form possible.
Respectfully:

dar Mahboubi
Mahie Mahboubi
Jonathan Mahboubi
Rebecca Mahboubi

Mayor Wunderlich and Members of the City Council,

As an attorney, who formerly practiced Estate Planning law in Washington, DC, I have looked at the Original Grant Deed and the Agreement. * I maintain that many of the new changes proposed by the County- Weddings, family ceremonies, meetings or commercial filming- go beyond the original Donor Intent of Virginia Robinson, as contained in the Original Grant Deed and the Agreement.

In the original Grant Deed, page 2, line 17-20 states

"1. The said property, excluding the buildings thereon, shall be held and used by said Grantee perpetually for the purpose of an arboretum or botanic garden and for no other purpose inconsistent with said use."

On page 2, line 27-30, the Grant Deed further states,

"4. No business for profit shall ever be conducted on said property but the same shall at all reasonable times be open and available for the benefit and enjoyment of the general public as an arboretum garden."

An arboretum is defined as

"A botanical garden devoted to trees."

A botanic garden is defined as

"An establishment where plants are grown for display to the public and often for scientific study."

In the Agreement, several other uses of the residence were specified. On page 4 and 5,

"to use said residence building, or make it available as follows: (1) to the extent feasible and practicable, use in the nature of a museum for the benefit and enjoyment of the general public, or (2) as a guest house for official visitors to the County of Los Angeles, city of Beverly Hills or other incorporated cities located in the county of Los Angeles, (3) for library or educational purposes, or for any other

charitable purpose deemed appropriate by Second Party, including a combination of (1) and (2) above……"

"No use of the said residence or contents shall be made or permitted for any purpose contrary to the provisions of Section 501 (c) (3) of the Internal Revenue Code……"

I believe the County should have to follow the intent of Virginia Robinson, as spelled out in the relevant documents and a legal argument could be made that the new proposed purposes of Weddings, family ceremonies, meetings or commercial filming go beyond those purposes.

If the County breaches or violates the conditions, pursuant to the original Grant Deed and the Agreement, the title to the Virginia Robinson Gardens vests in the City of Beverly Hills. The City would then have to follow the conditions set forth in both documents.

Thank you,

Kathryn Checchi, JD
Georgetown University Law School '78
Member of the DC Bar and Texas State Bar

*Agreement made in 1976 by and between Alfredo De La Vega and Security Pacific National Bank as Co-conservators of the Estate of Virginia D. Robinson, and the County of Los Angeles. The City of Beverly Hills, as a contingent remainderman beneficiary, agreed to be bound by the terms of this agreement by Resolution No. 77-R

Dear Mayor Wunderlich and the City Council,

We are vehemently opposed to the Virginia Robinson Gardens proposed changes to their operations.

While we are supportive of the Gardens mission, it should not come at our expense.

These changes are outrageous and threaten our right to the quiet enjoyment of our homes.

The Gardens already disregards the parking laws, and the Elden Way no parking restrictions. They allow visitors and event trucks to take over Elden Way on a regular basis despite that being prohibited, and routinely block resident driveways cutting off access to our homes.

There are times when emergency vehicles would not be able to get through. We do not want to have a tragedy occur because the Gardens were not interested in following safety protocols.

These proposed changes are alarming. They essentially change the Gardens into a commercial venue, and will completely ruin the fabric of our neighborhood.

In the face of resident opposition, the Gardens already expanded outside of their original scope in 2014. This cannot be allowed to happen again, and in fact, perhaps they should be forced to return to the prior original conditions.

While the current situation is bad enough, these changes significantly threaten our safety, our security, and our way of life.

We respectfully request that the City Council stand by your residents and take a resolute position against the expansion in its totality.

Yours Sincerely,

Bjorn & Todd
Brodia Todt

B. Todd
[redacted] Summit Dr
B.H. CA 90210

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We respectfully request that the City Council stand by your residents and take a resolute position against the expansion in its totality.

Yours Sincerely,

JACQUELINE & ISAAC MORADI

[redacted] N HILLCREST DR. B.H CA 90210

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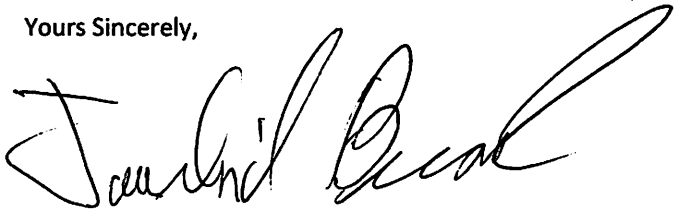
Yours Sincerely,



Julia BERGOURHEM

Dear Mayor Wunderlich and the City Council,

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We respectfully request that the City Council stand by your residents and take a resolute position against the expansion in its totality.

Yours Sincerely,

[redacted] LAUREL WAY

MESA BOULOU

Dec. 6, 2024

Dear Mayor and Citi Council members,

I live in right next to Virginia Robinson Garden. The Garden is located at the cul de sac street in the complete residential area. With the philanthropic heart the donor Mrs. Robinson donated her residential home to the County and then to City, if the condition is broken, so that it can be preserved and still viewed by the public as was cherished and cared after her life. Thus the gifting her home to be a garden after her life was made based on the mutual understanding and agreement by all parties concerned, which must include the donor Mrs. Robinson, her neighbors in addition to L.A. County government officers, that her home would be open to public without causing harms to the neighbors to the extent her home and furnishings are preserved.

Since my moving in in 2015, here is what I observed:

1. Crime. People loitering around the street either while waiting their appointment or to look at the Garden location for searching. As resident, whenever strangers wander, we have to worry if they are for the Garden visits or for something else. My house had intruders twice already. I notified the Garden superintendent about it, and upon my notice he added multiple cameras for the garden for its safety.

   In order to prevent crime and protect the residents, Beverly Hills City Ambassador hot line tells us to report any suspicious people who don't seem to belong to the neighbor. How will it be possible to tell who is who. We will be open to more crimes and targets.

2. Chaotic environment. Whenever there is an event, the days before and after, the catering and equipment trucks occupy the street and create the chaos. At night we often hear loud music from the Garden or some neighbors. The Beverly Hills City and this neighbor are no more an areas for quiet enjoyment. Unless the County and the City wants to blend the L.A. County intend to blend whole downward.

3. Emergency Safety. During the events, the guests and visitors occupy the streets, and we have hard time just to get in and out of our house. When there is emergency situation, it will cause a life threatening situation due to the traffic whether it is just parked or whether it is slow moving traffic to find parking when and where there is no thorough way.

There are so many urgent issues the Los Angeles County and the City and all other governments are expected for its constituents like providing low income housing, homeless issues, etc. Instead of working on those urgent matters, how come they create this matter during this pandemic, where crimes and vandalisms are soaring, and in the name of giving the public more benefits?

I sincerely request the Beverly Hills take active action to dismiss the proposal. Otherwise, the County is in violation of the gift agreement by the donor Mrs. Robinson.

Sincerely yours,

Robin Kim

Reply all | Delete Junk | •••

Re: Virginia Robinson Gardens

Timmi Tway
Today, 8:14 AM
JODI STINE [redacted] Chloe Chen

Reply all |

Inbox

Label: E2K10 731 Day Retention Tag (2 years and 1 day) Expires: 12/1/2023 8:14 AM

Hello Jodi,

I have received your email and it will be provided to the City Council,

Thank you,

Timmi

From: JODI STINE [redacted]
Sent: Tuesday, November 30, 2021 8:00:00 AM
To: Timmi Tway
Subject: Virginia Robinson Gardens

Dear Timmi,

My name is Jodi Stine and I'm writing to share my concerns about the recent proposed 100% increase in daily visitors and the 500% increase in yearly events by the Robinson Gardens.

As a neighbor, our main concerns are:

1). #1 SAFETY - With the exponentially large increase in visitors, who is going to keep the Beverly Hills residents safe? With the recent spate of crimes in Beverly Hills, safety seems like an issue that should be of the utmost priority. How is the city of Beverly Hills going to address this increase in visitors?

2). PARKING - it gets crazy with cars on Cove Way, Hartford and Lexington- Cove Way in particular is not a wide street - and parking is only allowed on one side; this makes parking at a premium. Our driveway is used as a 3-point turning point and we've had our share of semi-blocked driveways. How will the city handle this parking/traffic/safety mess?

3). NOISE POLLUTION - our neighborhood is shaped with some steep hills and the noise travels - what impact will the increased amount of visitors have on our quiet neighborhood?

Reply all | Delete Junk | •••

I am asking the City Council's assistance to help us address this proposal, as I believe, it will have a negative impact on our neighborhood.

We enjoy very much living near the Gardens; they have been good neighbors! In return, we have supported their fundraising efforts and mission - and have learned to live with and accommodate the current state of visitors and events.

However, now, with these proposed changes, I fear that we will be looking forward to barbed wire fencing, security guards, and parking lots - exactly what I would expect living next to a public catering hall.

Please consider helping us find a compromise!

Thank you,
Jodi & Don Stine
[redacted]

**Could you please confirm that you received this email.*

	1980	*2014*	*2021 Proposal*
Days Open to Public	4 days/ week Tues-Fri Holidays: Closed	5 days/week Mon-Fri; closed on Holidays	***Seven Days a Week*** ***No Holiday Closures***
Hours	9:30 AM – 3:30 PM	9 AM– 4 PM	**9:30 AM - Sunset**
Attendance Limits/Tours	100 visitors/day With reservations	100 visitor/day With reservations	**200 visitors/day with reservations**
Types of Events	Educational Programing	Public Programs conforming to hours and visitor limits	**Existing Events plus private family events such as weddings.**
Special Uses	2/Year Patron Party Garden Tour No Attendance Limits	4/year Garden Tour (2 consecutive days)	**24/year; up to 4 events per month**
Parking	• Limited to 20 spaces onsite • No Street Parking • No Walk-ins • No Drop-offs	• Onsite parking only • No street parking • Walk-ins allowed	**No restrictions indicated**

--
Sent from Gmail Mobile

Reply all | Delete Junk | •••

Fw: Robinsons Gardens from a neighboring resident

Timmi Tway
Today, 6:18 AM
Chloe Chen

Reply all |

Inbox

Label: E2K10 731 Day Retention Tag (2 years and 1 day) Expires: 12/14/2023 6:18 AM

From: Morales, Fernando [redacted]
Sent: Friday, December 10, 2021 5:17:46 PM
To: Patricia Wittenberg; jyom@parks.lacounty.gov
Cc: Timmi Tway; Powell, Marley
Subject: RE: Robinsons Gardens from a neighboring resident

CAUTION: External Sender
Use caution when clicking links or opening attachments

Hi Patricia and Armin,

Thank you for your e-mail to Supervisor Kuehl regarding the proposed operational changes at Virginia Robinson Gardens. I have made sure that it reached her. Your input is important to Supervisor Sheila Kuehl. For that reason, she asked me to respond to your inquiry.

The Los Angeles County Department of Parks and Recreation (DPR) has just initiated the process of considering and analyzing the potential environmental impacts of the proposed operational changes. Specifically, a Supplemental Environmental Impact Report (SEIR) will be prepared and is anticipated to be completed by April 2022 at which time the public will have the opportunity to review the document and provide comments. DPR will also hold a community meeting in April 2022 to present the SEIR and receive public input.

I'm glad that you're connected to DPR as well. Thank you for reaching out to our office and sharing your input.

Sincerely,

Fernando

Fernando R. Morales *(He/Him/His)*
District Director, West/Metro LA
O: [redacted]
C:
Web/Facebook/Twitter

Reply all | Delete Junk | •••

Supervisor Sheila Kuehl

Sign Up for Kuehl Happenings
Commendation Requests
COVID-19 Resources
LA County's Response to COVID-19

From: Patricia Wittenberg [redacted]
Sent: Friday, December 10, 2021 3:46 PM
To: Sheila <Sheila@bos.lacounty.gov>; jyom@parks.lacounty.gov
Cc: ttway@beverlyhills.org
Subject: RE: Robinsons Gardens from a neighboring resident

Dear Ms. Kuehl and Ms Yom,
Please see our attached letter regarding Robinsons Gardens. Thank you.
Cc to the City of Beverly Hills.
Regards,

Patricia & Armin Wittenberg
[redacted]Carolyn Way
Beverly Hills 90210
[redacted]

Patricia & Armin Wittenberg [redacted] Carolyn Way

Beverly Hills, CA 90210

Dear Sheila Kuehl and Julie Yom,

Thank you for taking the time to read/listen to us residents' issues regarding proposed changes to Robinsons Gardens.

We, just as many of our neighbors have expressed, are in opposition to the proposed changes for Robinsons Gardens for the same reasons: it would increase unwanted noise, music as well as create traffic, parking, and enforcement problems for the City of Beverly Hills etc.

We have lived here for over 20 years. We assure you, that this is an extremely quiet neighborhood—one of many reasons we chose to purchase a home here. When the annual fundraiser for Robinsons Gardens takes place, we assure you we easily hear loud music and….loud conversation/voices. We are happy to be gracious neighbors to accommodate this important fundraiser.

I might note that one proponent of the proposed changes, made a comment that Virginia Robinson held THREE party events per week. As if that justifies having increased noise and music in our neighborhood in 2021/2022?? That is an irrelevant statement…

The proposal of having up to 24 special events or weddings per year is unacceptable for a few reasons:

--The idea is a commercial enterprise. Did Virginia Robinson allow this?

--Theoretically…..IF these weddings/events were to take place, where does the profit money go to? Does Robinson Gardens have the benefit of the funds? OR…does the profit money go to a Los Angeles County general fund

--Robinsons Gardens is VERY small…only 6 acres. There is truly not enough acreage and foliage to dampen music and voices of events. Sound travels very easily through this neighborhood. The County would be forcing us to listen to wedding/function music that others

chose? The music could run the range from Italian, Greek, Scottish bagpipers, Rap, to Polka music…etc. This would be an intrusion to the "quiet enjoyment of our property" which we believe residents are legally entitled to.

--The idea of increasing the hours to sunset: we can imagine, if this is instituted, that the next idea would be to have music/concerts on the lawn in the evening. Again…this would be intrusive to the neighborhood.

I have been a member of the Huntington Gardens Art Guild in San Marino for over 10 years (as Parker Wittenberg), and have witnessed their increase in activities held over the years, in filming, music etc. that can increase noise, sound and traffic. One BIG difference they have with Robinsons Gardens—Huntington Gardens has 207 acres of trees, vegetations and buildings to mute music and other sounds on their property. Hence residents in the neighboring houses would hear nothing or next to nothing. They also have a very large parking lot.

To do the noise studies, traffic studies etc, LA County has to spend tax money to do so. We would prefer our tax dollars to be spent on keeping all LA County parks clean, maintained, with outreach as necessary, for the homeless and drug addicted who may also be visiting the park.

The ideal would be to close down the proposed changes to Robinsons Gardens….and do not spend money to do the studies.

Thank you again for your time.

Sincerely,

Patricia Wittenberg

Armin Wittenberg

Michael & Michele Wiener
[redacted]
Beverly Hills, CA 90210
[redacted]

November 29, 2021

Honorable Mayor Wunderlich &Councilmembers
City of Beverly Hills
455 North Rexford Drive
Beverly Hills, CA 90210

Re: Virginia Robinson Gardens

Dear Mayor and Councilmembers,

I am informed that Los Angeles County is proposing to change the operations of the Virginia Robinson Gardens in the following manner:

- Increase the visitors to two hundred (200) visitors a day
- Increase the days to every day, including all Holidays
- Increase the hours until sunset
- Increase the special events to twenty-four (24) events a year, up to 4 times in one month

Such changes will necessarily impact traffic and noise in our neighborhood and make our streets even more dangerous. In addition, the proposed special events (e.g., weddings and celebrations) will disturb the quiet of our neighborhood.

The value of property and the desirability of living in Beverly Hills, and especially the hills of Beverly Hills, is linked to safety, traffic, minimal transient visitors in residential neighborhoods, and quiet streets. We think that the proposed changes will adversely impact the very attributes which make Beverly Hills a desirable place to live.

Please work with Los Angeles County and other involved parties to limit, if not stop, the proposed changes from being implemented.

Michael Wiener

Patricia & Armin Wittenberg [redacted]
Beverly Hills, CA 90210
[redacted]

Dear Mayor Wunderlich and the Members of the City Council,

LA County is proposing a change the operations of the Virginia Robinsons Gardens.

Increase the visitors to 200 visitors a day
Increase the days to every day, including all Holidays
Increase the hours until sunset
Increase the special events to 24 events a year, up to 4 a month

These changes will adversely impact the noise in our neighborhood. Please understand noise, music, and human voices waft loudly throughout these low canyons. We are kitty corner to Robinsons Gardens. We are fine being gracious and accommodating to the annual fundraiser for Robinsons Gardens. However, the proposed special events, which will include Weddings and celebrations, will disturb the daily quiet of our neighborhood and increase parking on our neighborhood streets. Presently, we have a very quiet neighborhood and all value our peaceful surroundings.

Please understand too, that there are other events that go on in the neighborhood that are allowed and we need to accommodate, i.e. filming at Grayhall on Carolyn Way. We are just about midway between Robinsons Gardens and Grayhall. Hence, we hear all the noise and commotion from both locations as parties and filming goes on.

Please help us protect our neighborhood. After being on a Zoom call with LA County Parks & Recreation, and various concerned neighbors, it appears to us that LA County has not really thought out the repercussions to the neighborhood prior to putting out their idea of commercializing Robinsons Gardens.

Thank you,
Regards,
Patricia & Armin Wittenberg

Dec 7th, 2021

Dear Mayor Wunderlich and City Council Members,

I represent the Checchis who live on Cove Way very near the Gardens.

The nearby residents desperately need your help.

My client and I have spoken with a number of residents who live in the immediate area, and they recount story after story of the Gardens being disrespectful neighbors who routinely break the rules.

They refuse to cut back foliage that hangs into one neighbor's yards, and threatened them when they attempted to cut back the trees themselves which is my understanding they have a right to do.

They disregard the no parking rule on Elden Way. Event trucks and cars block driveways and streets to such a degree that residents are routinely denied access to their homes, and have to cancel their own family events.

Residents, many of whom are elderly, are concerned for their safety as regularly the street is so blocked that emergency vehicles simply cannot access their homes.

They tell of past Elden Way neighbors who have moved because of the negative impacts the Garden had on their lives.

The Gardens have no interest in creating parking on their property, yet they are quite happy to impose the impacts of their guests and events onto my clients and their neighbors.

There is not only a need to address these expansion requests of the Gardens, there is a need to address the current situation.

You are hearing from a number of residents in the immediate area- Elden Way, Cove Way, Carolyn Way, etc. Look at how many properties the Gardens shares property lines with!

The county told us they intend to follow all of the Beverly Hills residential rules. The Gardens is **not** a residence, and it should not be treated as such.

This image taken from their website shows available capacity of 865 people.

Some ideas:

1- Assign a code enforcement officer dedicated solely to this area which is paid for by the Gardens
2- Ensure that the Gardens have to apply for Special Event Permits
3- Ensure that with their current events, they have secured designated off- residential area parking that visitors are shuttled to
4- The Gardens should not be treated like a residential property in any way, shape or form. They do not behave like a residential property, and they are not a residential property. They are functioning at a commercial property in terms of function, use and impacts despite their non-profit status.
5- How are the liquor licenses to be handled if they are allowed weddings?

The resident's way of life is being severely threatened. They have a right as Council Member Gold said recently to the "quiet enjoyment of their homes" which they are currently being denied, and which is under serious attack by these new requests.

We feel the SEIR process will be a farce with the outcome already predetermined. Even if the impacts do not reach EIR and CEQA concern levels, they will far exceed what should be permissible for the neighborhood.

We looked at the Grant Deed and I think the argument could be made that the Gardens are actually currently in violation of the terms of that Deed. Our position is that the new intensification certainly is in violation.

This intensification is bad for your residents, bad for Beverly Hills, and bad for the health and safety of those in the area.

We respectfully ask that you do all that you can in your power to protect them.

Yours Sincerely,

Debbie Weiss

Dear Mayor Wunderlich and City Council Members,

Residents are very concerned about the significant negative impacts the intensification of the Garden's proposed uses will have upon us, and we ask that you take a position either in opposition to this expansion, or with a view to scaling it back significantly and imposing mitigation measures.

Given the Council's recent positions and votes to take action on Air BNBs, and Fractional Ownership due to the impacts created by transient residential use, we ask that the Council vote similarly here as these impacts are of a similar nature, but far more impactful, being on a commercial scale.

As neighbors, we are very supportive of the Virginia Robinson's Gardens and their mission to expose all city dwellers, especially inner-city children, to nature.

However, we believe that there will be a number of impacts from the Expansion of Hours, Events and additional people visiting the Virginia Robinson Gardens. During their current events, the burden on the neighborhood is severe, and for a few times a year, we have been willing to look the other way. But the proposed expansions will permanently alter our way of life. As Councilmember Gold put it recently "everybody is entitled to the quiet enjoyment of their homes," and if this expansion proceeds as the County wishes, we will be denied that right.

The Gardens are proposing 200 visitors a day (currently 100), Seven days a week, including Holidays (currently Monday-Friday), Hours of 9:30 am to Sunset (currently 9am-4pm) and 24 events a year to include filming, Weddings, family ceremonies, meetings, seminars and classes (currently up to 4 events, subject to BH event restrictions).

	1980	***2012***	***2021 Proposal***
Days Open to Public	4 days/ week Tues-Fri Holidays: Closed	5 days/week, Tues – Sat. Open on Holidays, except Christmas and New Years	***Seven Days a Week*** ***No Holiday Closures***
Hours	9:30 AM – 3:30 PM	9:30 – 5:30 AM	**9:30 AM - Sunset**
Attendance Limits/Tours	100 visitors/day With reservations	100 visitor/day With reservations	**200 visitors/day**
Types of Events	Educational Programing	Public Programs conforming to hours and visitor limits	**Existing Events plus private family events such as weddings.**
Special Uses	2/Year Patron Party Garden Tour No Attendance Limits	4/year Garden Tour (2 consecutive days)	**24/year**
Parking	• Limited to 20 spaces onsite • No Street Parking • No Walk-ins	• Onsite parking only • No street parking • Walk-ins allowed	**No restrictions indicated**

	• No Drop-offs		

FIRE

Our neighborhood has recently been designated a Fire hazard area, with signs being posted throughout the neighborhood.

Palm trees have been identified as very susceptible to fire, with the embers from palm trees being capable of blowing large distances. The VR Gardens has an extensive grove of palm trees. Additional visitors could increase the risk of fire.

And neighbors have recounted that during Garden events, roads and driveways have been blocked by guest and “Party Van” parking.

I believe a fire engine is too large to enter the Gardens. Is there a dedicated fire hydrant within the Garden? Sometimes people park in front of fire hydrants on the street. Since the property is owned by the County, who will respond to fires? Will a slow response time from the County or an inability of a fire truck to enter the Gardens put our neighborhood at risk for fire?

SAFETY

Currently, we do not see the Beverly Hills Police patrolling our neighborhood on a regular basis to prevent personal injury or property damage. How will be protected from additional people entering our neighborhood to attend events at the Gardens? How will emergency vehicles get through crowded streets?

TRANSPORTATION/ TRAFFIC

We already have a very busy neighborhood during the week.

Several large construction projects for private residences which will take years to complete have been permitted in the area. This brings construction trucks and workers to the area.

The city has also allowed the contractors for repaving the streets to set up along Lexington, taking up parking for their equipment along the street and moving equipment along Lexington.

We all have large homes which require regular maintenance- gardening, pool, housekeeping and construction maintenance. These trucks and vehicles park on our streets.

Hartford Way is a primary access road to Benedict Canyon and already there is a long line of cars lined up along Hartford early afternoon and evening to turn right on Benedict Canyon.

The County wants to add an additional 100 visitors to the VR Gardens A DAY, which will be a burden to an already busy neighborhood. There is no public transportation close enough to the Gardens, so they will drive, adding to the traffic.

PARKING

Add the parking of all the construction vehicles for new private homes, contractors for street paving, vehicles for maintenance of existing homes and our neighborhood parking is already crowded.

The Gardens has only 31 parking spaces- 25 for visitors accessed on Elden Way and 6 for staff accessed on Cove Way. The County is asking for a total number of visitors of 200 a day. The county has conceded that their visitors will park on the nearby resident streets. We are expected to bear the brunt of twice as many visitors per day as well as the commercial scale wedding, etc events.

On-street parking is limited. There is no parking on Elden Way for VR Gardens, Crescent and several other streets have a 2-hour limit, so many of the remaining streets are chock full of vehicles seeking to park.

Events at VR Gardens would pose a special problem- valet parking for the guests would occupy all the side streets and event trucks for set up and delivery would also be a burden.

NOISE

The County proposes that the VR Gardens be open every day, including Sundays and Holidays. They also seek to increase the hours and the special events from 4 to 24 events a year, including turning the Gardens into a Wedding Venue.

This is a very quiet neighborhood, especially in the evening. Residents realize that noise really carries here, so they are especially respectful about parties. Evening events at the VR Gardens would pose a special hardship on the neighborhood.

On weekends (especially Sundays and Holidays) the neighborhood is very quiet. It is the one respite we all have from the busy noise of the weekdays. Sunday visitors would impact the neighborhood a lot.

AIR QUALITY GREENHOUSE GAS EMISSIONS

Additional people, events would add to poor air quality

SUPERVISION

Currently, Events (up to 4 per year) are allowed at the Garden subject to Beverly Hills event restrictions. The new proposed events (up to 24 a year)- or about one every other week! Who will supervise?

Who will respond to emergencies? Who will police, respond to fires and generally deal with any disruption from noise, parking or emergency health issues?

WATER

Since we are in a drought and conserving water, the Gardens are already a huge user of water. More visitors and more events will use up even more water at the Gardens.

LIGHTING

Currently, there is limited outdoor lighting at the Gardens. With increased events at night, there will need to be additional lighting installed for safety reasons.

WILDLIFE

Currently, we have birds and small animals, squirrels, etc., in our neighborhood who come out on the quiet weekend days and in the evenings. How will additional visitors and additional events, impact the wildlife of the Gardens and the surrounding neighborhood?

HISORICAL RESOURCES

The VR Gardens are a jewel box, already requiring a lot of maintenance. How will this increase in visitors and events affect the degree of maintenance at the Gardens.

Also, the mission of the Gardens is to educate and expose a wide range of visitors to nature. How is turning the Gardens into a filming or Wedding venue for

commercial gain part of the mission of the Gardens? We believe that with the new changes proposed by the County, the Gardens are being used for money-making ventures, not for their true mission. And all at the residents expense.

We ask that the Council take a position either in opposition to this expansion, or requiring a significant scale down. Your residents need serious mitigation measures put in place. While this expansion will benefit the County, we fail to see the benefits to the residents who live there. Or the City for that matter. This puts a financial burden on the City with code enforcement, perhaps emergency services, etc but with the financial benefits going to the County.

This proposal not only burdens us by impacting our way of life, it poses a health and safety concern. During their current events, driveways and streets are often blocked off due to errant parking by visitors. Emergency vehicles may be blocked from accessing certain areas. Who will be legally responsible if that occurs?

We would like to respectfully request the following:

- The Council take a position either in opposition to this expansion, or with a view to scaling it back significantly and imposing mitigation measures
- An ad hoc committee of 2 City Council members as occurred with the Basement Ordinance (where one City Council member had to recuse)
- Suggestions of **requiring** the Gardens to secure offsite parking lots and shuttle buses
- **Requiring** their valets to park in the offsite parking (not the residential areas)
- **Requiring and have the Gardens** pay for the hiring of an extra code enforcement officer
    - Or overtime of current officers

As the County does not appear receptive to our concerns, we need the Council to stand up for your residents.

Yours Sincerely,

Kathy Checchi 1007 Cove Way
Alfred Checchi 1007 Cove Way

Arnold Messer 1020 Cove Way

Sharon Messer	1020 Cove Way
Patricia Wittenberg	1065 Carolyn Way
Armin Wittenberg	1065 Carolyn Way
Robin Hwajin Yoon Kim	1005 Elden Way
Elizabeth Seri Kim	1005 Elden Way
Andrew Young Kim	1005 Elden Way
Madeline Kim	1005 Elden Way
Chuck Alpert	1035 Carolyn Way
Jodi Stine	1024 Cove Way
Don Stine	1024 Cove Way
Antony Spencer	1075 Carolyn Way
Laurie Spencer	1075 Carolyn Way
Robert Wood	1132 Laurel Way
Michael Weiner	1050 Carolyn Way
Michelle Weiner	1050 Carolyn Way

[redacted]Carolyn Way
Beverly Hills
California 90210

Timmi Tway
City of Beverly Hills
455 N Rexford Dr
Beverly Hills
California 90210

7th December 2021

Dear City Council Members,

RE: Proposed Supplemental Environmental Impact Report
Increased usage of Virginia Robinson Gardens, Beverley Hills

I am completely opposed to any expansion of the current scope of operations, which is absolutely inappropriate in a quiet residential area.

I have lived for approximately 8 years with my wife close to Virginia Robinson Gardens, at [redacted]Carolyn Way. I am therefore very well aware that this is a quiet residential neighbourhood, rich in nature, and with a road network that has only a limited capacity to carry traffic and to support parking. Virginia Robinson Gardens is a pleasant oasis, set deep within the residential area.

What is proposed is a considerable increase in activity, which will be to the total detriment of the residents who live in the area. Residents are already severely impacted under the current conditions, and I am completely opposed to any further increases in use.

The proposal seeks that there should be a doubling of daily visitors, a 6-fold increase in events, and an extension of activities from 4pm to sunset (which is 8.10pm in mid-summer). This is totally unreasonable.

Your current concern is the scope of the SEIR. I advocate that this should focus upon:

- Noise; primarily the noise arising from events, especially amplified music and speech, and especially outside the main working day, when residents are entitled to expect quiet enjoyment of their homes. The assessment should include ambient noise readings taken in the evening in a variety of conditions, and predictions spanning the wide range of event types that are envisaged.

- Transportation/traffic; particularly how parking of vehicles is to be accommodated without causing environmental damage. It is particularly important that the assessment considers staff and contractors' vehicles as well as the vehicles of those attending events.
- There should be an assessment by speaking to the nearby neighbors that seeks to understand just how impactful the current situation is. Multiple neighbors report cars routinely blocking access to their homes, event cars and truck parking on Elden Way in violation of the rules, etc. This is a health and safety issue that must be explored to the fullest. And that means speaking to those who live nearby.
- Air quality/greenhouse gas emissions; since all users of the site are likely to arrive and depart by motor vehicle, it is clear that this is not a sustainable location for commercial activity of the type proposed. The assessment should take into account drivers having to cruise around the area in search of parking, and performing manoeuvres in order to park in constricted spaces.
- Urban character; noting that what is proposed is a high degree of commercial activity in the midst of a quiet residential area with a very distinct character.
- The other issues you identify (namely energy and historical resources are important too.

I shall be grateful if you will keep me informed of your progress, and also ensure that I am notified of further opportunities to comment upon what is proposed.

Yours sincerely,

Antony Spencer & Laurie Spencer

PROJECT NOTE

DOCUMENT CONTROL			
DOCUMENT TITLE	VIRGINIA ROBERTS GARDEN (VRG)	**REVISION**	R00
DOCUMENT NUMBER	0051346-0820-0	**ISSUE DATE**	7TH DECEMBER 2021
PROJECT NAME	INCREASED USAGE OF VRG - NOISE	**AUTHOR**	DANI FIUMICELLI
STATUS	ISSUE	**CHECKED**	JS
ISSUED TO	ANTONY SPENCER	**PASSED**	DB

INTRODUCTION

1.1. This Project Note provides comments regarding the noise issues associated with the proposed Supplemental Environmental Impact Report (SEIR) for the increased usage of Virginia Robinson Gardens, 1075 Carolyn Way, Beverley Hills, CA (VRG).

UNDERSTANDING OF THE PROPOSAL

1.2. It is understood that the proposed changes to the use of the VRG will mean a considerable increase in activity with a doubling of daily visitors, a 6-fold increase in events, including use of amplified sound, and an extension of activities from 4pm to sunset (which is understood to be in the mid-evening around 8.00 pm in mid-summer), with associated increases in vehicular traffic to and from the VRG.

BASELINE BACKGROUND NOISE LEVELS AND AMBIENT SOUNDSCAPE

1.3. The effect of noise on people and the use of their homes not only depends on how loud the noise is in terms of noise level, and any relevant regulatory controls; but also, how the noise in question relates to existing background noise levels and the ambient soundscape.

1.4. For example, this would include considering the following:

- What might be the difference between representative background noise levels at outdoor amenity spaces at residential properties and the predicted noise from VRG? and,

- What might be the increase in noise level at outdoor amenity spaces at residential properties due to the predicted noise from VRG? and,
- Does the noise from VRG contain characteristics that increase its impact? For example, the low frequency bass thump of modern amplified music and the information content of amplified speech mean that the noise has a greater impact compared to the relatively anonymous sound such as steady traffic noise from busy but distant highways.
- How might the noise from VRG contrast or blend with the existing soundscape at outdoor amenity spaces at residential properties? i.e. how congruous will the noise from VRG be in the context of the existing sounds making up soundscape in the area.

1.5. Consequently, any noise assessment for the SEIR should include a comprehensive baseline noise survey and observations of the soundscape at locations representative of residential properties around the VRG.

1.6. Background noise levels and the ambient soundscape typically vary depending on the time of the day, evening or night, between weekdays and weekends day of the week, and with the weather conditions.

1.7. Therefore, any baseline survey should be sufficiently long enough to capture sufficient data so that outliers and anomalous values can be rejected and there remain enough values to be able to understand the variability of the baseline noise levels through day, evening and night periods and use statistical analysis to establish representative background noise levels and observations of the ambient soundscape.

1.8. Typically, this requires continual monitoring for 15 minute periods over a minimum of a 7 day period to be able to capture sufficient data to understand and manage the associated uncertainties so that any derived background noise levels and ambient soundscape observations can be confidently relied upon.

SPATIAL EXTENT OF THE NOISE ASSESSMENT FOR THE SEIR

1.9. The district around VRG is almost exclusively residential in character with correspondingly relatively quiet background noise levels and a tranquil ambient soundscape. Noise will

therefore not decay to below background noise levels or stop being incongruous in the context of the ambient soundscape until it has travelled some distance from the VRG.

1.10. Consequently, intensification of existing and introduction of more noise generating activities at the VRG has potential to cause disturbance and disruption to not only residents of properties adjacent to the VRG but also those some distance from the premises.

1.11. It is therefore suggested that the spatial extent of the noise assessment should be carefully considered and a distance of 750 feet from the boundary of the VRG is considered a likely minimum.

SOURCES OF NOISE

1.12. The main sources of noise associated with the proposed changes to the use of VRG that should be included in the SEIR include the following:

- Amplified music and speech
- Crowds
- Traffic
- Miscellaneous e.g. temporary plant installations such a generators or refrigeration equipment for catering, and fireworks.

NOISE PREDICTIONS

1.13. Assessment of the noise from the proposed increased use of the VRG will be dependent on theoretical prediction of noise propagation.

1.14. There are several methods of predicting the propagation of noise e.g. ISO 9613 is a common method.

1.15. Whatever method is used to predict noise levels from the VRG it should include the following parameters that influence the propagation of noise

- Robust source levels i.e. the sound power and frequency spectrum of the source should be realistic and verifiable.
- The effect of distance (geometric spreading).

- Source directivity characteristics.
- Source emission characteristics e.g. some Public Address system (PAs) propagate as a line source at a lower rate of decay before the decay increases to that of a point source at a faster rate.
- The effects of topography and buildings acting as barriers to the propagation of noise
- Ground absorption.
- Air absorption.
- Relative humidity and temperature.
- Meteorological conditions e.g. wind direction.
- Acoustic reflections other than from the ground.

NOISE PREDICTION VERIFICATION

1.16. Whilst the prediction of the noise from VRG will be a starting point in the noise assessment for the SEIR, there will be the opportunity to verify the predictions from amplified sound by installing a temporary PA at the VGR and carrying out noise propagation tests.

1.17. Such a test would involve temporary installation of a PA configured in a way typical of likely an event at VGR and playing test examples of sound at various levels, whilst simultaneously measuring at a reference point at the VRG e.g. the sound mixing/control point at VRG, and at representative residential locations at various distances around the VRG.

1.18. The propagation test would provide real world empirical data directly relevant to the VRG and surrounding locations that could be used to verify the noise predictions and reduce the inevitable uncertainties associated with theoretical prediction of noise propagation so that, they could be more confidently relied upon in the noise assessment in the SEIR.

SUMMARY

1.19. Noise from the proposed changes and intensification of use of the VGR has the potential to cause significant adverse effects to people living at and using residential properties adjacent to and some distance from the VGR.

1.20. As well as considering regulatory requirements, the assessment of the noise in the SEIR from the proposed changes at VGR should include a comprehensive bassline noise survey to establish representative background noise levels and ambient sound conditions in outdoor amenity spaces at residential properties adjacent too, and to at least 750 feet from, the perimeter of the VGR.

1.21. The assessment of the impact of noise from the VGR should include evaluation against regulatory requirements, and of the difference between the noise from VGR and baseline noise, the increase in noise levels comparted to existing conditions, allow for any acoustic characterises that might enhance the impact of the noise, and evaluate how congruous the noise will be with the existing soundscape.

1.22. The sources of noise included in the SEIR assessment should include all those likely to be audible beyond the boundary of the VGR.

1.23. The prediction of the propagation of noise from sources at the VGR should be based on reliable source data and include relevant factors that influence propagation of noise outdoors.

1.24. Predictions of amplified noise should be verified by a propagation test using a temporarily installed PA and simultaneous measurements at the VGR and various representative residential properties adjacent to and at multiple distances from the premises.

PROJECT NOTE DISCLAIMER:

This project note was prepared by Vanguardia Limited ("VL") for the sole benefit, use and information of Mr Antony Spencer for the purpose stated in the introduction. VL assumes no liability or responsibility for any reliance placed on this note by any third party for any actions taken by any third party in reliance of the information contained herein. VL's responsibility regarding the contents of the note shall be limited to the purpose for which the note was produced and shall be subject to the express contract terms with Mr Spencer. The note shall not be construed as investment or financial advice. The findings of this note are based on the available information as set out in this note.

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office@vanguardia.co.uk
vanguardia.co.uk

From: Julie Yom
To: Freddie Olmos
Cc: Clement Lau
Subject: FW: Another resident called me and wanted his name added to the letter
Date: Thursday, December 16, 2021 3:55:34 PM
Attachments: Letter from Cove Way Residents.docx

Freddie,

Another VRG comment attached.

Thanks,

JULIE YOM, AICP
County of Los Angeles
Department of Parks and Recreation | Planning Division
1000 S. Fremont Avenue Unit #40
A-9 West, Third Floor
Alhambra, CA 91803
Tel. (626) 588-5311 |
jyom@parks.lacounty.gov
Please note that our offices are closed on Fridays.

From: Kathy Checchi <kathy@checchi.org>
Sent: Thursday, December 16, 2021 3:53 PM
To: Julie Yom <jyom@parks.lacounty.gov>
Subject: Another resident called me and wanted his name added to the letter

Hi Julie,

Joseph Akhtarzad at 1036 Summit Drive called me and asked me to add his name to the letter.

I've attached a new letter including him,

Please confirm receipt.

Thanks,
Kathy

Sent by email

Dear Ms. Yom,

As residents of Cove Way and Summit Way, we are very concerned with the increased operations proposed for the Virginia Robinson Gardens. A parking lot for the Gardens is located at 1028 Cove Way and an increase in events, hours and number of visitors will impact our street.

We specifically ask that you examine the following issues as you prepare the SEIR

TRAFFIC
Our street is already a busy one. Drivers speed up and down the street and the entrance to the Gardens is at a blind spot in the road. Pulling in and out of that driveway will be difficult, as will the loading and unloading of event vehicles. Also, in early afternoon, there is a great deal of traffic at the intersection of Cove Way and Hartford Way, as cars line up to turn right on Benedict Canyon. There are times when the entrance to our street is blocked, and we have to wait in the line of cars.

PARKING
Our street is already restricted to parking on one side, so it is packed with vehicles parking already. Often these cars are parked all day and visitors or workers coming to our residences have to park far up the hill. Any increase in visitors or events are going to impact parking greatly.

NOISE
Our neighborhood is very quiet in the evenings and on weekends. Expanding the hours of the Gardens to every day, including weekends and all Holidays will change the character of our neighborhood. We ask that the evaluation of this effect take measurements of the noise currently on the weekends and Holidays.

FIRE
Our neighborhood has recently been designated as an extreme Fire Risk. In fact, many of us struggled to obtain home insurance due to this designation. The risk of fire will increase at the Gardens with more visitors and more events. An evaluation should be made of how fire would be extinguished, since the paths in the Garden are too narrow to have a fire truck enter, there is a grove of palm trees which once on fire send embers throughout the neighborhood and there is no dedicated fire hydrant in the Gardens.

We look forward to seeing these issues fully examined in the SEIR.

Thank you,

Kathy and Al Checchi 1007 Cove Way

Michael McAlister 1034 Cove Way, 1036 Cove Way, 1055 Carolyn Wy

Jennifer and Randy Wooster 1011 Summit Drive

Joseph Akhtarzad 1036 Summit Drive

From: Julie Yom
To: Freddie Olmos
Cc: Clement Lau
Subject: FW: Please add two more addresses opposing the increased Operation at the Gardens
Date: Monday, December 20, 2021 7:22:21 AM
Attachments: Letter from Cove Way Residents.docx

Good morning Freddie,

Please see attached VRG comments.

Thanks!

JULIE YOM, AICP
County of Los Angeles
Department of Parks and Recreation | Planning Division
1000 S. Fremont Avenue Unit #40
A-9 West, Third Floor
Alhambra, CA 91803
Tel. (626) 588-5311 |
jyom@parks.lacounty.gov
Please note that our offices are closed on Fridays.

From: Kathy Checchi <kathy@checchi.org>
Sent: Thursday, December 16, 2021 6:41 PM
To: Julie Yom <jyom@parks.lacounty.gov>
Subject: Please add two more addresses opposing the increased Operation at the Gardens

Hi Julie,

I just heard from another neighbor who owns two homes on Cove Way.

Please add Bobby Kotick to the list.
He owns 1011 Cove Way and 1010 Cove Way.

I'm attaching a letter which shows the addition of his name.

Thank you,
Kathy

Sent by email

Dear Ms. Yom,

As residents of Cove Way and Summit Way, we are very concerned with the increased operations proposed for the Virginia Robinson Gardens. A parking lot for the Gardens is located at 1028 Cove Way and an increase in events, hours and number of visitors will impact our street.

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We look forward to seeing these issues fully examined in the SEIR.

Thank you,

Kathy and Al Checchi	1007 Cove Way
Michael McAlister	1034 Cove Way, 1036 Cove Way, 1055 Carolyn Wy
Jennifer and Randy Wooster	1011 Summit Drive
Joseph Akhtarzad	1036 Summit Drive
Bobby Kotick	1011 Cove Way, 1010 Cove Way

NATIVE AMERICAN HERITAGE COMMISSION

November 12, 2021

Julie Yom, AICP, Park Planner
Los Angeles County Department of Parks and Recreation
1000 S. Fremont Avenue Unit #40 A-9 West, Third Floor
Alhambra, CA 91803

Re: 2012091034, Proposed Operational Changes to the Virginia Robinson Gardens Project, Los Angeles County

Dear Ms. Yom:

The Native American Heritage Commission (NAHC) has received the Notice of Preparation (NOP), Draft Environmental Impact Report (DEIR) or Early Consultation for the project referenced above. The California Environmental Quality Act (CEQA) (Pub. Resources Code §21000 et seq.), specifically Public Resources Code §21084.1, states that a project that may cause a substantial adverse change in the significance of a historical resource, is a project that may have a significant effect on the environment. (Pub. Resources Code § 21084.1; Cal. Code Regs., tit.14, §15064.5 (b) (CEQA Guidelines §15064.5 (b)). If there is substantial evidence, in light of the whole record before a lead agency, that a project may have a significant effect on the environment, an Environmental Impact Report (EIR) shall be prepared. (Pub. Resources Code §21080 (d); Cal. Code Regs., tit. 14, § 5064 subd.(a)(1) (CEQA Guidelines §15064 (a)(1)). In order to determine whether a project will cause a substantial adverse change in the significance of a historical resource, a lead agency will need to determine whether there are historical resources within the area of potential effect (APE).

CEQA was amended significantly in 2014. Assembly Bill 52 (Gatto, Chapter 532, Statutes of 2014) (AB 52) amended CEQA to create a separate category of cultural resources, "tribal cultural resources" (Pub. Resources Code §21074) and provides that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment. (Pub. Resources Code §21084.2). Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource. (Pub. Resources Code §21084.3 (a)). **AB 52 applies to any project for which a notice of preparation, a notice of negative declaration, or a mitigated negative declaration is filed on or after July 1, 2015.** If your project involves the adoption of or amendment to a general plan or a specific plan, or the designation or proposed designation of open space, on or after March 1, 2005, it may also be subject to Senate Bill 18 (Burton, Chapter 905, Statutes of 2004) (SB 18). **Both SB 18 and AB 52 have tribal consultation requirements**. If your project is also subject to the federal National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (NEPA), the tribal consultation requirements of Section 106 of the National Historic Preservation Act of 1966 (154 U.S.C. 300101, 36 C.F.R. §800 et seq.) may also apply.

The NAHC recommends consultation with California Native American tribes that are traditionally and culturally affiliated with the geographic area of your proposed project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources. Below is a brief summary of portions of AB 52 and SB 18 as well as the NAHC's recommendations for conducting cultural resources assessments.

Consult your legal counsel about compliance with AB 52 and SB 18 as well as compliance with any other applicable laws.

NAHC HEADQUARTERS
1550 Harbor Boulevard
Suite 100
West Sacramento,
California 95691
(916) 373-3710
nahc@nahc.ca.gov
NAHC.ca.gov

AB 52

AB 52 has added to CEQA the additional requirements listed below, along with many other requirements:

1. Fourteen Day Period to Provide Notice of Completion of an Application/Decision to Undertake a Project: Within fourteen (14) days of determining that an application for a project is complete or of a decision by a public agency to undertake a project, a lead agency shall provide formal notification to a designated contact of, or tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, to be accomplished by at least one written notice that includes:

- **a.** A brief description of the project.
- **b.** The lead agency contact information.
- **c.** Notification that the California Native American tribe has 30 days to request consultation. (Pub. Resources Code §21080.3.1 (d)).
- **d.** A "California Native American tribe" is defined as a Native American tribe located in California that is on the contact list maintained by the NAHC for the purposes of Chapter 905 of Statutes of 2004 (SB 18). (Pub. Resources Code §21073).

2. Begin Consultation Within 30 Days of Receiving a Tribe's Request for Consultation and Before Releasing a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report: A lead agency shall begin the consultation process within 30 days of receiving a request for consultation from a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project. (Pub. Resources Code §21080.3.1, subds. (d) and (e)) and prior to the release of a negative declaration, mitigated negative declaration or Environmental Impact Report. (Pub. Resources Code §21080.3.1(b)).

- **a.** For purposes of AB 52, "consultation shall have the same meaning as provided in Gov. Code §65352.4 (SB 18). (Pub. Resources Code §21080.3.1 (b)).

3. Mandatory Topics of Consultation If Requested by a Tribe: The following topics of consultation, if a tribe requests to discuss them, are mandatory topics of consultation:

- **a.** Alternatives to the project.
- **b.** Recommended mitigation measures.
- **c.** Significant effects. (Pub. Resources Code §21080.3.2 (a)).

4. Discretionary Topics of Consultation: The following topics are discretionary topics of consultation:

- **a.** Type of environmental review necessary.
- **b.** Significance of the tribal cultural resources.
- **c.** Significance of the project's impacts on tribal cultural resources.
- **d.** If necessary, project alternatives or appropriate measures for preservation or mitigation that the tribe may recommend to the lead agency. (Pub. Resources Code §21080.3.2 (a)).

5. Confidentiality of Information Submitted by a Tribe During the Environmental Review Process: With some exceptions, any information, including but not limited to, the location, description, and use of tribal cultural resources submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public, consistent with Government Code §6254 (r) and §6254.10. Any information submitted by a California Native American tribe during the consultation or environmental review process shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public. (Pub. Resources Code §21082.3 (c)(1)).

6. Discussion of Impacts to Tribal Cultural Resources in the Environmental Document: If a project may have a significant impact on a tribal cultural resource, the lead agency's environmental document shall discuss both of the following:

- **a.** Whether the proposed project has a significant impact on an identified tribal cultural resource.
- **b.** Whether feasible alternatives or mitigation measures, including those measures that may be agreed to pursuant to Public Resources Code §21082.3, subdivision (a), avoid or substantially lessen the impact on the identified tribal cultural resource. (Pub. Resources Code §21082.3 (b)).

7. Conclusion of Consultation: Consultation with a tribe shall be considered concluded when either of the following occurs:

a. The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or

b. A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. (Pub. Resources Code §21080.3.2 (b)).

8. Recommending Mitigation Measures Agreed Upon in Consultation in the Environmental Document: Any mitigation measures agreed upon in the consultation conducted pursuant to Public Resources Code §21080.3.2 shall be recommended for inclusion in the environmental document and in an adopted mitigation monitoring and reporting program, if determined to avoid or lessen the impact pursuant to Public Resources Code §21082.3, subdivision (b), paragraph 2, and shall be fully enforceable. (Pub. Resources Code §21082.3 (a)).

9. Required Consideration of Feasible Mitigation: If mitigation measures recommended by the staff of the lead agency as a result of the consultation process are not included in the environmental document or if there are no agreed upon mitigation measures at the conclusion of consultation, or if consultation does not occur, and if substantial evidence demonstrates that a project will cause a significant effect to a tribal cultural resource, the lead agency shall consider feasible mitigation pursuant to Public Resources Code §21084.3 (b). (Pub. Resources Code §21082.3 (e)).

10. Examples of Mitigation Measures That, If Feasible, May Be Considered to Avoid or Minimize Significant Adverse Impacts to Tribal Cultural Resources:

a. Avoidance and preservation of the resources in place, including, but not limited to:

i. Planning and construction to avoid the resources and protect the cultural and natural context.

ii. Planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.

b. Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:

i. Protecting the cultural character and integrity of the resource.

ii. Protecting the traditional use of the resource.

iii. Protecting the confidentiality of the resource.

c. Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.

d. Protecting the resource. (Pub. Resource Code §21084.3 (b)).

e. Please note that a federally recognized California Native American tribe or a non-federally recognized California Native American tribe that is on the contact list maintained by the NAHC to protect a California prehistoric, archaeological, cultural, spiritual, or ceremonial place may acquire and hold conservation easements if the conservation easement is voluntarily conveyed. (Civ. Code §815.3 (c)).

f. Please note that it is the policy of the state that Native American remains and associated grave artifacts shall be repatriated. (Pub. Resources Code §5097.991).

11. Prerequisites for Certifying an Environmental Impact Report or Adopting a Mitigated Negative Declaration or Negative Declaration with a Significant Impact on an Identified Tribal Cultural Resource: An Environmental Impact Report may not be certified, nor may a mitigated negative declaration or a negative declaration be adopted unless one of the following occurs:

a. The consultation process between the tribes and the lead agency has occurred as provided in Public Resources Code §21080.3.1 and §21080.3.2 and concluded pursuant to Public Resources Code §21080.3.2.

b. The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process.

c. The lead agency provided notice of the project to the tribe in compliance with Public Resources Code §21080.3.1 (d) and the tribe failed to request consultation within 30 days. (Pub. Resources Code §21082.3 (d)).

The NAHC's PowerPoint presentation titled, "Tribal Consultation Under AB 52: Requirements and Best Practices" may be found online at: http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation_CalEPAPDF.pdf

SB 18

SB 18 applies to local governments and requires local governments to contact, provide notice to, refer plans to, and consult with tribes prior to the adoption or amendment of a general plan or a specific plan, or the designation of open space. (Gov. Code §65352.3). Local governments should consult the Governor's Office of Planning and Research's "Tribal Consultation Guidelines," which can be found online at: https://www.opr.ca.gov/docs/09_14_05_Updated_Guidelines_922.pdf.

Some of SB 18's provisions include:

1. Tribal Consultation: If a local government considers a proposal to adopt or amend a general plan or a specific plan, or to designate open space it is required to contact the appropriate tribes identified by the NAHC by requesting a "Tribal Consultation List." If a tribe, once contacted, requests consultation the local government must consult with the tribe on the plan proposal. **A tribe has 90 days from the date of receipt of notification to request consultation unless a shorter timeframe has been agreed to by the tribe.** (Gov. Code §65352.3 (a)(2)).
2. No Statutory Time Limit on SB 18 Tribal Consultation. There is no statutory time limit on SB 18 tribal consultation.
3. Confidentiality: Consistent with the guidelines developed and adopted by the Office of Planning and Research pursuant to Gov. Code §65040.2, the city or county shall protect the confidentiality of the information concerning the specific identity, location, character, and use of places, features and objects described in Public Resources Code §5097.9 and §5097.993 that are within the city's or county's jurisdiction. (Gov. Code §65352.3 (b)).
4. Conclusion of SB 18 Tribal Consultation: Consultation should be concluded at the point in which:
    a. The parties to the consultation come to a mutual agreement concerning the appropriate measures for preservation or mitigation; or
    b. Either the local government or the tribe, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached concerning the appropriate measures of preservation or mitigation. (Tribal Consultation Guidelines, Governor's Office of Planning and Research (2005) at p. 18).

Agencies should be aware that neither AB 52 nor SB 18 precludes agencies from initiating tribal consultation with tribes that are traditionally and culturally affiliated with their jurisdictions before the timeframes provided in AB 52 and SB 18. For that reason, we urge you to continue to request Native American Tribal Contact Lists and "Sacred Lands File" searches from the NAHC. The request forms can be found online at: http://nahc.ca.gov/resources/forms/.

NAHC Recommendations for Cultural Resources Assessments

To adequately assess the existence and significance of tribal cultural resources and plan for avoidance, preservation in place, or barring both, mitigation of project-related impacts to tribal cultural resources, the NAHC recommends the following actions:

1. Contact the appropriate regional California Historical Research Information System (CHRIS) Center (http://ohp.parks.ca.gov/?page_id=1068) for an archaeological records search. The records search will determine:
    a. If part or all of the APE has been previously surveyed for cultural resources.
    b. If any known cultural resources have already been recorded on or adjacent to the APE.
    c. If the probability is low, moderate, or high that cultural resources are located in the APE.
    d. If a survey is required to determine whether previously unrecorded cultural resources are present.

2. If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
    a. The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and not be made available for public disclosure.

b. The final written report should be submitted within 3 months after work has been completed to the appropriate regional CHRIS center.

3. Contact the NAHC for:

a. A Sacred Lands File search. Remember that tribes do not always record their sacred sites in the Sacred Lands File, nor are they required to do so. A Sacred Lands File search is not a substitute for consultation with tribes that are traditionally and culturally affiliated with the geographic area of the project's APE.

b. A Native American Tribal Consultation List of appropriate tribes for consultation concerning the project site and to assist in planning for avoidance, preservation in place, or, failing both, mitigation measures.

4. Remember that the lack of surface evidence of archaeological resources (including tribal cultural resources) does not preclude their subsurface existence.

a. Lead agencies should include in their mitigation and monitoring reporting program plan provisions for the identification and evaluation of inadvertently discovered archaeological resources per Cal. Code Regs., tit. 14, §15064.5(f) (CEQA Guidelines §15064.5(f)). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American with knowledge of cultural resources should monitor all ground-disturbing activities.

b. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the disposition of recovered cultural items that are not burial associated in consultation with culturally affiliated Native Americans.

c. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the treatment and disposition of inadvertently discovered Native American human remains. Health and Safety Code §7050.5, Public Resources Code §5097.98, and Cal. Code Regs., tit. 14, §15064.5, subdivisions (d) and (e) (CEQA Guidelines §15064.5, subds. (d) and (e)) address the processes to be followed in the event of an inadvertent discovery of any Native American human remains and associated grave goods in a location other than a dedicated cemetery.

If you have any questions or need additional information, please contact me at my email address: Andrew.Green@nahc.ca.gov.

Sincerely,

Andrew Green
Cultural Resources Analyst

cc: State Clearinghouse

Virginia Robinson Gardens - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Virginia Robinson Gardens

Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Single Family Housing	1.00	Dwelling Unit	0.01	1.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2023
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	390.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Model run conducted to account for an increase in operational trips only.

Construction Phase - Model run conducted to account for an increase in operational trips only.

Off-road Equipment - Model run conducted to account for an increase in operational trips only.

Architectural Coating - Model run conducted to account for an increase in operational trips only.

Woodstoves - Model run conducted to account for an increase in operational trips only.

Consumer Products - Model run conducted to account for an increase in operational trips only.

Area Coating - Model run conducted to account for an increase in operational trips only.

Virginia Robinson Gardens - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Energy Use - Model run conducted to account for an increase in operational trips only.

Water And Wastewater - Model run conducted to account for an increase in operational trips only.

Solid Waste - Model run conducted to account for an increase in operational trips only.

Area Mitigation - Model run conducted to account for an increase in operational trips only.

Vehicle Trips - Project is proposing to increase operational trips by 100 visitors per day.

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Residential_Interior	2.00	0.00
tblArchitecturalCoating	EF_Residential_Exterior	50.00	0.00
tblArchitecturalCoating	EF_Residential_Interior	50.00	0.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	100	0
tblAreaCoating	Area_EF_Nonresidential_Interior	100	0
tblAreaCoating	Area_EF_Parking	100	0
tblAreaCoating	Area_EF_Residential_Exterior	50	0
tblAreaCoating	Area_EF_Residential_Interior	50	0
tblAreaCoating	Area_Residential_Exterior	1	0
tblAreaCoating	Area_Residential_Interior	2	0
tblAreaCoating	ReapplicationRatePercent	10	0
tblConstructionPhase	NumDays	5.00	0.00
tblConstructionPhase	PhaseEndDate	10/20/2022	10/13/2022
tblConsumerProducts	ROG_EF	1.98E-05	0
tblConsumerProducts	ROG_EF_Degreaser	3.542E-07	0
tblConsumerProducts	ROG_EF_PesticidesFertilizers	5.152E-08	0
tblEnergyUse	LightingElect	1,608.84	0.00
tblEnergyUse	NT24E	6,155.97	0.00
tblEnergyUse	NT24NG	4,831.00	0.00
tblEnergyUse	T24E	44.29	0.00

Virginia Robinson Gardens - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblEnergyUse	T24NG	20,534.71	0.00
tblFireplaces	FireplaceDayYear	25.00	0.00
tblFireplaces	FireplaceHourDay	3.00	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberGas	0.85	0.00
tblFireplaces	NumberNoFireplace	0.10	0.00
tblFireplaces	NumberWood	0.05	0.00
tblLandUse	LandUseSquareFeet	1,800.00	1.00
tblLandUse	LotAcreage	0.32	0.01
tblLandUse	Population	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblSolidWaste	LandfillCaptureGasFlare	94.00	0.00
tblSolidWaste	LandfillNoGasCapture	6.00	0.00
tblVehicleTrips	ST_TR	9.54	100.00
tblVehicleTrips	SU_TR	8.55	100.00
tblVehicleTrips	WD_TR	9.44	100.00
tblWater	ElectricityIntensityFactorForWastewaterTreatment	1,911.00	0.00
tblWater	ElectricityIntensityFactorToDistribute	1,272.00	0.00
tblWater	ElectricityIntensityFactorToSupply	9,727.00	0.00
tblWater	ElectricityIntensityFactorToTreat	111.00	0.00
tblWater	IndoorWaterUseRate	65,154.03	0.00
tblWater	OutdoorWaterUseRate	41,075.36	0.00
tblWoodstoves	NumberCatalytic	0.05	0.00
tblWoodstoves	NumberNoncatalytic	0.05	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

Virginia Robinson Gardens - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Virginia Robinson Gardens - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	2.4900e-003	9.5000e-004	0.0825	0.0000		4.6000e-004	4.6000e-004		4.6000e-004	4.6000e-004	0.0000	0.1486	0.1486	1.4000e-004	0.0000	0.1521
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.3106	0.3232	3.2232	7.0700e-003	0.7194	5.0300e-003	0.7244	0.1916	4.6700e-003	0.1963		720.5108	720.5108	0.0468	0.0290	730.3209
Total	**0.3131**	**0.3241**	**3.3057**	**7.0700e-003**	**0.7194**	**5.4900e-003**	**0.7249**	**0.1916**	**5.1300e-003**	**0.1967**	**0.0000**	**720.6593**	**720.6593**	**0.0469**	**0.0290**	**730.4730**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	2.4900e-003	9.5000e-004	0.0825	0.0000		4.6000e-004	4.6000e-004		4.6000e-004	4.6000e-004	0.0000	0.1486	0.1486	1.4000e-004	0.0000	0.1521
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.3106	0.3232	3.2232	7.0700e-003	0.7194	5.0300e-003	0.7244	0.1916	4.6700e-003	0.1963		720.5108	720.5108	0.0468	0.0290	730.3209
Total	**0.3131**	**0.3241**	**3.3057**	**7.0700e-003**	**0.7194**	**5.4900e-003**	**0.7249**	**0.1916**	**5.1300e-003**	**0.1967**	**0.0000**	**720.6593**	**720.6593**	**0.0469**	**0.0290**	**730.4730**

Virginia Robinson Gardens - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Architectural Coating	Architectural Coating	10/14/2022	10/13/2022	5	0	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 1; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	0	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Architectural Coating	0	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Virginia Robinson Gardens - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Architectural Coating - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Virginia Robinson Gardens - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Architectural Coating - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Virginia Robinson Gardens - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.3106	0.3232	3.2232	7.0700e-003	0.7194	5.0300e-003	0.7244	0.1916	4.6700e-003	0.1963		720.5108	720.5108	0.0468	0.0290	730.3209
Unmitigated	0.3106	0.3232	3.2232	7.0700e-003	0.7194	5.0300e-003	0.7244	0.1916	4.6700e-003	0.1963		720.5108	720.5108	0.0468	0.0290	730.3209

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Single Family Housing	100.00	100.00	100.00	341,715	341,715
Total	100.00	100.00	100.00	341,715	341,715

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Single Family Housing	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Single Family Housing	0.544785	0.062844	0.187478	0.127235	0.023089	0.006083	0.010475	0.008012	0.000925	0.000611	0.024394	0.000698	0.003374

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Single Family Housing	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Single Family Housing	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	2.4900e-003	9.5000e-004	0.0825	0.0000		4.6000e-004	4.6000e-004		4.6000e-004	4.6000e-004	0.0000	0.1486	0.1486	1.4000e-004	0.0000	0.1521
Unmitigated	2.4900e-003	9.5000e-004	0.0825	0.0000		4.6000e-004	4.6000e-004		4.6000e-004	4.6000e-004	0.0000	0.1486	0.1486	1.4000e-004	0.0000	0.1521

Virginia Robinson Gardens - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.4900e-003	9.5000e-004	0.0825	0.0000		4.6000e-004	4.6000e-004		4.6000e-004	4.6000e-004		0.1486	0.1486	1.4000e-004		0.1521
Total	**2.4900e-003**	**9.5000e-004**	**0.0825**	**0.0000**		**4.6000e-004**	**4.6000e-004**		**4.6000e-004**	**4.6000e-004**	**0.0000**	**0.1486**	**0.1486**	**1.4000e-004**	**0.0000**	**0.1521**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.4900e-003	9.5000e-004	0.0825	0.0000		4.6000e-004	4.6000e-004		4.6000e-004	4.6000e-004		0.1486	0.1486	1.4000e-004		0.1521
Total	**2.4900e-003**	**9.5000e-004**	**0.0825**	**0.0000**		**4.6000e-004**	**4.6000e-004**		**4.6000e-004**	**4.6000e-004**	**0.0000**	**0.1486**	**0.1486**	**1.4000e-004**	**0.0000**	**0.1521**

7.0 Water Detail

7.1 Mitigation Measures Water

Virginia Robinson Gardens - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Virginia Robinson Gardens - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Virginia Robinson Gardens

Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Single Family Housing	1.00	Dwelling Unit	0.01	1.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2023
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	390.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Model run conducted to account for an increase in operational trips only.

Construction Phase - Model run conducted to account for an increase in operational trips only.

Off-road Equipment - Model run conducted to account for an increase in operational trips only.

Architectural Coating - Model run conducted to account for an increase in operational trips only.

Woodstoves - Model run conducted to account for an increase in operational trips only.

Consumer Products - Model run conducted to account for an increase in operational trips only.

Area Coating - Model run conducted to account for an increase in operational trips only.

Virginia Robinson Gardens - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Energy Use - Model run conducted to account for an increase in operational trips only.

Water And Wastewater - Model run conducted to account for an increase in operational trips only.

Solid Waste - Model run conducted to account for an increase in operational trips only.

Area Mitigation - Model run conducted to account for an increase in operational trips only.

Vehicle Trips - Project is proposing to increase operational trips by 100 visitors per day.

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Residential_Interior	2.00	0.00
tblArchitecturalCoating	EF_Residential_Exterior	50.00	0.00
tblArchitecturalCoating	EF_Residential_Interior	50.00	0.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	100	0
tblAreaCoating	Area_EF_Nonresidential_Interior	100	0
tblAreaCoating	Area_EF_Parking	100	0
tblAreaCoating	Area_EF_Residential_Exterior	50	0
tblAreaCoating	Area_EF_Residential_Interior	50	0
tblAreaCoating	Area_Residential_Exterior	1	0
tblAreaCoating	Area_Residential_Interior	2	0
tblAreaCoating	ReapplicationRatePercent	10	0
tblConstructionPhase	NumDays	5.00	0.00
tblConstructionPhase	PhaseEndDate	10/20/2022	10/13/2022
tblConsumerProducts	ROG_EF	1.98E-05	0
tblConsumerProducts	ROG_EF_Degreaser	3.542E-07	0
tblConsumerProducts	ROG_EF_PesticidesFertilizers	5.152E-08	0
tblEnergyUse	LightingElect	1,608.84	0.00
tblEnergyUse	NT24E	6,155.97	0.00
tblEnergyUse	NT24NG	4,831.00	0.00
tblEnergyUse	T24E	44.29	0.00

Virginia Robinson Gardens - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblEnergyUse	T24NG	20,534.71	0.00
tblFireplaces	FireplaceDayYear	25.00	0.00
tblFireplaces	FireplaceHourDay	3.00	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberGas	0.85	0.00
tblFireplaces	NumberNoFireplace	0.10	0.00
tblFireplaces	NumberWood	0.05	0.00
tblLandUse	LandUseSquareFeet	1,800.00	1.00
tblLandUse	LotAcreage	0.32	0.01
tblLandUse	Population	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblSolidWaste	LandfillCaptureGasFlare	94.00	0.00
tblSolidWaste	LandfillNoGasCapture	6.00	0.00
tblVehicleTrips	ST_TR	9.54	100.00
tblVehicleTrips	SU_TR	8.55	100.00
tblVehicleTrips	WD_TR	9.44	100.00
tblWater	ElectricityIntensityFactorForWastewaterTreatment	1,911.00	0.00
tblWater	ElectricityIntensityFactorToDistribute	1,272.00	0.00
tblWater	ElectricityIntensityFactorToSupply	9,727.00	0.00
tblWater	ElectricityIntensityFactorToTreat	111.00	0.00
tblWater	IndoorWaterUseRate	65,154.03	0.00
tblWater	OutdoorWaterUseRate	41,075.36	0.00
tblWoodstoves	NumberCatalytic	0.05	0.00
tblWoodstoves	NumberNoncatalytic	0.05	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

Virginia Robinson Gardens - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Virginia Robinson Gardens - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	2.4900e-003	9.5000e-004	0.0825	0.0000		4.6000e-004	4.6000e-004		4.6000e-004	4.6000e-004	0.0000	0.1486	0.1486	1.4000e-004	0.0000	0.1521
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.3052	0.3493	3.1435	6.7700e-003	0.7194	5.0400e-003	0.7244	0.1916	4.6700e-003	0.1963		689.7722	689.7722	0.0481	0.0303	700.0043
Total	**0.3077**	**0.3502**	**3.2261**	**6.7700e-003**	**0.7194**	**5.5000e-003**	**0.7249**	**0.1916**	**5.1300e-003**	**0.1967**	**0.0000**	**689.9207**	**689.9207**	**0.0482**	**0.0303**	**700.1564**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	2.4900e-003	9.5000e-004	0.0825	0.0000		4.6000e-004	4.6000e-004		4.6000e-004	4.6000e-004	0.0000	0.1486	0.1486	1.4000e-004	0.0000	0.1521
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.3052	0.3493	3.1435	6.7700e-003	0.7194	5.0400e-003	0.7244	0.1916	4.6700e-003	0.1963		689.7722	689.7722	0.0481	0.0303	700.0043
Total	**0.3077**	**0.3502**	**3.2261**	**6.7700e-003**	**0.7194**	**5.5000e-003**	**0.7249**	**0.1916**	**5.1300e-003**	**0.1967**	**0.0000**	**689.9207**	**689.9207**	**0.0482**	**0.0303**	**700.1564**

Virginia Robinson Gardens - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Architectural Coating	Architectural Coating	10/14/2022	10/13/2022	5	0	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 1; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	0	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Architectural Coating	0	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Virginia Robinson Gardens - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Architectural Coating - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Virginia Robinson Gardens - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Architectural Coating - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Virginia Robinson Gardens - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.3052	0.3493	3.1435	6.7700e-003	0.7194	5.0400e-003	0.7244	0.1916	4.6700e-003	0.1963		689.7722	689.7722	0.0481	0.0303	700.0043
Unmitigated	0.3052	0.3493	3.1435	6.7700e-003	0.7194	5.0400e-003	0.7244	0.1916	4.6700e-003	0.1963		689.7722	689.7722	0.0481	0.0303	700.0043

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Single Family Housing	100.00	100.00	100.00	341,715	341,715
Total	100.00	100.00	100.00	341,715	341,715

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Single Family Housing	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Single Family Housing	0.544785	0.062844	0.187478	0.127235	0.023089	0.006083	0.010475	0.008012	0.000925	0.000611	0.024394	0.000698	0.003374

Virginia Robinson Gardens - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Single Family Housing	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Single Family Housing	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	2.4900e-003	9.5000e-004	0.0825	0.0000		4.6000e-004	4.6000e-004		4.6000e-004	4.6000e-004	0.0000	0.1486	0.1486	1.4000e-004	0.0000	0.1521
Unmitigated	2.4900e-003	9.5000e-004	0.0825	0.0000		4.6000e-004	4.6000e-004		4.6000e-004	4.6000e-004	0.0000	0.1486	0.1486	1.4000e-004	0.0000	0.1521

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.4900e-003	9.5000e-004	0.0825	0.0000		4.6000e-004	4.6000e-004		4.6000e-004	4.6000e-004		0.1486	0.1486	1.4000e-004		0.1521
Total	**2.4900e-003**	**9.5000e-004**	**0.0825**	**0.0000**		**4.6000e-004**	**4.6000e-004**		**4.6000e-004**	**4.6000e-004**	**0.0000**	**0.1486**	**0.1486**	**1.4000e-004**	**0.0000**	**0.1521**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.4900e-003	9.5000e-004	0.0825	0.0000		4.6000e-004	4.6000e-004		4.6000e-004	4.6000e-004		0.1486	0.1486	1.4000e-004		0.1521
Total	**2.4900e-003**	**9.5000e-004**	**0.0825**	**0.0000**		**4.6000e-004**	**4.6000e-004**		**4.6000e-004**	**4.6000e-004**	**0.0000**	**0.1486**	**0.1486**	**1.4000e-004**	**0.0000**	**0.1521**

7.0 Water Detail

7.1 Mitigation Measures Water

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Virginia Robinson Gardens

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1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Single Family Housing	1.00	Dwelling Unit	0.01	1.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2023
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	390.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Model run conducted to account for an increase in operational trips only.

Construction Phase - Model run conducted to account for an increase in operational trips only.

Off-road Equipment - Model run conducted to account for an increase in operational trips only.

Architectural Coating - Model run conducted to account for an increase in operational trips only.

Woodstoves - Model run conducted to account for an increase in operational trips only.

Consumer Products - Model run conducted to account for an increase in operational trips only.

Area Coating - Model run conducted to account for an increase in operational trips only.

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Energy Use - Model run conducted to account for an increase in operational trips only.

Water And Wastewater - Model run conducted to account for an increase in operational trips only.

Solid Waste - Model run conducted to account for an increase in operational trips only.

Area Mitigation - Model run conducted to account for an increase in operational trips only.

Vehicle Trips - Project is proposing to increase operational trips by 100 visitors per day.

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Residential_Interior	2.00	0.00
tblArchitecturalCoating	EF_Residential_Exterior	50.00	0.00
tblArchitecturalCoating	EF_Residential_Interior	50.00	0.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	100	0
tblAreaCoating	Area_EF_Nonresidential_Interior	100	0
tblAreaCoating	Area_EF_Parking	100	0
tblAreaCoating	Area_EF_Residential_Exterior	50	0
tblAreaCoating	Area_EF_Residential_Interior	50	0
tblAreaCoating	Area_Residential_Exterior	1	0
tblAreaCoating	Area_Residential_Interior	2	0
tblAreaCoating	ReapplicationRatePercent	10	0
tblConstructionPhase	NumDays	5.00	0.00
tblConstructionPhase	PhaseEndDate	10/20/2022	10/13/2022
tblConsumerProducts	ROG_EF	1.98E-05	0
tblConsumerProducts	ROG_EF_Degreaser	3.542E-07	0
tblConsumerProducts	ROG_EF_PesticidesFertilizers	5.152E-08	0
tblEnergyUse	LightingElect	1,608.84	0.00
tblEnergyUse	NT24E	6,155.97	0.00
tblEnergyUse	NT24NG	4,831.00	0.00
tblEnergyUse	T24E	44.29	0.00

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblEnergyUse	T24NG	20,534.71	0.00
tblFireplaces	FireplaceDayYear	25.00	0.00
tblFireplaces	FireplaceHourDay	3.00	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberGas	0.85	0.00
tblFireplaces	NumberNoFireplace	0.10	0.00
tblFireplaces	NumberWood	0.05	0.00
tblLandUse	LandUseSquareFeet	1,800.00	1.00
tblLandUse	LotAcreage	0.32	0.01
tblLandUse	Population	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblSolidWaste	LandfillCaptureGasFlare	94.00	0.00
tblSolidWaste	LandfillNoGasCapture	6.00	0.00
tblVehicleTrips	ST_TR	9.54	100.00
tblVehicleTrips	SU_TR	8.55	100.00
tblVehicleTrips	WD_TR	9.44	100.00
tblWater	ElectricityIntensityFactorForWastewaterTreatment	1,911.00	0.00
tblWater	ElectricityIntensityFactorToDistribute	1,272.00	0.00
tblWater	ElectricityIntensityFactorToSupply	9,727.00	0.00
tblWater	ElectricityIntensityFactorToTreat	111.00	0.00
tblWater	IndoorWaterUseRate	65,154.03	0.00
tblWater	OutdoorWaterUseRate	41,075.36	0.00
tblWoodstoves	NumberCatalytic	0.05	0.00
tblWoodstoves	NumberNoncatalytic	0.05	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

		Highest		

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	3.1000e-004	1.2000e-004	0.0103	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005	0.0000	0.0169	0.0169	2.0000e-005	0.0000	0.0173
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0546	0.0645	0.5777	1.2400e-003	0.1284	9.2000e-004	0.1293	0.0343	8.5000e-004	0.0351	0.0000	115.1094	115.1094	7.9000e-003	5.0400e-003	116.8074
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0549**	**0.0646**	**0.5880**	**1.2400e-003**	**0.1284**	**9.8000e-004**	**0.1294**	**0.0343**	**9.1000e-004**	**0.0352**	**0.0000**	**115.1262**	**115.1262**	**7.9200e-003**	**5.0400e-003**	**116.8247**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	3.1000e-004	1.2000e-004	0.0103	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005	0.0000	0.0169	0.0169	2.0000e-005	0.0000	0.0173
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0546	0.0645	0.5777	1.2400e-003	0.1284	9.2000e-004	0.1293	0.0343	8.5000e-004	0.0351	0.0000	115.1094	115.1094	7.9000e-003	5.0400e-003	116.8074
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0549**	**0.0646**	**0.5880**	**1.2400e-003**	**0.1284**	**9.8000e-004**	**0.1294**	**0.0343**	**9.1000e-004**	**0.0352**	**0.0000**	**115.1262**	**115.1262**	**7.9200e-003**	**5.0400e-003**	**116.8247**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Architectural Coating	Architectural Coating	10/14/2022	10/13/2022	5	0	

Acres of Grading (Site Preparation Phase): 0

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Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 1; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	0	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Architectural Coating	0	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Architectural Coating - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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3.2 Architectural Coating - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Architectural Coating - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0546	0.0645	0.5777	1.2400e-003	0.1284	9.2000e-004	0.1293	0.0343	8.5000e-004	0.0351	0.0000	115.1094	115.1094	7.9000e-003	5.0400e-003	116.8074
Unmitigated	0.0546	0.0645	0.5777	1.2400e-003	0.1284	9.2000e-004	0.1293	0.0343	8.5000e-004	0.0351	0.0000	115.1094	115.1094	7.9000e-003	5.0400e-003	116.8074

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Single Family Housing	100.00	100.00	100.00	341,715	341,715
Total	100.00	100.00	100.00	341,715	341,715

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Single Family Housing	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Single Family Housing	0.544785	0.062844	0.187478	0.127235	0.023089	0.006083	0.010475	0.008012	0.000925	0.000611	0.024394	0.000698	0.003374

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Virginia Robinson Gardens - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Single Family Housing	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Single Family Housing	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Single Family Housing	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Single Family Housing	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.0 Area Detail

6.1 Mitigation Measures Area

Virginia Robinson Gardens - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	3.1000e-004	1.2000e-004	0.0103	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005	0.0000	0.0169	0.0169	2.0000e-005	0.0000	0.0173
Unmitigated	3.1000e-004	1.2000e-004	0.0103	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005	0.0000	0.0169	0.0169	2.0000e-005	0.0000	0.0173

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	3.1000e-004	1.2000e-004	0.0103	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005	0.0000	0.0169	0.0169	2.0000e-005	0.0000	0.0173
Total	**3.1000e-004**	**1.2000e-004**	**0.0103**	**0.0000**		**6.0000e-005**	**6.0000e-005**		**6.0000e-005**	**6.0000e-005**	**0.0000**	**0.0169**	**0.0169**	**2.0000e-005**	**0.0000**	**0.0173**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	3.1000e-004	1.2000e-004	0.0103	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005	0.0000	0.0169	0.0169	2.0000e-005	0.0000	0.0173
Total	**3.1000e-004**	**1.2000e-004**	**0.0103**	**0.0000**		**6.0000e-005**	**6.0000e-005**		**6.0000e-005**	**6.0000e-005**	**0.0000**	**0.0169**	**0.0169**	**2.0000e-005**	**0.0000**	**0.0173**

7.0 Water Detail

7.1 Mitigation Measures Water

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Single Family Housing	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Single Family Housing	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Single Family Housing	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Single Family Housing	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

May 31, 2022

Julie Yom, AICP
County of Los Angeles
Department of Parks and Recreation
1000 S. Fremont Ave, Unit #40
Building A-9 West, 3rd Floor
Alhambra, CA 91803

RE: Historical Resources Memorandum for Proposed Operational Changes at the Virginia Robinson Gardens in Beverly Hills, Los Angeles County, California

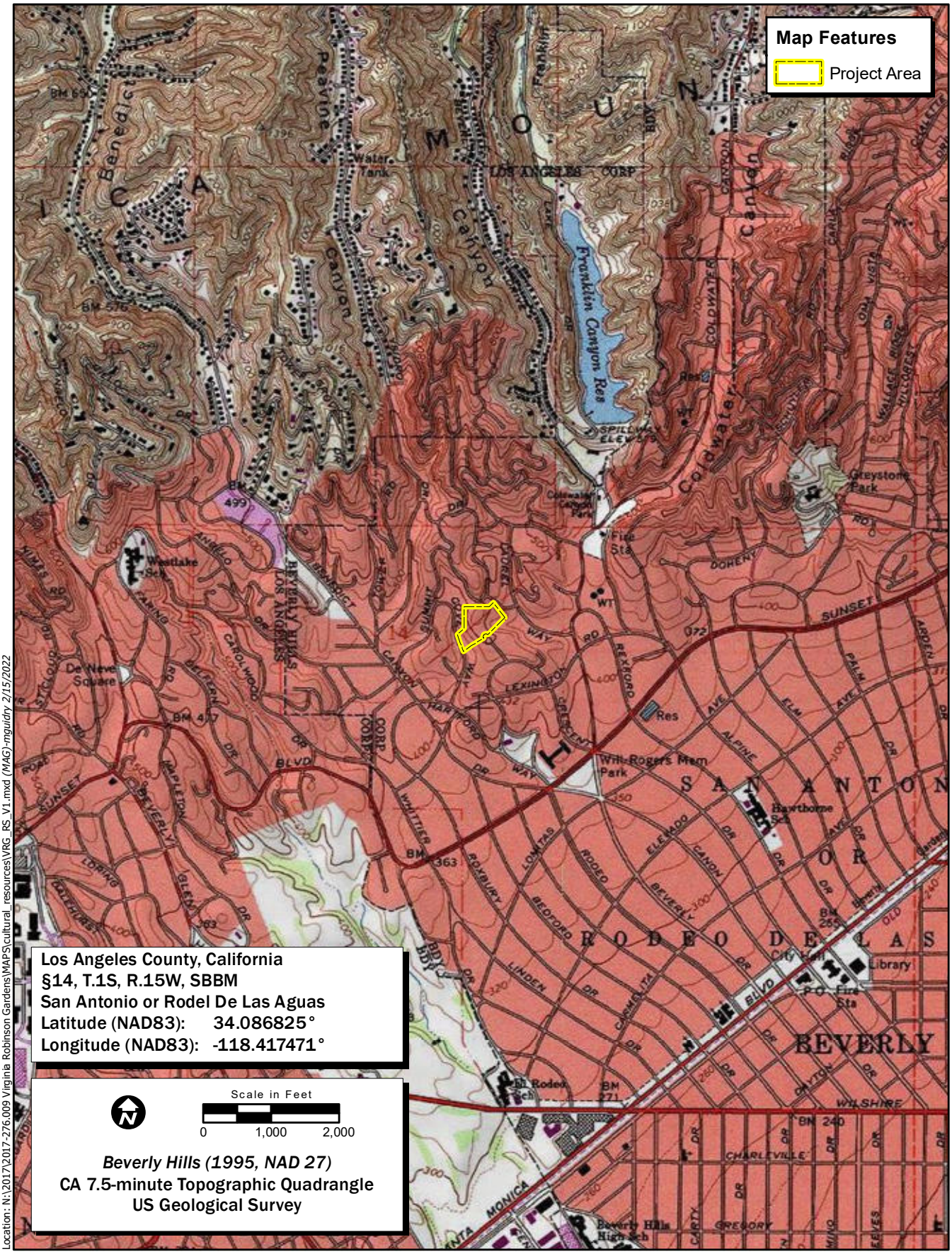
Greetings,

The County of Los Angeles Department of Parks and Recreation (County) and the Friends of the Robinson Gardens are proposing operational changes at the Virginia Robinson Gardens (VROB). The proposed operational changes (Project or Proposed Project) are to expand the use of VROB for maximum community access and benefit by extending the hours of operation, types of programs, and use of public transportation. VROB is located at 1008 Elden Way in Beverly Hills, Los Angeles County, California (Figure 1).

VROB was previously determined to be individually eligible for listing in the National Register of Historic Places (NRHP) on November 15, 1978 under NRHP Criterion C for Architecture and under Criterion A for Exploration/Settlement at the local level of significance. The property is recognized as Local Landmark No. 2 under the City of Beverly Hills Historic Preservation Ordinance and registered as a California Point of Historical Interest. On September 4, 2012, the City of Beverly Hills' Cultural Heritage Commission, pursuant to the Beverly Hills Historic Preservation Ordinance (Title 10, Chapter 3, Article 32), concluded that the VROB property warranted inclusion as a Local Register of Historic Properties on the City of Beverly Hills and the property is listed on the local historic landmarks list. VROB meets the necessary requirements for the local landmark designation. As such, VROB is considered a Historical Resource in accordance with the California Environmental Quality Act (CEQA).

In 1980, the Los Angeles County Board of Supervisors certified an Environmental Impact Report (EIR) for a change in the property's land use designation from a single-family estate to a public open space and garden. In 2014, the Los Angeles County Board of Supervisors approved a Supplemental Environmental Impact Report (SEIR) for proposed operational changes to VROB. In support of that SEIR, the County retained Atkins in 2012 to prepare a Historic Resource Memorandum that summarized the current historic status of the property and addressed whether the proposed operational changes would have a significant impact on the Historical Resource at that time. Atkins determined that no significant impacts would occur to any of the contributing features of VROB, including the associated structures, gardens, and landscape elements (Atkins 2012). Atkins also stated that none of the proposed operational changes will result in any significant impact to the resource's setting or to its other character-defining features.

2525 Warren Drive ● Rocklin, CA 95677 ● Tel: (916) 782-9100 ● Fax: (916) 782-9134 ● www.ecorpconsulting.com



Location: N:\2017\2017-276.009 Virginia Robinson Gardens\MAPS\cultural_resources\VRG_RS_V1.mxd (MAG)-mguidry 2/15/2022

Map Date: 2/15/2022

Figure 1. Project Location and Vicinity

2017-276.009 Virginia Robinson Gardens

ECORP Consulting, Inc.
ENVIRONMENTAL CONSULTANTS

Per CEQA Guidelines Section 15163, another SEIR is being prepared for additional proposed operational changes for the current Project. To support the preparation of the current SEIR, the County retained ECORP Consulting, Inc. to prepare a historical resource memorandum. This memorandum includes an analysis to determine if the Project, as currently proposed, will have a significant impact on the Historical Resource that is VROB. A brief history of VROB is also provided to clearly identify character defining features and assess impacts.

This memorandum provides details of the Project and includes an assessment of whether the proposed operational changes will have a significant impact on the eligibility, character defining features, or aspects of integrity of VROB. Senior Architectural Historian Jeremy Adams, who meets the Secretary of the Interior's Professional Qualifications Standards for architectural history and history, supervised and conducted the architectural history analysis and impact assessment. Mr. Adams and Staff Archaeologist Megan Webb conducted archival and historical research and prepared this historical resource memorandum.

BRIEF HISTORICAL OVERVIEW

Research Methods

ECORP conducted a records search for the property at the South Central Coastal Information Center (SCCIC) of the California Historical Resources Information System at California State University, Fullerton on March 11, 2022 (SCCIC search #23541.9611). The records search determined that VROB has been previously recorded at the SCCIC as resource P-19-177085 in 1978. The recording included an NRHP nomination form, Historic Resources Inventory form, and Point of Historical Interest Form. No formal Department of Parks and Recreation 523 form is on file. VROB is listed on the NRHP and as a California Point of Historical Interest. ECORP reviewed the City of Beverly Hills local landmark designation information.

ECORP compiled a brief history of the gardens from the SCCIC records search files and public records available online. The impacts assessment includes details of the Proposed Project activities and a high-level assessment of whether those Project activities, which include only operational changes, will have a significant impact on eligibility, character-defining features, or aspects of integrity of VROB. An analysis of long-term cumulative impacts was also addressed.

Brief Historical Overview

The County of Los Angeles Department of Parks and Recreation operates VROB today. According to the historical listings for VROB, the garden is a beautiful representation of an early twentieth century estate with a blend of Beaux Arts architecture and landscaping. The gardens were officially listed on the National Register in 1978 and as a City of Beverly Hills local landmark in 2012.

The Virginia Robinson estate historically was situated on 20 acres of land and today is situated on approximately 6.5 acres located in Beverly Hills. The estate was constructed in 1911 and was the first of the opulent residential estates archetypal of Beverly Hills neighborhoods (Atkins 2012; Robinson Gardens 2022). Virginia Catherine Dryden was born in 1877 in Missouri. Virginia married Harry Winchester

Robinson in 1903 in Los Angeles. Harry was born in 1878 to Joseph and Julia Winchester. Joseph Winchester was the founder of the J.W. Robinson's Retail Store, originally the Boston Dry Goods Store. Joseph died in 1891 and Harry took over the retail store business. Harry renamed the stores in honor of his late father, Joseph Winchester Robinson. Harry died in 1932 and Virginia became the chairwoman for the retail store business for 30 years (Robinson Gardens 2022).

Virginia's father, architect Nathaniel Dryden, designed the Beaux Arts style mansion on a 20-acre hillside for the newly married couple. Construction began in 1908 and was constructed was completed in 1911 (Snider 1978). The estate was one of the first estates built in Beverly Hills. In 1924, a pool pavilion was constructed near the main house in a unique style inspired by both eighteenth-century French and Palladian styles and expanded in 1929. Together, the architectural components of the property frame the aesthetic setting of the gardens (Ostashay & Associates Consulting 2012). The land was carefully landscaped to integrate the house, poolhouse pavilion, and garden that Virginia oversaw.

Virginia died in 1977, just shy of 100 years old, and the estate was deeded to Los Angeles County under the condition that it would be opened to the public as an arboretum and botanical experience. In the year following Virginia's death, the property was listed on NRHP under Criterion C for Architecture and under Criterion A for Exploration/Settlement at the local level of significance. The Friends of Robinson Gardens was founded in 1982 to help preserve the gardens and manage the educational and docent programs.

Virginia and Harry Robinson were widely known for their line of Robinson's department stores and as hosts of spectacular social and charity events at the estate. VROB provided a lush backdrop to these galas. The gardens were established over several decades and feature a diverse array of plant samples collected by the Robinsons, beginning with their three-year, globe-trekking honeymoon. Mrs. Robinson took a stance of curiosity and ongoing experimentation toward gardening, reflected in the richness of the six defining garden areas. Each of these were crafted based on the geographical origin and botanical characteristics of their plant specimens: The Front Meadow, Great Lawn and Dry Border, Italian Terrace Garden, King Palm Forest, Display Rose Garden, and Kitchen Garden (Robinson Gardens 2022).

The Front Meadow was originally a lawn but has since been converted to a drought-tolerant meadow in light of changing water availability; this adaptive approach is in the spirit of the experimental gardening methods used by Virginia Robinson. The Great Lawn and Dry Border has a Mediterranean theme, including Italian Cypress trees, and was used for hosting outdoor dining events. The Italian Terrace Garden features Neoclassical fountains and meandering brick paths bordered by persimmons, Southern Magnolia, and type-specimen trees such as California's largest coral tree. The King Palm Forest is composed of 1,000 trees, which created a cooling canopy over an array of tropical flowers, a pond, and a waterfall. There is also the Display Rose Garden, which features Virginia Robinson's favorite, the Eiffel Tower Rose, established here in 1957. The Kitchen Garden is host to chickens and seasonal edible vegetables and herbs, as well as a collection of orchids (Robinson Gardens 2022).

The main residence was constructed was completed in 1911 and represents the Beaux Arts style of architecture. The single-story residence has a balustraded parapet and a central porch. The pool pavilion was completed in 1924 and represents a blend of Palladian and eighteenth-century French influences. The buildings and the gardens are integrated through terraces, steps, landscaping, and water, in true Cortile di

Belvedere style. Virginia and Harry Robinson used their estate for civic, philanthropic, and social activities during the 60-year period when they occupied the house on Elden Way.

As a whole, the estate and gardens have been determined eligible to the NRHP under Criteria A and C. As the first estate in Beverly Hills, the property is significant for the theme of early settlement and thus association with historically significant events (Criterion A). The architecture of the estate incorporates design, materials, workmanship, and period of construction embodying high artistic value (Criterion C). The property retains sufficient historical integrity from its period of significance, which is 1911 to1924.

The NRHP boundary includes the current property boundary, the 1911-constructed main residence, the 1920s poolhouse pavilion, tennis courts, and the associated gardens and landscape features. The landscape features include a swimming pool, patio gardens, palm grove, and a series of *interlocking footpaths and brick stairways* and *paved, fountained patios* (Snider 1978). The property maintains a high level of integrity of design, materials, workmanship, setting, feeling, association, and location (Snider 1978). The property's land use was changed from a single-family estate into a public open space in 1980.

Character-Defining Features for VROB include, but not limited to:

- The Beaux Arts architectural style residence designed by architect Nathanial Dryden;
- The 1924 pool pavilion designed in a unique style inspired by both eighteenth-century French and Palladian styles;
- The well-established gardens;
- The incorporated architectural features and landscape elements; and
- Hardscape features including the interlocking footpaths and patios.

Pursuant to the City of Beverly Hills Historic Preservation Ordinance (Title 10, Chapter 3, Article 32; Beverly Hills Municipal Code 10-3-32), the estate meets the necessary requirements for local landmark designation. The property is recognized as Local Landmark No. 2 under the City of Beverly Hills Historic Preservation Ordinance and is a California Point of Historical Interest (Ostashay & Associates Consulting 2012).

The City of Beverly Hills' Historic Preservation Ordinance (Title 10, Chapter 3, Article 32; Beverly Hills Municipal Code 10-3-32) states that a property may be designated as a Landmark if it satisfies the following three criteria:

A. A landmark must satisfy all of the following requirements:

1. It is at least forty five (45) years of age, or is a property of extraordinary significance;
2. It possesses high artistic or aesthetic value, and embodies the distinctive characteristics of an architectural style or architectural type or architectural period;
3. It retains substantial integrity from its period of significance; and

4. It has continued historic value to the community such that its designation as a landmark is reasonable and necessary to promote and further the purposes of this article

B. In addition to the requirements set forth in subsection A of this section, a landmark must satisfy at least one of the following requirements:

1. It is listed on the national register of historic places;

2. It is an exceptional work by a master architect;

3. It is an exceptional work that was owned and occupied by a person of great importance, and was directly connected to a momentous event in the person's endeavors or the history of the nation.

For purposes of this subsection B3, personal events such as birth, death, marriage, social interaction, and the like shall not be deemed to be momentous;

4. It is an exceptional property that was owned and occupied by a person of great local prominence;

5. It is an iconic property; or

6. The landmark designation procedure is initiated, or expressly agreed to, by the owner(s) of the property. (Ord. 15-O-2682, eff. 11-19-2015).

According to the local designation information, the property meets criterion A. 1, A. 2, A. 3, and A. 6.

The primary characteristics justifying landmark designation and that should be preserved, include, but not limited to:

- the Beaux Arts and Florentine Renaissance architectural styles and other existing design concepts;
- the basic form, composition, materials and features of the residence along the north, south, and west elevations;
- the basic form, composition, materials and features of the playhouse/pool pavilion along the south, west, and east elevations;
- the overall configuration, siting, and topography of the site;
- the roof shape (flat), features, and materials of the main residence including balustrade parapet walls, decorative cornices with molding and dentil course work;
- the roof shape, features and materials of the playhouse/pool house pavilion including the decorative parapet, cornice, and relief work;
- the Palladian style playhouse/pool pavilion;
- the reflecting swimming pool with tiled wainscoting;
- the decorative Tuscan columns and arches;
- the fenestration that includes glazed wood French doors and multi-pane casement, fixed, fanlight, and bay windows some with corbeled balconets;

- the wide, grassy mall connecting the main house to the playhouse/pool pavilion lined with Italian cypress;
- the Italian terrace hillside garden;
- the plan garden;
- the formal rose garden;
- the ninety-year old and eucalyptus tree and coral tree;
- the hardscape features that include interlocking footpaths, brick stairways, and paved
- fountained patios;
- the tennis court area; and
- the unobstructed line of sight of the property from Elden Way.

IMPACTS ASSESSMENT

To determine if the Proposed Project would significantly impact VROB, ECORP reviewed the proposed operational changes presented in the official Project Description and compared them with the current operational changes.

Currently, VROB is open to the public from Monday through Saturday, a total of six days per week. Public hours are 9:00 a.m. to 4:00 p.m. each day. As many as 100 visitors per day are allowed with reservations required. The County proposes to add Sunday, increasing to a total of seven days per week of operation, and change the hours to 9:30 a.m. to sunset, which ranges from 6:00 p.m. to 8:00 p.m. depending on the season. Further, the County proposes to increase visitor capacity to 200 visitors per day, with reservations still required. All of these changes will increase public use of the property; however, there will be no associated physical changes to the resource that would impact any of its character-defining features or reduce its integrity. Patrons will enjoy VROB under the same rules and conditions as previously used, which are specifically written to protect all features from direct and indirect impacts from patrons. Reservations will still be required, which limits the number of patrons allowed at the same time, therefore not causing an overflow or capacity issue within VROB. Under the protection of the same access rules, no long-term or cumulative impacts will occur because of increased visitor capacity. No additional development is proposed. Therefore, changes related to increased capacity will have a less than significant impact on VROB.

Currently, up to four special-use events are allowed per year. The County proposes to increase special use events to 24 per year and expand public programs and events. The operational change and expansion of educational programs will support local historic preservation efforts in compliance with the stated community goals outlined in the City of Beverly Hills General Plan Policy Historic Preservation 2.1, in which the City specifically states its intention to develop partnerships for public education on local historic resources with preservation groups (City of Beverly Hills 2010), such as the Friends of Robinson Gardens. The management, cost, rules, and oversight of expanded public programs and special events will not

change from those currently in place for special events. Special events are ticketed events that also adhere to city ordinances regarding noise and capacity, in addition to facility requirements. Event-type guidelines will not change from appropriate uses as determined by the Superintendent of the facility. Character-defining features within VROB will continue to be protected from direct and indirect actions of patrons under special event use guidelines, which has successfully occurred for decades. As such, though there will be an increase in usage, that increased use will have a less than significant impact.

Parking at the facility is currently limited to 35 spaces on-site and walk-in access with some exceptions for oversized vehicles and tour busses. Currently, the largest challenge with parking is the public using nearby neighborhood streets for parking, which causes congestion. To offset this, the County proposes to actively promote the use of public transportation services and rideshare services such as Lyft or Uber. The proposed advertisements do not include new physical signage, markings, or other parking-related changes. The proposed activity is a promotional approach to encourage outside transportation services with the intent of reducing vehicle activity on-site. There will be no impact, either directly or indirectly, to any of the character-defining features or aspects of integrity of VROB. As such, the proposed change will have no impact on the Historical Resource.

The detailed results of the comparison between current operation and proposed changes are presented in Table 1 and briefly summarized below.

Table 1. Proposed Changes and their Potential Impact to Historic Resources

	Current Operational Procedure	Proposed Change	Potential Impact to Historical Resources
Days open to the public:	Monday to Saturday (six days a week)	Monday to Sunday (seven days a week)	Less than Significant
Hours for public use:	9:00 a.m. to 4:00 p.m.	9:30 a.m. to sunset (6:00-8:00 p.m.)	Less than Significant
Number of patrons in attendance:	100 visitors per day (reservations required)	200 visitors per day (reservations required)	Less than Significant
Types of events:	Special tours only	Expand public programs and events	Less than Significant
Special Uses:	4 special use events per year	24 special use events a year	Less than Significant

Table 1. Proposed Changes and their Potential Impact to Historic Resources			
	Current Operational Procedure	**Proposed Change**	**Potential Impact to Historical Resources**
Parking:	With advance reservations: • Parking on property (35 spaces available). • No parking permitted on Elden Way. • For special events, offsite parking is made available so guests can be shuttled to the estate. Valet service is also utilized. • Visitor drop off and walk-ins allowed • All events require a parking/transportation plan. • Promote the use of shuttle service to reduce the number of trips to VRG.	To reduce traffic and parking impacts to the neighborhood, promote the use of public transportation and ridesharing services such as Lyft/Uber.	No Impact

CONCLUSIONS

The proposed operational changes are consistent in type of use, use guidelines and rules, and long-term management that are already in place. The proposed operational changes will work to promote local historic preservation goals through continued public use and awareness though increased and enhanced regulated access to VROB. Though these proposed operational changes will increase public use of the property, there will be no associated physical changes to VROB. Therefore, there will be No Significant Impact to the character-defining features or aspects of integrity of the Historical Resource, the Virginia Robinson Gardens with the proposed operational changes. The Proposed Project will have No Significant Impact to Historical Resources as defined by CEQA.

If you have any questions or comments about the assessment of impacts, please contact me at JAdams@ecorpconsulting.com or by phone at (916) 782-9100.

Sincerely,

Jeremy Adams
Senior Architectural Historian/Cultural Resources Manager

REFERENCES

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Robinson Gardens. 2022. About: Robinson Gardens. Available at https://www.robinsongardens.org/about/, accessed March 28, 2022.

Snider, Sandra. 1978. National Register of Historic Places nomination form: Virginia Robinson Estate at 1008 Elden Way. Prepared March 20, 1978.

Proposed Project Total Operational Gasoline Usage

Operations

Table 5. Average Miles per Gallon in Riverside County in 2024 [3]								
Area	**Sub-Area**	**Cal. Year**	**Season**	**Veh_tech**	**EMFAC 2021 Category**	**Total Onroad Vehicle Gallons Consumed in Los Angeles County in 2021**	**Total Onroad Vehicle Miles Traveled in Los Angeles County in 2021**	**Total Passenger Vehicle Miles per Gallon in Los Angeles County in 2021**
Sub-Areas	Los Angeles County	2022	Annual	All Vehicles	All Vehicles	4,028,317,933	260,214,295	0.06

Sources:
[3]California Air Resource Board. 2021. EMFAC2021 Mobile Emissions Model.

Table 6. Total Gallons During Project Operations				
Project Onroad Vehicle Daily Trips[3]	**Estimated Miles per Trip[4]**	**Project Onroad Vehicle Daily Miles Traveled**	**Project Onroad Vehicle Daily Fuel Consumption**	**Project Onroad Vehicle Annual Fuel Consumption**
200	10.58686869	2,117.37	32,778.58	**32,779**

Sources:
[3]KOA 2022; [4]CalEEMod 2020.4.0

BASELINE NOISE MEASUREMENTS

Site Number: 1			
Recorded By: Lindsay Liegler			
Job Number: 2017-276.009			
Date: 2/11/2022 – 2/15/2022			
Time: 11:04 a.m. – 5:46 a.m.			
Location: Near the southern portion of the Project Site approximately 50 feet from Elden Way.			
Source of Peak Noise: Landscaping/ gardening (leaf blowers)			
Noise Data			
LA_{eq} (dB)	**L_{min} (dB)**	**L_{max} (dB)**	**CNEL**
45.7	24.1	83.1	49.4

Equipment						
Category	**Type**	**Vendor**	**Model**	**Serial No.**	**Cert. Date**	**Note**
Sound	Sound Level Meter	**Larson Davis**	**LxT SE**	**0005120**	**11/29/2021**	
	Microphone	**Larson Davis**	**377B02**	**334361**	**11/30/2021**	
	Preamp	**Larson Davis**	**PRMLxT1L**	**042852**	**11/30/2021**	
	Calibrator	**Larson Davis**	**CAL200**	**14105**	**11/10/2021**	

Weather Data			
Est.	**Duration:** 90 hours		**Sky:** Clear
	Note: dBA Offset = -0.01		**Sensor Height (ft):** 3.5
	Wind Ave Speed (mph)	**Temperature (degrees Fahrenheit)**	**Barometer Pressure (hPa)**
	5	75	30.03

Photo of Measurement Location

Measurement Report

Report Summary

Meter's File Name	LxT_Data.098.s	Computer's File Name	LxT_0006133-20220211 110412-LxT_Data.098.ldbin
Meter	LxT1 0006133		
Firmware	2.404		
User		Location	
Job Description			
Note			
Start Time	2022-02-11 11:04:12	Duration	90:42:12.0
End Time	2022-02-15 05:46:24	Run Time	90:42:12.0
Pause Time	0:00:00.0		

Results

Overall Metrics

LA_{eq}	45.7 dB		
LAE	100.9 dB	SEA	130.2 dB
EA	1.4 mPa²h		
EA8	120.1 µPa²h		
EA40	600.7 µPa²h		
LZS_{peak}	120.2 dB	2022-02-11 11:04:59	
LAS_{max}	83.1 dB	2022-02-11 11:04:59	
LAS_{min}	28.1 dB	2022-02-15 01:48:09	
LA_{eq}	45.7 dB		
LC_{eq}	59.6 dB	LC_{eq} - LA_{eq}	13.8 dB
LAI_{eq}	50.4 dB	LAI_{eq} - LA_{eq}	4.7 dB

Exceedances

	Count	Duration
LAS > 85.0 dB	0	0:00:00.0
LAS > 115.0 dB	0	0:00:00.0
LZSpeak > 135.0 dB	0	0:00:00.0
LZSpeak > 137.0 dB	0	0:00:00.0
LZSpeak > 140.0 dB	0	0:00:00.0

Community Noise

LDN	LDay	LNight
48.9 dB	47.3 dB	0.0 dB

LDEN	LDay	LEve	LNight
49.4 dB	47.7 dB	45.2 dB	40.7 dB

Any Data

	A		C		Z	
	Level	Time Stamp	Level	Time Stamp	Level	Time Stamp
L_{eq}	45.7 dB		--- dB		--- dB	
$Ls_{(max)}$	83.1 dB	2022-02-11 11:04:59	--- dB		--- dB	
$LS_{(min)}$	28.1 dB	2022-02-15 01:48:09	--- dB		--- dB	
$L_{Peak(max)}$	--- dB		--- dB		120.2 dB	2022-02-11 11:04:59

Overloads

Count	Duration
0	0:00:00.0

Statistics

LAS 5.0	48.6 dB
LAS 10.0	45.9 dB
LAS 33.3	42.4 dB
LAS 50.0	40.7 dB
LAS 66.6	38.8 dB
LAS 90.0	35.2 dB

TRAFFIC NOISE MODELING OUTPUTS

TRAFFIC NOISE LEVELS

Project Number: 2017-276.009
Project Name: VRG

Background Information

Model Description:	FHWA Highway Noise Prediction Model (FHWA-RD-77-108) with California Vehicle Noise (CALVENO) Emission Levels.			
Analysis Scenario(s):	Existing			
Source of Traffic Volumes:	KOA 2022			
Community Noise Descriptor:	L_{dn}:		CNEL:	X

Assumed 24-Hour Traffic Distribution:	Day	Evening	Night
Total ADT Volumes	77.70%	12.70%	9.60%
Medium-Duty Trucks	87.43%	5.05%	7.52%
Heavy-Duty Trucks	89.10%	2.84%	8.06%

Traffic Noise Levels

Analysis Condition Roadway Segment	Land Use	Lanes	Median Width	Peak Hour Volume	ADT Volume	Design Speed (mph)	Dist. from Center to Receptor	Alpha Factor	Barrier Attn. dB(A)	Vehicle Mix: Medium Trucks	Vehicle Mix: Heavy Trucks	Peak Hour dB(A) L_{eq}	24-Hour dB(A) CNEL
Analysis Condition													
Analysis Condition													
North Beverly Drive													
North of Lexington Road	Residential	2	0	0	5,868	35	100	0	0	1.8%	0.7%	0.0	59.4
South of Lexington Road	Residential	2	0	0	4,203	35	100	0	0	1.8%	0.7%	0.0	58.0
North Crescent Drive													
South of Lexington Road	Residential	2	0	0	783	35	100	0	0	1.8%	0.7%	0.0	50.7
Between Lexington Road and Elden Way	Residential	2	0	0	103	35	100	0	0	1.8%	0.7%	0.0	41.9
Elden Way													
North of North Crescent Drive	Residential	2	0	0	54	35	100	0	0	1.8%	0.7%	0.0	39.1
Lexington Road													
East of North Beverly Drive	Residential	2	0	0	1,206	35	100	0	0	1.8%	0.7%	0.0	52.5
Between North Beverly Drive and Crescent D	Residential	2	0	0	1,939	35	100	0	0	1.8%	0.7%	0.0	54.6
Between Crescent Drive and Oxford Way	Residential	2	0	0	2,497	35	100	0	0	1.8%	0.7%	0.0	55.7
Between Oxford Way and Hartford Way	Residential	2	0	0	2,466	35	100	0	0	1.8%	0.7%	0.0	55.7
Between Hartford Way and Benedict Canyon	Residential	2	0	0	1,179	35	100	0	0	1.8%	0.7%	0.0	52.5
West of Benedict Canyon Drive	Residential	2	0	0	1,638	35	100	0	0	1.8%	0.7%	0.0	53.9
Oxford Way													
South of Lexington Road	Residential	2	0	0	90	35	100	0	0	1.8%	0.7%	0.0	41.3
Hartford Way													
South of Lexington Road	Residential	2	0	0	108	35	100	0	0	1.8%	0.7%	0.0	42.1
Between Lexington Road and Cove Way	Residential	2	0	0	1,683	35	100	0	0	1.8%	0.7%	0.0	54.0
Between Cove Way and Benedict Canyon Ro	Residential	2	0	0	702	35	100	0	0	1.8%	0.7%	0.0	50.2
West of Benedict Canyon Road	Residential	2	0	0	288	35	100	0	0	1.8%	0.7%	0.0	46.3
Cove Way													
North of Hartford Way	Residential	2	0	0	2,349	35	100	0	0	1.8%	0.7%	0.0	55.4
Benedict Canyon Drive													
South of Lexington Road	Residential	2	0	0	3,420	35	100	0	0	1.8%	0.7%	0.0	57.1
Between Lexington Road and North Roxbury	Residential	2	0	0	5,436	35	100	0	0	1.8%	0.7%	0.0	59.1
North of Hartford Way	Residential	2	0	0	8,793	35	100	0	0	1.8%	0.7%	0.0	61.2

TRAFFIC NOISE LEVELS

Project Number: 2017-276.009
Project Name: VRG

Background Information

Model Description:	FHWA Highway Noise Prediction Model (FHWA-RD-77-108) with California Vehicle Noise (CALVENO) Emission Levels.			
Analysis Scenario(s):	Existing + Project			
Source of Traffic Volumes:	KOA 2022			
Community Noise Descriptor:	L_{dn}:		CNEL:	X

Assumed 24-Hour Traffic Distribution:	Day	Evening	Night
Total ADT Volumes	77.70%	12.70%	9.60%
Medium-Duty Trucks	87.43%	5.05%	7.52%
Heavy-Duty Trucks	89.10%	2.84%	8.06%

Traffic Noise Levels

Analysis Condition / Roadway Segment	Land Use	Lanes	Median Width	Peak Hour Volume	ADT Volume	Design Speed (mph)	Dist. from Center to Receptor	Alpha Factor	Barrier Attn. dB(A)	Vehicle Mix: Medium Trucks	Vehicle Mix: Heavy Trucks	Peak Hour dB(A) L_{eq}	24-Hour dB(A) CNEL
Analysis Condition													
Analysis Condition													
North Beverly Drive													
North of Lexington Road	Residential	2	0	0	5,886	35	100	0	0	1.8%	0.7%	0.0	59.4
South of Lexington Road	Residential	2	0	0	4,266	35	100	0	0	1.8%	0.7%	0.0	58.0
North Crescent Drive													
South of Lexington Road	Residential	2	0	0	801	35	100	0	0	1.8%	0.7%	0.0	50.8
Between Lexington Road and Elden Way	Residential	2	0	0	323	35	100	0	0	1.8%	0.7%	0.0	46.8
Elden Way													
North of North Crescent Drive	Residential	2	0	0	252	35	100	0	0	1.8%	0.7%	0.0	45.7
Lexington Road													
East of North Beverly Drive	Residential	2	0	0	1,224	35	100	0	0	1.8%	0.7%	0.0	52.6
Between North Beverly Drive and Crescent D	Residential	2	0	0	2,006	35	100	0	0	1.8%	0.7%	0.0	54.8
Between Crescent Drive and Oxford Way	Residential	2	0	0	2,497	35	100	0	0	1.8%	0.7%	0.0	55.7
Between Oxford Way and Hartford Way	Residential	2	0	0	2,556	35	100	0	0	1.8%	0.7%	0.0	55.8
Between Hartford Way and Benedict Canyon	Residential	2	0	0	1,260	35	100	0	0	1.8%	0.7%	0.0	52.7
West of Benedict Canyon Drive	Residential	2	0	0	1,638	35	100	0	0	1.8%	0.7%	0.0	53.9
Oxford Way													
South of Lexington Road	Residential	2	0	0	90	35	100	0	0	1.8%	0.7%	0.0	41.3
Hartford Way													
South of Lexington Road	Residential	2	0	0	108	35	100	0	0	1.8%	0.7%	0.0	42.1
Between Lexington Road and Cove Way	Residential	2	0	0	1,692	35	100	0	0	1.8%	0.7%	0.0	54.0
Between Cove Way and Benedict Canyon Ro	Residential	2	0	0	711	35	100	0	0	1.8%	0.7%	0.0	50.3
West of Benedict Canyon Road	Residential	2	0	0	288	35	100	0	0	1.8%	0.7%	0.0	46.3
Cove Way													
North of Hartford Way	Residential	2	0	0	2,358	35	100	0	0	1.8%	0.7%	0.0	55.5
Benedict Canyon Drive													
South of Lexington Road	Residential	2	0	0	3,510	35	100	0	0	1.8%	0.7%	0.0	57.2
Between Lexington Road and North Roxbury	Residential	2	0	0	5,436	35	100	0	0	1.8%	0.7%	0.0	59.1
North of Hartford Way	Residential	2	0	0	8,802	35	100	0	0	1.8%	0.7%	0.0	61.2

ONSITE NOISE MODELING OUTPUTS

SoundPLAN
Output Source Information

Number	Reciever Name	Location	Level at Ground Floor
1	Residential	House 1025 (south of Project Site)	19.9 dBA
2	Residential	House 1006 (south of Project Site)	27.9 dBA
3	Residential	House 1005 (south of Project Site)	27.1 dBA
4	Residential	House 1024 (south of Project Site)	37.4 dBA
5	Residential	House 1027 (west of Project Site)	34.7 dBA
6	Residential	House 1031 (west of Project Site)	33.1 dBA
7	Residential	House 1032 (west of Project Site)	30.4 dBA
8	Residential	House 1034 (north of Project Site)	30.8 dBA
9	Residential	House 1036 (north of Project Site)	31.5 dBA
10	Residential	House 1055 (north of Project Site)	35.1 dBA
11	Residential	House 1045 (north of Project Site)	41.3 dBA
12	Residential	House 1035 (north of Project Site)	31.2 dBA
13	Residential	House 1028 (northeast of Project Site)	16.1 dBA
14	Residential	House 1019 (east of Project Site)	14.7 dBA
15	Residential	House 1017 (southeast of Project Site)	14.5 dBA
16	Residential	House 1015 (southeast of Project Site)	13.6 dBA

Number	Noise Source Information	Citation	Level at Source
1	Crowd Noise	M.J. Hayne, et al, Prediction of Crowd Noise, Acoustics, November 2006.	62.0 dBA

SoundPLAN
Output Source Information

Number	Reciever Name	Location	Level at Ground Floor
1	Residential	House 1025 (south of Project Site)	52.4 dBA
2	Residential	House 1006 (south of Project Site)	58 dBA
3	Residential	House 1005 (south of Project Site)	57.5 dBA
4	Residential	House 1024 (south of Project Site)	52.2 dBA
5	Residential	House 1027 (west of Project Site)	66.1 dBA
6	Residential	House 1031 (west of Project Site)	69.4 dBA
7	Residential	House 1032 (west of Project Site)	63.4 dBA
8	Residential	House 1034 (north of Project Site)	59.7 dBA
9	Residential	House 1036 (north of Project Site)	61.6 dBA
10	Residential	House 1055 (north of Project Site)	66.5 dBA
11	Residential	House 1045 (north of Project Site)	72.1 dBA
12	Residential	House 1035 (north of Project Site)	55.4 dBA
13	Residential	House 1028 (northeast of Project Site)	46.8 dBA
14	Residential	House 1019 (east of Project Site)	43.3 dBA
15	Residential	House 1017 (southeast of Project Site)	46 dBA
16	Residential	House 1015 (southeast of Project Site)	47.5 dBA

Number	Noise Source Information	Citation	Level at Source
1	High Intensity Amplified Music	ECORP Consultinjg, Inc. Refrence Noise Measurment (Rock/ Reggae Concert)	108.1 dBA
2	Crowd Noise	M.J. Hayne, et al, Prediction of Crowd Noise, Acoustics, November 2006.	62.0 dBA

SoundPLAN
Output Source Information

Number	Reciever Name	Location	Level at Ground Floor
1	Residential	House 1025 (south of Project Site)	45.8 dBA
2	Residential	House 1006 (south of Project Site)	45.8 dBA
3	Residential	House 1005 (south of Project Site)	51 dBA
4	Residential	House 1024 (south of Project Site)	46.1 dBA
5	Residential	House 1027 (west of Project Site)	59.5 dBA
6	Residential	House 1031 (west of Project Site)	62.9 dBA
7	Residential	House 1032 (west of Project Site)	56.8 dBA
8	Residential	House 1034 (north of Project Site)	53.1 dBA
9	Residential	House 1036 (north of Project Site)	55.0 dBA
10	Residential	House 1055 (north of Project Site)	59.9 dBA
11	Residential	House 1045 (north of Project Site)	65.5 dBA
12	Residential	House 1035 (north of Project Site)	48.9 dBA
13	Residential	House 1028 (northeast of Project Site)	40.2 dBA
14	Residential	House 1019 (east of Project Site)	36.7 dBA
15	Residential	House 1017 (southeast of Project Site)	39.4 dBA
16	Residential	House 1015 (southeast of Project Site)	40.9 dBA

Number	Noise Source Information	Citation	Level at Source
1	Moderate Intensity Amplified Music	ECORP Consultinjg, Inc. Refrence Noise Measurment (Small Country Band)	101.5 dBA
2	Crowd Noise	M.J. Hayne, et al, Prediction of Crowd Noise, Acoustics, November 2006.	62.0 dBA

TRAFFIC IMPACT STUDY

Proposed Operational Changes at Virginia Robinson Gardens

1008 Elden Way
Beverly Hills

July 2022

Prepared For:
ECORP Consulting
2861 Pullman Street
Santa Ana, CA 92705

JC11073
v4c

Prepared by:

1100 Corporate Center
Drive, Suite 201
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(323) 260-4703

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FIGURES

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APPENDICES

EXECUTIVE SUMMARY

This report presents findings pertaining to California Environmental Quality Act (CEQA) impact review and application of local criteria to an area circulation analysis for the Virginia Robinson Gardens (VRG) located at 1008 Elden Way in the City of Beverly Hills. The following are the primary analysis assumptions, findings, and conclusions of the project transportation impacts and effects analysis.

VRG is a six-acre estate site operated and maintained by the County of Los Angeles Department of Parks and Recreation. Currently, the Virginia Robinson Gardens operate on a reservation basis for all visitors and is open Monday to Saturday. All visitors must make a reservation, and there is a limit of 100 visitors per day. No street parking is allowed. The current hours of operation are 9:30 a.m. to 4:00 p.m. year-round.

There is currently a limit of four special use events per year. Offsite parking is made available for special use events where guests are shuttled to the estate. Valet service is also utilized.

- The proposed project and the related site operational expansion are anticipated to be implemented in late 2022 at the earliest. The daily operational period will be extended further into the evening, and Sunday operations will be included in the typical weekly schedule.

- Existing operations data provided by the County indicates that the typical average annual attendance is 5,000 visitors, which equates to an average of 20 visitors a day. The designated maximum site capacity for reservations is 100 visitors per day.

- The trips analysis was based on capacity operations. The existing limit of 100 daily visitors will be raised to 200. The daily visitor increase of 100 was used as the input for the trip generation calculations, and two persons per vehicle were assumed, with 50 trips in and 50 trips out on a daily basis. The project would generate a net daily total of 100 new trips, including 25 vehicle trips during both the weekday a.m. peak hour and the p.m. peak hour.

- Project Alternative 1 assumes a daily visitor increase of 40 persons. Two persons per vehicle were assumed, with 20 trips in and 20 trips out on a daily basis. The alternative would generate a net daily total of 40 new daily trips, including 10 vehicle trips during both the weekday a.m. peak hour and the p.m. peak hour.

- CEQA transportation review guidelines require the review of project consistency with the Regional Transportation Improvement Plan/Sustainable Communities Strategy (RTP/SCS). Therefore, the project would meet these RTP/SCS goals without the need for mitigation measures.

- Daily VMT of the VRG is 1,700 under existing conditions and 3,400 under the proposed site operational expansion. Under project alternative 1, total VMT would be 2,380. The VMT standard is average VMT per capita, based on the analysis of visitor data and the local CEQA impact standards, and was measured against the impact threshold.

- The current average VMT per capita is 22.2 for the County of Los Angeles, based on the current area Regional Transportation Plan/Sustainable Communities Strategy, published by the Southern California Association of Governments. The impact threshold of 15 percent below this regional average VMT is 18.87.

- VMT transportation impacts of the project would be less than significant, as the average VMT per capita at 17.0 would be below the impact threshold of 18.87. Mitigation measures for VMT impacts are not required.

- The proposed project would not substantially affect local traffic circulation and access at the analyzed study intersection, based on a review of study area mobility conditions, per requirements of the City traffic study guidelines. Project alternative 1 would have similar effects.

- For area roadways, a significant local impact would occur. Based on traffic counts on Elden Way, volumes on that roadway range from 150 to 275 vehicles each day. The project addition of up to 100 additional vehicles each day on that roadway would cause increases in volumes that range from 38 percent to 57 percent. The City maximum impact threshold would be exceeded every day of the week. Feasible mitigation measures for these local roadway volume impacts were not identified.

- Project alternative 1 would create significant impacts on the Elden Way roadway on four days of the week but not on Thursday and Friday. Volume percentage increases would be in the range of 15 percent to 23 percent across all of the analyzed days.

- Special use events occur at VRG now, and the number of events per year will be expanded under the proposed project. The current management measures will continue to be used, minimizing the temporary effects of the special events on area traffic patterns and on-street parking occupancy.

- No mitigation measures are proposed for project daily operations or special use events, based on these conclusions.

1. INTRODUCTION

KOA has been retained by ECORP Consulting, Inc.to analyze the circulation and traffic conditions associated with the proposed operational changes at Virginia Robinson Gardens, located at 1008 Elden Way in the City of Beverly Hills. The analysis presents findings pertaining to California Environmental Quality Act (CEQA) impact review and application of local criteria to an area circulation analysis.

This analysis was executed in consultation with the assumptions, methodologies, and procedures outlined in the City of Beverly Hills *Traffic Impact Analysis Guidelines* adopted on October 10, 2019.

A traffic scoping document was submitted to the City of Beverly Hills engineering staff, on January 19, 2022, and the City accepted the document without comments. Eight intersections were defined as the study area, and the scoping document is provided in Appendix A.

1.1 PROJECT DESCRIPTION

Virginia Robinson Gardens is a six-acre estate site operated and maintained by the County of Los Angeles Department of Parks and Recreation (DPR). The estate site includes gardens, a house museum, and a vast collection of historical archives. Currently, the Virginia Robinson Gardens operate on a reservation basis for all visitors and is open Monday to Saturday. All visitors must make a reservation and there is a limit of 100 visitors per day. No street parking is allowed. The current hours of operation are 9:30 a.m. to 4:00 p.m. year-round.

There is currently a limit of four special use events per year. Offsite parking is made available for special use events where guests are shuttled to the estate. Valet Service is also utilized. A Parking/transportation plan is required per each event, and is submitted to the City. Shuttle service is promoted to reduce the number of vehicle trips to VRG.

The VRG site has 35 available parking spaces. No parking is permitted on Elden Way. Visitor drop-offs and walk-ups at the site entrance are allowed with advanced reservations.

DPR is proposing changes to expand public access to Virginia Robinson Gardens. The information on the following page lists the operational changes that define the proposed project.

	Existing	Proposed
Days Open and Hours	• Monday to Saturday; 6 days per week • 9:30 am to 4:00 pm	• Monday to Sunday; 7 days a week • 9:30 am to sunset (as common for other County parks)
Number of Patrons in Attendance	• With advance reservations: • Up to 100 visitors per day of docent tours, seminar/classes, or commercial filming (video only, no motion picture) or a combination of any of these activities	• With advance reservations: • Up to 200 visitors per day of docent tours, seminar/classes, or commercial filming (video only, no motion picture) or a combination of any of these activities
Types of Events	• Offer children's programming • Schedule staff and public programming such as temporary exhibits, health and physical fitness activities, painting, wine and cooking classes, etc. • Institute subsidized musical and performing arts programs, and movie screenings. • Subject matter for events to be determined at the discretion of the Superintendent	• In addition to the existing event conditions listed to the left, consider family ceremonies such as weddings
Commercial Filming	• Photoshoots and video shoots are allowed during Garden operational hours.	• No changes
Special Uses	• 4 special use events per year	• Up to 24 special use events per year; up to 4 events per month
Parking	• With advance reservations: • Parking on property (35 spaces available). • No parking permitted on Elden Way. • For special use events, offsite parking is made available so guests are shuttled to the estate. Valet service is also utilized. • Visitor drop off and walk-ins allowed • All events require a parking/transportation plan. • Promote the use of shuttle service to reduce the number of trips to VRG.	• In addition to existing parking conditions listed to the list, promote the use of public transit and ridesharing such as Lyft/Uber.

The proposed project and the related site operational expansion are anticipated to be implemented in late 2022 at the earliest.

Figure 1 illustrates the regional project location.

1.2 PROJECT STUDY AREA

The project site is located approximately one half-mile north of Sunset Boulevard within a residential neighborhood. The primary project site access is located on the north end of a cul-de-sac at the terminus of Elden Way. The project study area includes the following eight study intersections, which were documented in the scoping document provided to the City. These intersections are located along the primary access routes to and from the site:

1. Beverly Drive and Lexington Road
2. Crescent Drive and Lexington Road*
3. Elden Way and Crescent Drive*
4. Oxford Way and Lexington Road*
5. Hartford Way and Lexington Road*
6. Hartford Way and Cove Way*
7. Benedict Canyon Drive and Roxbury Drive*
8. Benedict Canyon Drive and Lexington Road

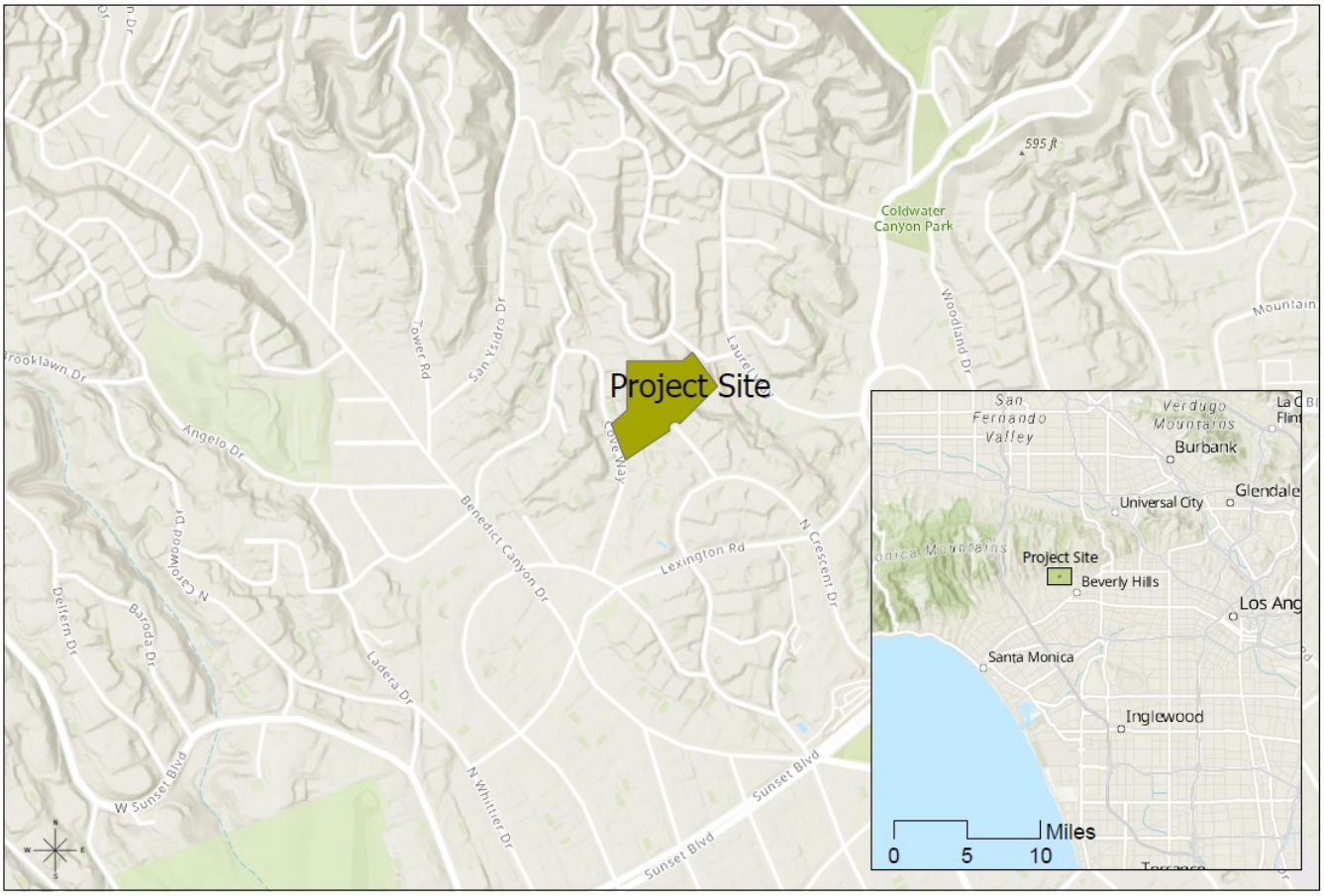
**Unsignalized Intersection*

Figure 2 illustrates the study area and the locations of the study intersections and roadway segments.

FIGURE 1

Virginia Robinson Gardens Traffic Study

Regional Location Map



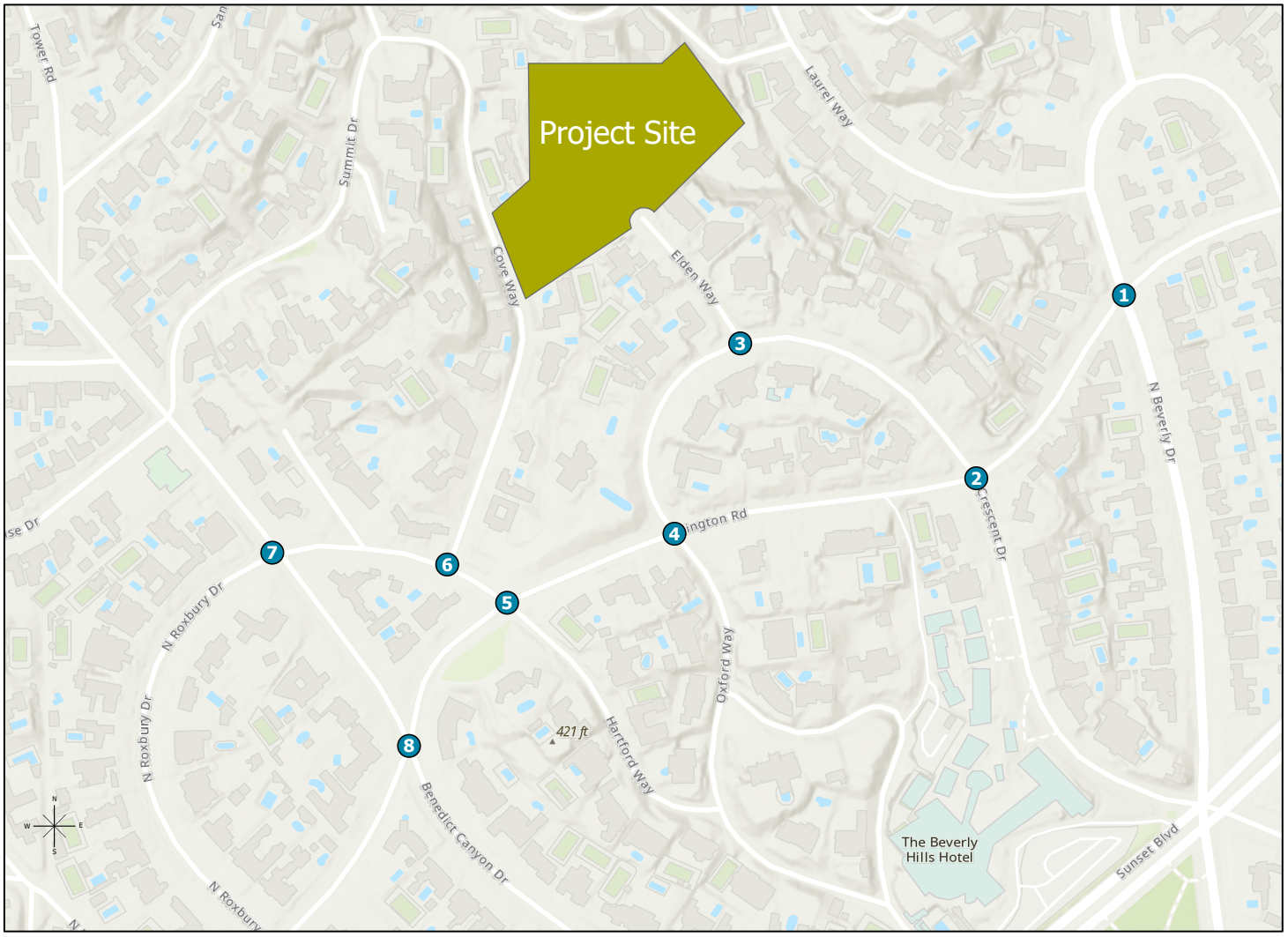
Project Site

0 0.75 1.5 Miles

FIGURE 2

Virginia Robinson Gardens Traffic Study

Study Area Map



2. EXISTING ENVIRONMENT

This section describes the existing conditions within the study area regarding roadway facilities, transit service, and traffic operating conditions.

2.1 EXISTING ROADWAY SYSTEM

The roadways within the study area are described here. The discussion is limited to specific roadways that traverse the study intersections and provide direct access to the project site. Figure 3 illustrates the existing traffic controls and approach lane configurations at the study intersections.

North Crescent Drive is a local roadway with an unmarked lane in each direction. Two-hour parking is generally permitted on both sides of the road. The speed limit is unposted and a 25 mph prima facie speed applies.

Lexington Road is a local roadway with one lane in each direction separated by a double-yellow striped median. 2-Hour parking is generally permitted on both sides of the road. The posted speed limit is 25 mph.

Hartford Way is a local roadway. Parking is prohibited on the southbound side of the road and 2-hour parking is allowed on the northbound side of the road.

Elden Way is a local roadway. The street ends in a cul-de-sac at the project site. Parking is generally permitted on both sides of the street. A 25 mph prima facie speed applies.

Beverly Drive is a major roadway. Parking is generally permitted on both sides of the roadway with the exception of 7:00-10:00 AM on the southbound side of the road and 4:00-7:00 PM northbound side of the road. The posted speed limit is 25 mph. In the vicinity of the project, Beverly Drive is residential. Beverly Drive begins its residential character at Santa Monica Boulevard to the south and transitions into Coldwater Canyon to the north.

Oxford Way is a local roadway. Parking is prohibited on the southbound side of the road and 2-hour parking is allowed on the northbound side of the road. A 25 mph prima facie speed applies.

Benedict Canyon Drive is a major roadway. Parking is generally permitted on both sides of the roadway with the exception of the 7:00-9:00 AM period in the southbound direction and the 4:00-7:00 PM period in the northbound direction. Benedict Canyon Drive intersects with numerous arterials including Santa Monica Boulevard, Wilshire Boulevard, and Mulholland Drive, which connect to Interstate 405 for regional access.

2.2 EXISTING TRANSIT SERVICE

The project study area is served by public bus transit line that is operated by the Los Angeles County Metropolitan Transportation Authority (Metro). The project area is served by Metro Bus Line 2, which travels between Exposition Park and UCLA.

This bus line does not operate on or provide stops on any of the study area roadways, but operates on Sunset Boulevard with local area stops, at an approximate half-mile distance to the south of the project site. Table 1 summarizes the operations of this transit line.

Table 1 – Existing Transit Service

Agency	Line	From	To	Via	Peak Frequency
Metro	2	DTLA	Westwood	Sunset Boulevard	10 min.

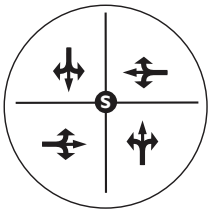
Source: *Metro.net*

FIGURE 3

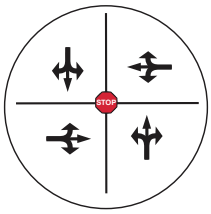
Virginia Robinson Gardens Traffic Study

Existing Lane Configurations

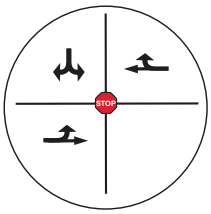
#1) Beverly Drive & Lexington Road



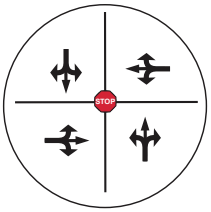
#2) N Crescent Drive & Lexington Road



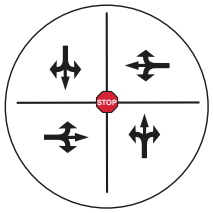
#3) Elden Way & N Crescent Drive



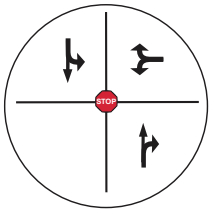
#4) N Crescent Drive/Oxford Way & Lexington Road



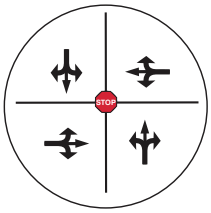
#5) Hartford Way & Lexington Road



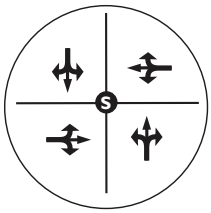
#6) Hartford Way & Cove Way



#7) Benedict Canyon Drive & Roxbury Drive/Hartford Way

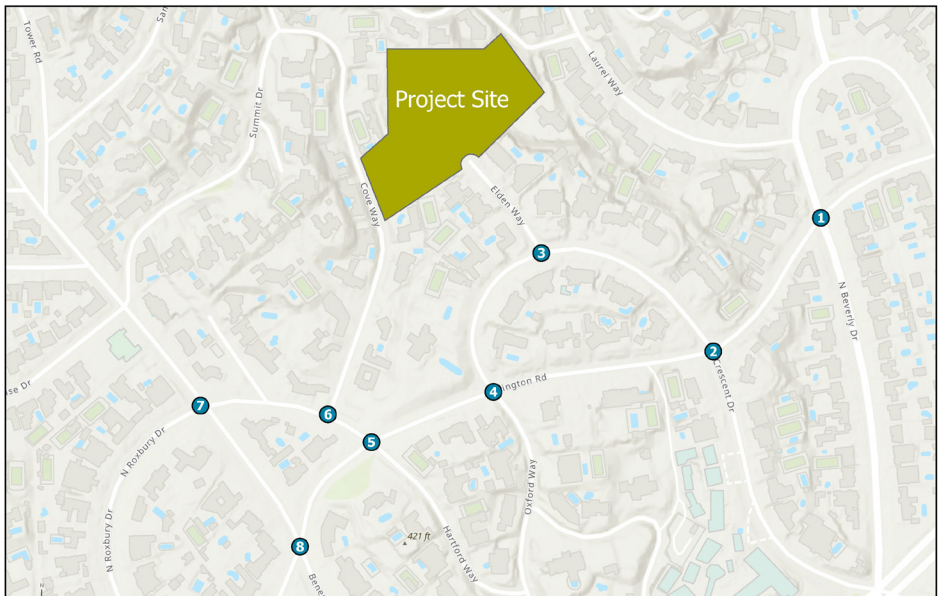


#8) Benedict Canyon Drive & Lexington Road



LANE CONFIGURATION

- Signalized Intersection
- Stop Controlled Intersection
- Intersection Lane Geometry



3. CEQA ANALYSIS OF TRANSPORTATION IMPACTS

The State of California Governor's Office of Planning and Research (OPR) defines guidelines for evaluating transportation impacts under the California Environmental Quality Act (CEQA). For CEQA transportation impact analysis, the vehicle miles traveled (VMT) performance metric is used to promote the reduction of greenhouse gas emissions and the development of diverse multimodal mobility networks. The City of Beverly Hills has developed standards for CEQA analysis of project transportation impacts and those are reviewed here based on the trip-generating characteristics of the project.

Traffic circulation effects of the project and review of local criteria are discussed separately in Section 4 of this report.

3.1 CEQA VEHICLE MILES TRAVELED IMPACT GUIDELINES

The City of Beverly Hills has established the local California Environmental Quality Act (CEQA) Thresholds of Significance for Transportation Impacts as part of the City Local Transportation Assessment Guidelines. These thresholds and related policies are consistent with State CEQA Guidelines.

Potential screening out of the project from VMT impacts analysis was considered, as outlined by the Thresholds document. The screening categories defined by the City were reviewed. As the project does not meet any of these following screening standards, a quantitative analysis of VMT was then pursued:

- Presumed less than significant impact for local serving retail projects (defined as less than 50,000 square feet per OPR's Technical Advisory) and projects that generate less than 110 daily trips.

- Presumed less than significant VMT impact for residential projects located in low VMT generating traffic analysis zones.

- Presumed less than significant VMT impact for projects located in the commercial zones of transit priority areas.

Table 2 defines the CEQA transportation impact thresholds of the City, for determining significance of VMT impacts of a land use project. The thresholds are reviewed in this section against the Project VMT values, using customized data to define the unique trip generation and trip length characteristics of the Project use.

Table 2 – Vehicle Miles Traveled (VMT) Impact Thresholds, Land Use Projects

Methods	Project Threshold	Cumulative Threshold
VMT analysis using SCAG model and reported as VMT per capita (residential projects), VMT per employee (office projects), or VMT per service population (all other land uses). Customized data can also be used to capture unique trip generation and trip length characteristics for specific projects.	A significant impact would occur if the project generates VMT (per capita, per employee, or per service population) higher than15% below the regional average.	A significant impact would occur if the project causes VMT within the City to be higher than the no project alternative under cumulative conditions. A significant impact would occur if the project is determined to be inconsistent with the SCAG RTP/SCS.

3.2 REVIEW OF RTP/SCS GOALS AND CUMULATIVE IMPACTS

City CEQA transportation guidelines require the review of a project consistency with the Regional Transportation Improvement Plan/Sustainable Communities Strategy (RTP/SCS). A significant cumulative impact is defined if a review indicates that there is inconsistency with the Southern California Association of Governments (SCAG) RTP/SCS.

The current 2020 RTP/SCS is named the Connect SoCal plan. SCAG is the Metropolitan Planning Organization (MPO) for six Southern California counties including Los Angeles, and has a federal mandate to develop regional plans that include transportation. Connect SoCal includes the following strategies that would apply to the project, and are tied to reductions in greenhouse gas generation by vehicles, or tied to a focus on development growth near destinations and mobility options:

- Emphasize land use patterns that facilitate multimodal access to work, educational and other destinations
- Plan for growth near transit investments and support implementation of first/last mile strategies
- Prioritize infill and redevelopment of underutilized land to accommodate new growth, increase amenities and connectivity in existing neighborhoods
- Encourage design and transportation options that reduce the reliance on and number of solo car trips (this could include mixed uses or locating and orienting close to existing destinations)
- Identify ways to "right size" parking requirements and promote alternative parking strategies (e.g. shared parking or smart parking)

The proposed project is consistent with these goals of the RTP/SCS, in that the expansion of the VRG operations would provide more opportunities for access to the existing site's educational and cultural amenities, rather than creating a new development for these activities at a new site. Transit access is available in the area, but it is located at the limit of walkability for many. The nearest Metro bus stop on Sunset Boulevard is a half-mile from the project site, which is approximately a ten-minute walk. The project, by the necessity of operations and minimization of area parking and circulation impacts, only allows for visits to the site through reservations tied to the available off-street parking at the site. The system promotes carpooling and use of other travel modes when available, while an open parking lot might otherwise encourage more single-occupant driving and less use of other modes.

Therefore, the project would meet these RTP/SCS goals without the need for mitigation measures. The project, based on the VMT analysis below, also would not increase the average VMT within the City over a no project alternative. For these reasons, cumulative impacts would be less than significant.

3.3 ANALYSIS OF PROJECT VEHICLE MILES TRAVELED

The VRG, under current operations, attracts regional attendance by visitors and school students, with travel primarily by vehicle and school bus. The local traffic and circulation analysis summarized in the next section of this report defines a site-specific trip pattern, based on existing visitor data and the planned changes in operations under the proposed project.

The reservation data provided by the County for existing recent pre-COVID is based on reservations, vehicles, and available parking. Each point of reservation data including home address locations by ZIP Code was mapped by distance from the VRG site. The analyzed data was from the existing reservation system at VRG, for the months of January and February in 2019.

The reservation data reflects person trips, rather than vehicle trips. Based on general characteristics of existing travel to and from the VRG site defined by the County, average vehicle occupancy (AVO) rates were defined as two persons per vehicle. School bus trips for field trips and educational programs, with high passenger capacities, were omitted from the analysis to provide a conservative estimate of project-related VMT.

Project implementation would increase daily VMT due to the addition of new daily visitors to the site. Project increases in visitor VMT would occur with the opening of additional tour reservation slots and the allowance of additional school field trips and use of site educational programs, with the planned project. The analyzed daily Project trip generation rates are equal to VRG facility daily maximum attendance numbers, at 100 under existing conditions and 200 under the proposed project. The trips were then multiplied by two to account for both inbound and outbound trips. Trip lengths for visitors and the daily attendance capacity increase were used to develop the Project VMT estimates.

The City CEQA transportation impact thresholds requires VMT for land use projects to be analyzed against a threshold of VMT exceeds a level of 15 percent below the existing regional or city VMT per capita and per employee, respectively.

The project employee VMT totals are not expected to change with the proposed project, as the patterns of employee trips are not expected to change in a significant manner. Therefore, this has been excluded from the significance calculations for this analysis.

The current average VMT per capita, a measure of residential-based trips to other destinations such as commercial areas and cultural or recreational uses such as the project use, is 22.2 for the County of Los Angeles. This value is based on the current area Regional Transportation Plan/Sustainable Communities Strategy, the 2020-2045 Connect SoCal plan, published by the Southern California Association of Governments. The impact threshold of 15 percent below this regional average VMT would be 18.87.

Table 3 provides a summary of the existing vehicle miles traveled data for visitors that was reviewed for the project.

Table 3 – Existing Vehicle Miles Traveled (VMT) Project Data

Zone (Miles)	Count	VMT (One-Way)	VMT (Round-Trip)	Persons in Vehicles	VMT per Capita - Vehicle Trips
1.25	0	0	0	0	0.0
2.5	6	15	30	12	2.5
5	18	90	180	36	5.0
10	18	180	360	36	10.0
15	7	105	210	14	15.0
20	7	140	280	14	20.0
25	1	25	50	2	25.0
30	1	30	60	2	30.0
35	1	35	70	2	35.0
40	2	80	160	4	40.0
45	0	0	0	0	0.0
50	9	450	900	18	0.0
55	1	55	110	2	55.0
Totals	**71**	**1205**	**2410**	**142**	

Average:
17.0

Note: Persons in Vehicles defined by existing data and trip patterns, and an average vehicle occupancy of 2.0

The daily VMT of the VRG, using this data including a current maximum of 100 visitors a day and a proposed Project increase of 100 visitors a day, is 1,700 under existing conditions and would be 3,400 under proposed conditions. Under the project alternative 1 and the related increase of 40 visitors a day, the daily VMT would be 2,380.

The VMT standard is the average VMT per capita, based on the analysis of visitor data and the local CEQA impact standards. VMT transportation impacts of the proposed project and project alternative 1 would be less than significant, as the average VMT per capita at 17.0 would be below the impact threshold of 18.87. Mitigation measures for VMT impacts are not required.

4. LOCAL TRANSPORTATION ASSESSMENT: NON-CEQA TRANSPORTATION ANALYSIS

This report section provides a review of potential local circulation effects of the project, in terms of changes to operations at local intersections based on estimated vehicle trips to be added by the proposed project to the study area roadway network.

In order to determine the negative effects of the project on the operation of vehicular travel within the immediate project vicinity, an evaluation was conducted to determine the project effects on circulation at intersections in the local neighborhood and on the nearest major roadways. In consultation with the City of Beverly Hills, the following site-adjacent and nearby study intersections were selected for the analysis of project access and circulation:

1. Beverly Drive and Lexington Road
2. Crescent Drive and Lexington Road*
3. Elden Way and Crescent Drive*
4. Oxford Way and Lexington Road*
5. Hartford Way and Lexington Road*
6. Hartford Way and Cove Way*
7. Benedict Canyon Drive and Roxbury Drive*
8. Benedict Canyon Drive and Lexington Road

**Unsignalized Intersection*

For the operational analysis at these locations, traffic effects associated with operations of the proposed project were analyzed for the weekday a.m. and p.m. peak-hour periods. The study included the analysis of the following traffic scenarios:

- Existing conditions
- Future without-Project conditions
- Future with-Project conditions

4.1 METHODOLOGY FOR OPERATIONAL EVALUATION

The following text documents the applied study methodology for this report.

Existing Traffic Volumes

Existing intersection vehicle turning movement volumes were collected during the peak periods of 7:00 am to 9:00 a.m. and 4:00 pm to 6:00 p.m. The counts were conducted on February 3, 2022. Normal traffic activity was present at that time, and schools were in session. Therefore, adjustments to counts for seasonal or other variations was not determined to be necessary.

The traffic counts were used to determine existing traffic conditions. The conditions of the study area roadways were reviewed, including traffic control and approach lane configurations at each study intersection and on-street parking restrictions. The traffic count data sheets are provided in Appendix B.

Project Trip Generation and Distribution

Project trip generation was based on existing site use and reservation system patterns. Trip distribution

patterns were centered on the site entrance.

Future without-Project Conditions

In order to account for traffic growth in the study area, an ambient/background traffic growth rate was applied to the traffic counts. Traffic from related projects within a half-mile radius (approved and pending developments) was also added to the study area.

Future with-Project Conditions

Based on the future without-project volumes plus traffic from the proposed project, the future with-project traffic volume conditions were determined and analyzed.

Level of Service Methodology

For analysis of Level of Service (LOS) at signalized and unsignalized intersections, The City of Beverly Hills has designated the Highway Capacity Manual (HCM) methodology as the desired tool. The HCM methodology determines intersection LOS based on operational delay. For signalized intersections, the operational delay corresponds to the overall delay for all movements at the intersection, whereas for two-way stop-controlled intersections, the operational delay corresponds to the delay only for the stop-controlled movements.

Level of service values range from LOS A to LOS F. LOS A indicates excellent operating conditions with little delay to motorists, whereas LOS F represents congested conditions with excessive vehicle delay. LOS E is typically defined as the operating capacity of a roadway.

Table 4 defines the level of service criteria applied to the signalized and unsignalized study intersections.

Table 4 – Level of Service Criteria

Level of Service	Signalized Intersection: Average Control Delay (seconds/vehicle)	Stop-Controlled Intersection: Worst Approach Delay (seconds/vehicle)	General Description
A	≤ 10	≤ 10	Free flow
B	≥ 10-20	≥ 10-15	Stable flow (slight delays)
C	> 20-35	> 15-25	Stable flow (acceptable delays)
D	> 35-55	> 25-35	Approaching unstable flow (tolerable delay, occasionally wait through more than one signal cycle before proceeding)
E	> 55-80	> 35-50	Unstable flow (intolerable delay)
F[1]	> 80	> 50	Forced flow (congested and queues fail to clear)

Source: Highway Capacity Manual 2010, Transportation Research Board, 2010.

Substantial Effects Standards

The following criteria are defined by the City of Beverly Hills for identification in traffic studies of potential substantial circulation effects of projects.

SIGNALIZED INTERSECTIONS

- LOS D (35 to 55 seconds of average delay) – Project related increase of at least 10 seconds
- LOS E or F (greater than 55 seconds of average delay) – Project related increase of at least 5 seconds

UNSIGNALIZED (ALL-WAY STOP-CONTROLLED) INTERSECTIONS

- LOS D (25 to 35 seconds of average delay) – Project related increase of at least 4 seconds
- LOS E or F (greater than 35 seconds of average delay) – Project related increase of 3 seconds or higher

UNSIGNALIZED (PARTIAL STOP-CONTROLLED) INTERSECTIONS

- LOS D (35 to 50 seconds of average delay) – Project related change of LOS D or better to LOS E or worse, and meets the peak hour warrant for a traffic signal
- LOS E or F (greater than 50 seconds of average delay) – Project related change of greater than 10 seconds of delay for worst-case approach if already at LOS F; and meets the peak hour warrant for a traffic signal

4.2 PROJECT TRAFFIC

This section defines the traffic generated by the proposed project in a three-step process, including trip generation, trip distribution, and trip assignment.

Project Trip Generation

The trip generation of the project was calculated by determining the increase in visitors from existing conditions to the estimated level of operations under the proposed operating program. The trip generation also considered the hours of operation in the calculation of trips and 8.5 hours for an average length of site operations ending at sunset.

Existing operations data provided by the County indicates that the typical average annual attendance is 5,000 visitors, which equates to an average of 20 visitors a day. There is an average of two persons per arriving vehicle, and therefore an average of 10 visitor vehicle round trip movements per day. The designated maximum site capacity for reservations is 100 visitors per day for all VRG site activities including tours, meetings, seminars/classes, events or commercial filming. The VRG site has 35 parking spaces available.

The trips analysis was based on capacity operations. With the current advance reservations system, which will remain operational for the proposed project operations, the existing 100 daily visitors limit will be raised to 200 visitors. The daily operational period will be extended further into the evening, and Sunday operations will be included in the typical weekly schedule.

The daily visitor increase of 100 was used as the input for the trip generation calculations, and an assumption of two passengers per vehicle was included, resulting in 50 trips inbound and 50 trips outbound each day. A conservative total for peak hour values was calculated by multiplying by a factor of two the average hourly trips across a typical 8.5-hour facility operations timeframe.

The project trip generation calculations are provided in Table 5. The project would generate a net daily total of 100 new trips, including 25 vehicle trips during both the weekday a.m. peak hour and the p.m. peak hour.

Table 5 – Project Trip Generation

Land Use	Average Daily	AM Peak Hour			PM Peak Hour		
		Total	In	Out	Total	In	Out
Program Expansion	100	25	12	12	25	12	12

Trip calculations were based on a planned increase of 100 daily visitors at VRG. Two persons per vehicle were assumed, with 50 trips in and 50 trips out on a daily basis. A typical operating timeframe of 8.5 hours was assumed, with activity divided equally by the number of hours, and multiplied by two to define a conservative peak. Total trips in each peak-hour are 25.

Project Trip Distribution

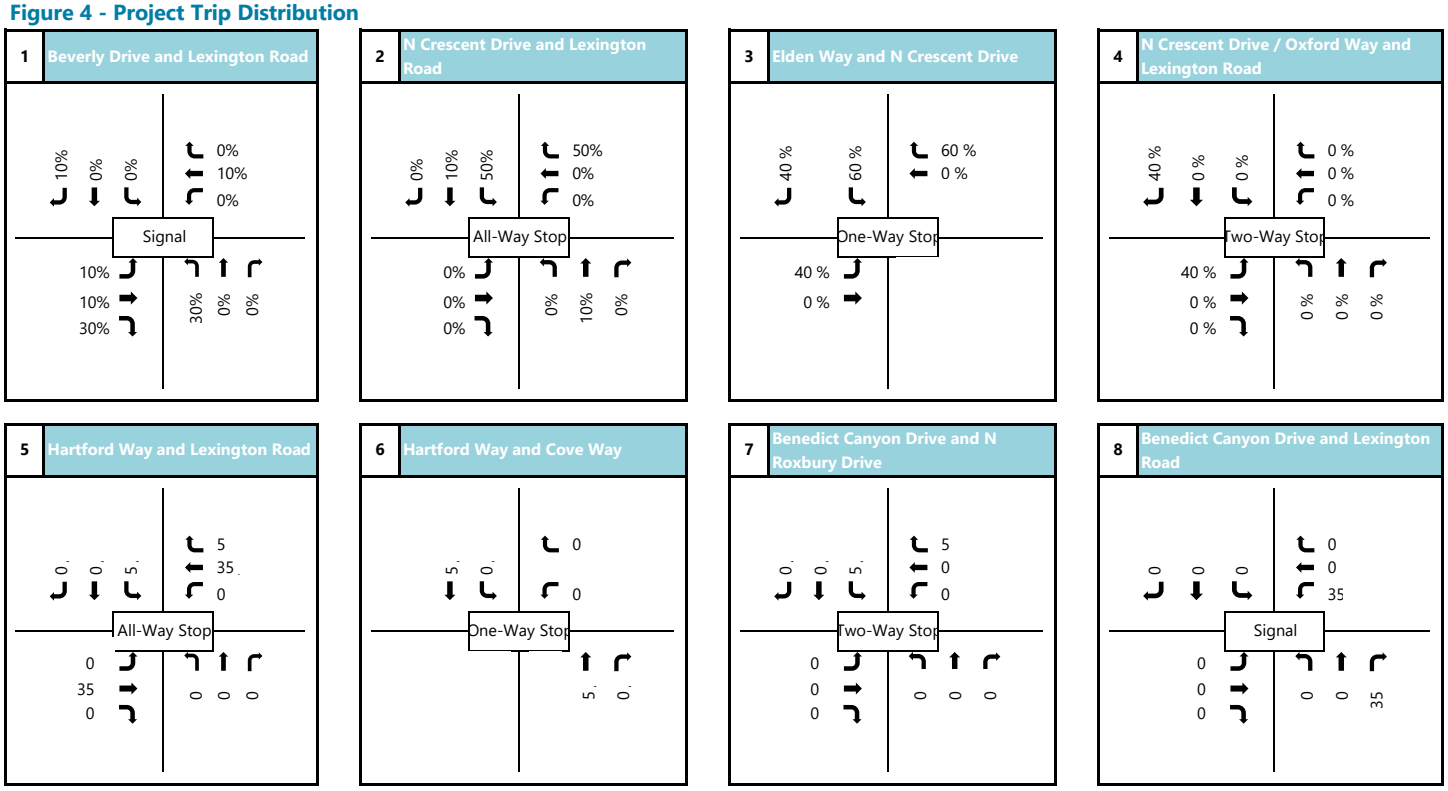
Trip distribution is the process of assigning the directions from which traffic will access the project site. Trip distribution is dependent upon the land use characteristics of the project, the local roadway network, and the general locations of other land uses to which project trips would originate or terminate. The distribution of existing VRG visitor residential locations was considered in this process as well as the local roadway network and connections to regional travel routes.

Figure 4 illustrates the trip distribution percentages that were applied to the project trips.

Project Trip Assignment

Based on the trip generation and distribution assumptions described above, project traffic was assigned to the roadway system. The peak hour project trip assignment is illustrated on Figure 5.

Figure 4 - Project Trip Distribution



XX% Project Trip Distribution

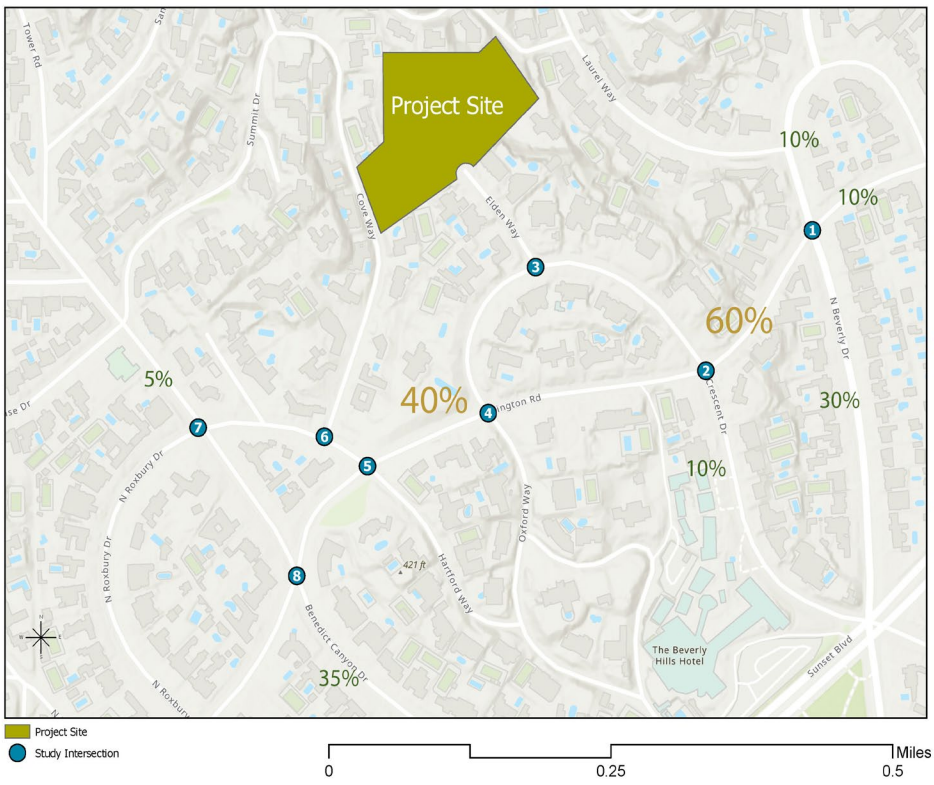
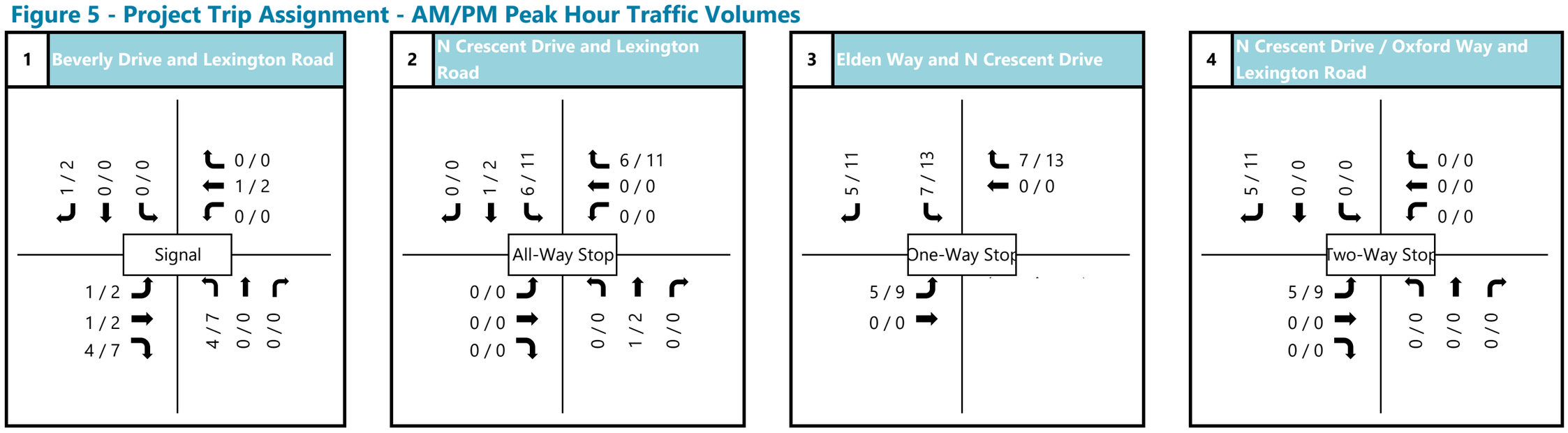
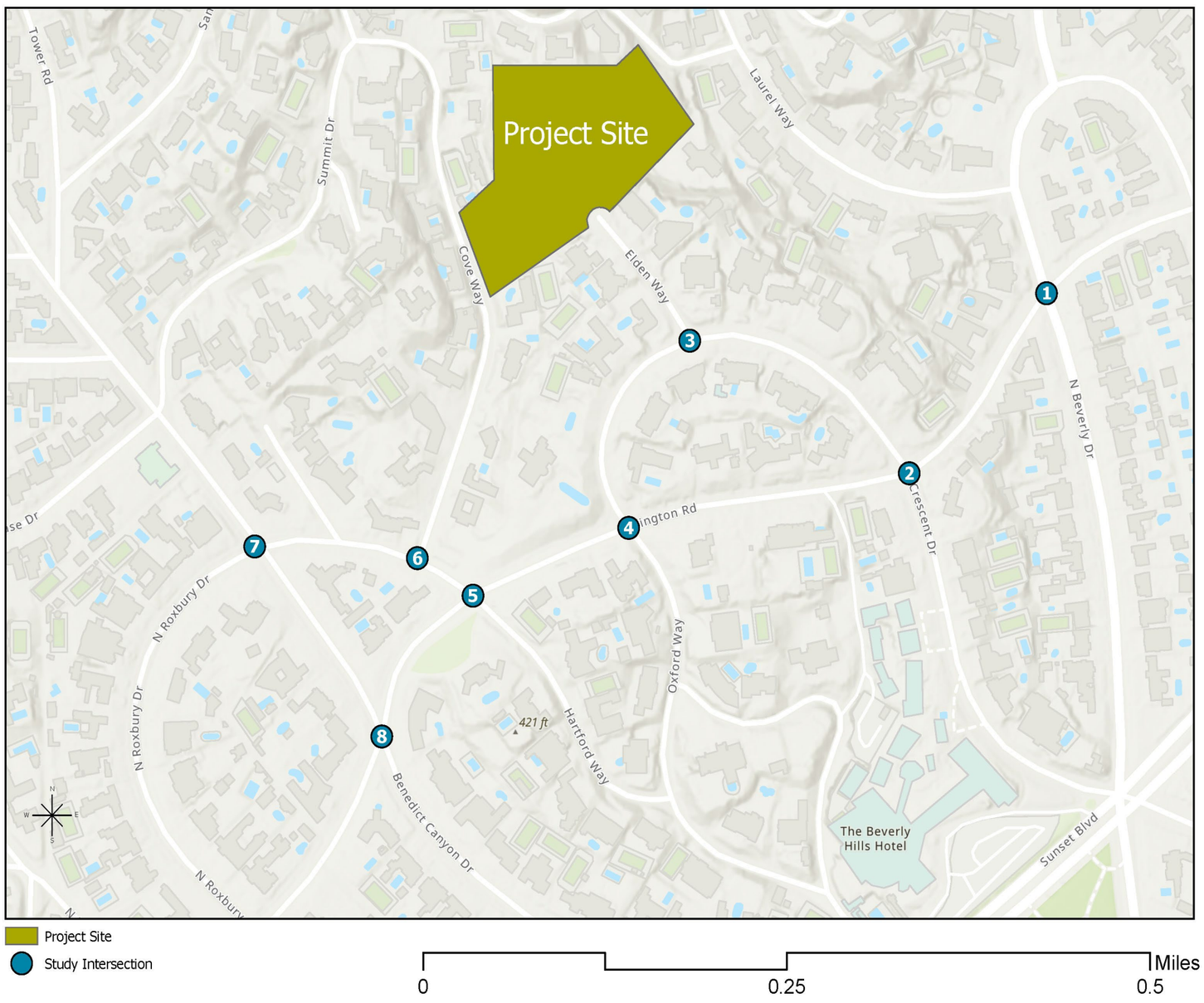


Figure 5 - Project Trip Assignment - AM/PM Peak Hour Traffic Volumes



XX/XX AM /PM Peak Hour Traffic Volumes



4.3 EXISTING CONDITIONS

Based on the intersection control and lane configurations and the existing traffic volumes, existing average vehicle delay and corresponding levels of service (LOS) were determined for peak hours for each of the study intersections.

Table 6 provides the results of the vehicle delay in seconds and LOS values at the study intersections for existing conditions.

Table 6 – Existing Intersection Delay Performance

Study Intersections		Peak Hour	Existing Conditions	
			Delay in Sec.	LOS
1	Beverly Drive and Lexington Road	AM	106.3	**F**
		PM	46.2	D
2	N Crescent Drive and Lexington Road*	AM	9.6	A
		PM	10.6	B
3	Elden Way and N Crescent Drive**	AM	8.7	A
		PM	8.7	A
4	N Crescent Drive / Oxford Way and Lexington Road**	AM	14.5	B
		PM	14.7	B
5	Hartford Way and Lexington Road*	AM	10.4	B
		PM	10.7	B
6	Hartford Way and Cove Way**	AM	11.2	B
		PM	11.7	B
7	Benedict Canyon Drive and N Roxbury Drive**	AM	105.8	**F**
		PM	>100	**F**
8	Benedict Canyon Drive and Lexington Road	AM	38.7	D
		PM	27.7	C

LOS = Level of Service; HCM delay shown in X.X format.

** All-way Stop Control - Delay is based on the overall intersection delay*

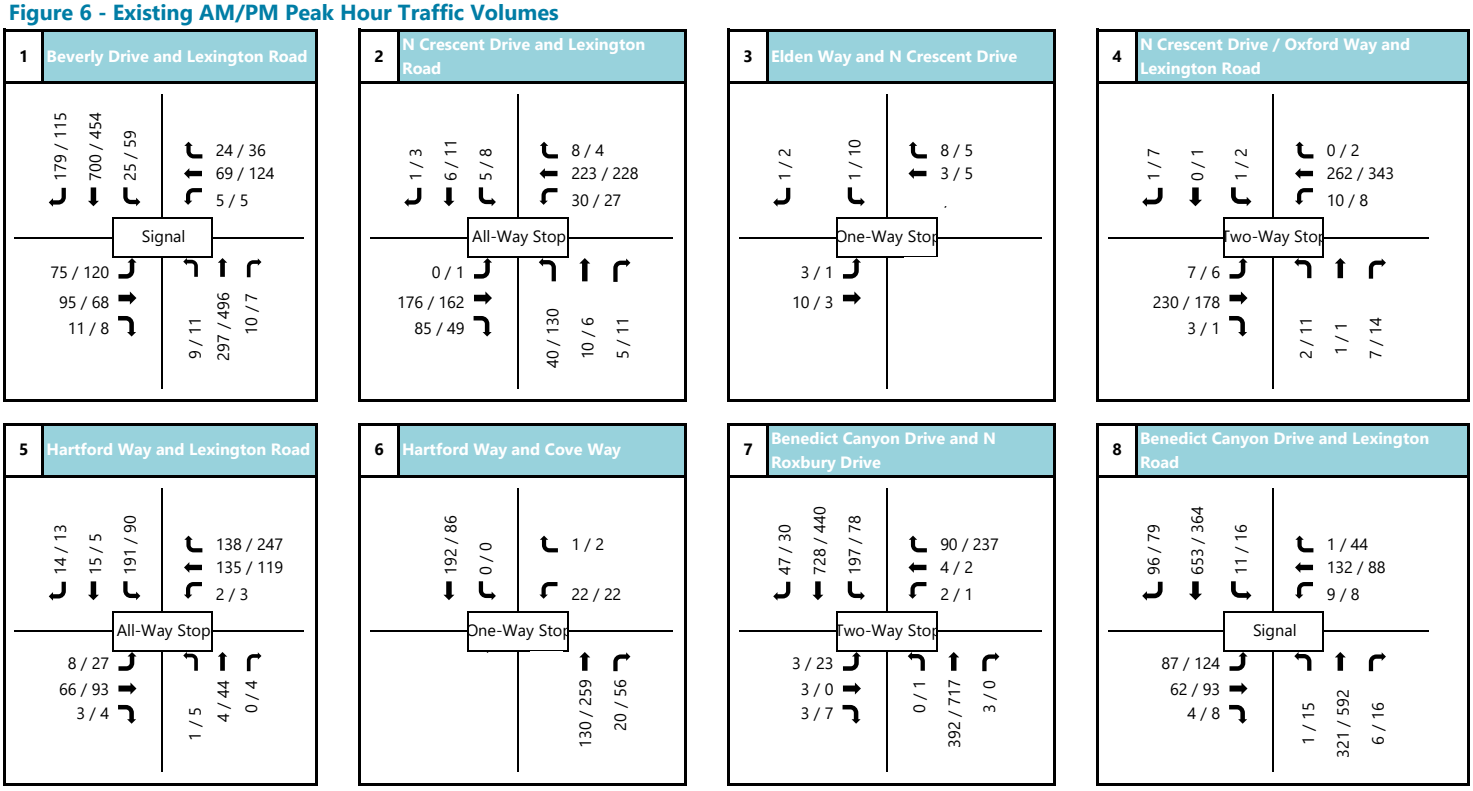
***Partial Stop Control - Delay is based on the highest average delay of the minor approaches.*

Most of the study intersections operate at LOS D or better during the a.m. and p.m. peak hours. Two of the study intersections currently operate at LOS F during peak hours:

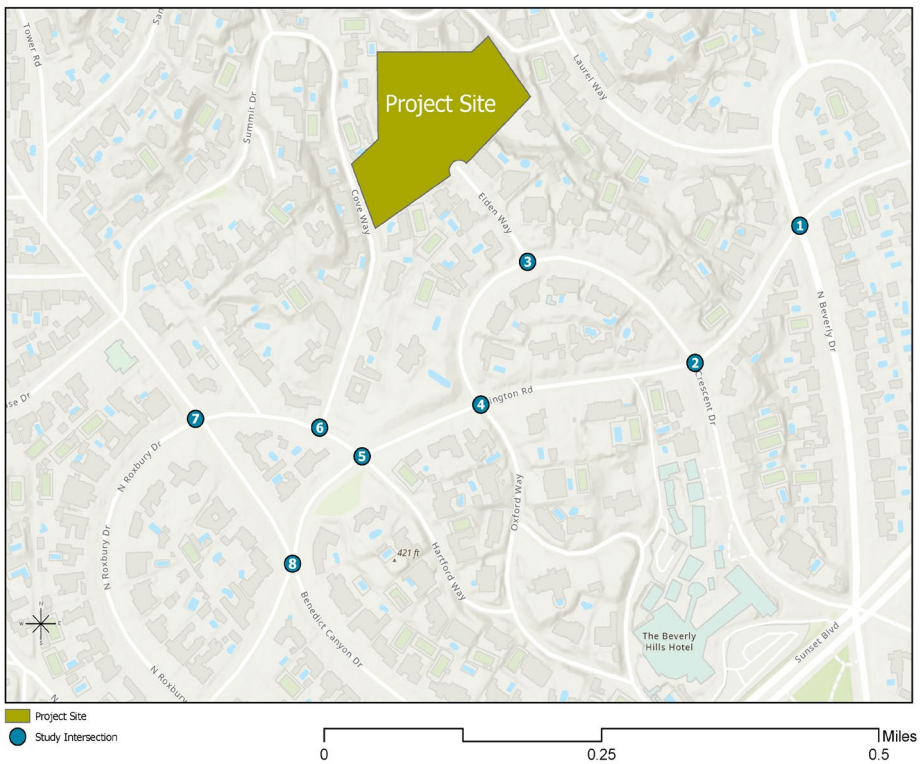
- Beverly Drive and Lexington Road currently operates at LOS F during both a.m. peak hour.
- Benedict Canyon Drive and North Roxbury Drive currently operates at LOS F during the a.m. and p.m. peak hour.

The existing weekday a.m. peak-hour and p.m. peak-hour traffic turning movement volumes are illustrated on Figure 6. The existing traffic analysis scenario worksheets are provided in Appendix C.

Figure 6 - Existing AM/PM Peak Hour Traffic Volumes



XX/XX AM /PM Peak Hour Traffic Volumes



4.4 FUTURE WITHOUT- AND WITH-PROJECT CONDITIONS

This section provides an analysis of future traffic conditions in the study area with cumulative/area project trips and background growth added, but without project traffic. The proposed project and the related site operational expansion are anticipated to be implemented in late 2022 at the earliest, and therefore this defined the analysis year.

Ambient Growth

In order to acknowledge regional population and employment growth outside of the study area that may affect traffic volumes in the study area, an ambient/background traffic growth rate of one percent was applied to the existing traffic counts.

Area Projects

Traffic from related/area projects with a half-mile radius (approved and pending developments) was also included in the analysis. Two projects in the City of Beverly Hills were identified for inclusion in the traffic impact analysis.

Table 7 provides the trip generation estimates for the related/area projects that were identified from area development information on the City web site, and the project locations are illustrated on Figure 7.

Table 7 – Area Projects Trip Generation Estimate

	1008 Elden Way - Related Projects					Daily	AM Peak Hour			PM Peak Hour		
ID	Address	LU Code	Land Use	Intensity	Units	Total	Total	In	Out	Total	In	Out
	-	210	Single Family Residential	1	DU	9.43	0.7	26%	74%	0.94	63%	37%
	Area Projects											
1	1011 Roxbury Drive, Beverly Hills, CA 90210	210	Single Family Residential	1	DU	9	1	0	1	1	1	0
2	927 Whittier Drive, Beverly Hills, CA 90210	210	Single Family Residential	1	DU	9	1	0	1	1	1	0
Total						18	2	0	2	2	2	0

DU= Dwelling Units

The area project trip assignment volumes for the a.m. and p.m. peak hours are provided on Figure 8.

Analysis of Future Conditions

Baseline traffic volumes for future without-project conditions were defined by applying ambient traffic growth and area project traffic volumes to the existing traffic volumes. Under the future with-project scenario, the traffic volumes were derived by adding project trips to the future baseline traffic volumes.

Table 8 provides the vehicle delay summary in seconds and LOS values at the study intersections for the future without-project and future with-project conditions scenarios.

Table 8 – Future Intersection Delay Performance

	Study Intersections	Peak Hour	Existing 2022 Conditions		Future (2022) Without Project		Future (2022) with Project		Change in Delay	Substantial Project Effects?
			Delay in Sec.	LOS	Delay in Sec.	LOS	Delay in Sec.	LOS		
1	Beverly Drive and Lexington Road	AM	106.3	F	106.3	F	106.2	F	-0.1	No
		PM	46.2	D	46.2	D	47.4	D	1.2	No
2	N Crescent Drive and Lexington Road*	AM	9.6	A	9.6	A	9.8	A	0.2	No
		PM	10.6	B	10.6	B	10.8	B	0.2	No
3	Elden Way and N Crescent Drive**	AM	8.7	A	8.7	A	8.9	A	0.2	No
		PM	8.7	A	8.7	A	9.0	A	0.3	No
4	N Crescent Drive / Oxford Way and Lexington Road**	AM	14.5	B	14.5	B	14.8	B	0.3	No
		PM	14.7	B	14.7	B	15.1	C	0.4	No
5	Hartford Way and Lexington Road*	AM	10.4	B	10.4	B	10.5	B	0.1	No
		PM	10.7	B	10.7	B	10.9	B	0.2	No
6	Hartford Way and Cove Way**	AM	11.2	B	11.2	B	11.3	B	0.1	No
		PM	11.7	B	11.7	B	11.7	B	0.0	No
7	Benedict Canyon Drive and N Roxbury Drive**	AM	105.8	F	105.8	F	107.1	F	1.3	No
		PM	855.3	F	>100	F	>100	F	0.4	No
8	Benedict Canyon Drive and Lexington Road	AM	38.7	D	38.7	D	38.6	D	-0.1	No
		PM	27.7	C	27.8	C	28.2	C	0.4	No

LOS = Level of Service; HCM delay shown in X.X format.

** All-way Stop Control - Delay is based on the overall intersection delay*

***Partial Stop Control - Delay is based on the highest average delay of the minor approaches.*

Two of the study intersections would operate at a level of service value of F:

- Beverly Drive and Lexington Road would operate at LOS F during both a.m. peak hour in the Future Without-project scenario and will continue to operate at LOS F in the future with-project scenario during the a.m. peak hour. The project would not cause substantial changes in delay at this location based on the thresholds in the traffic analysis guidelines.
- Benedict Canyon Drive and North Roxbury Drive would operate at LOS F during the a.m. and p.m. peak hour periods and will continue to operate at LOS F in the future with-project scenario during the a.m. and p.m. peak hour. The with-project volumes would increase average vehicle delay by 1.3 seconds during the a.m. peak hour period and 0.4 seconds during the p.m. peak hour period and would not cause substantial changes in delay based on the thresholds in the traffic analysis guidelines.

Project circulation effect improvement measures are not necessary, based on this analysis.

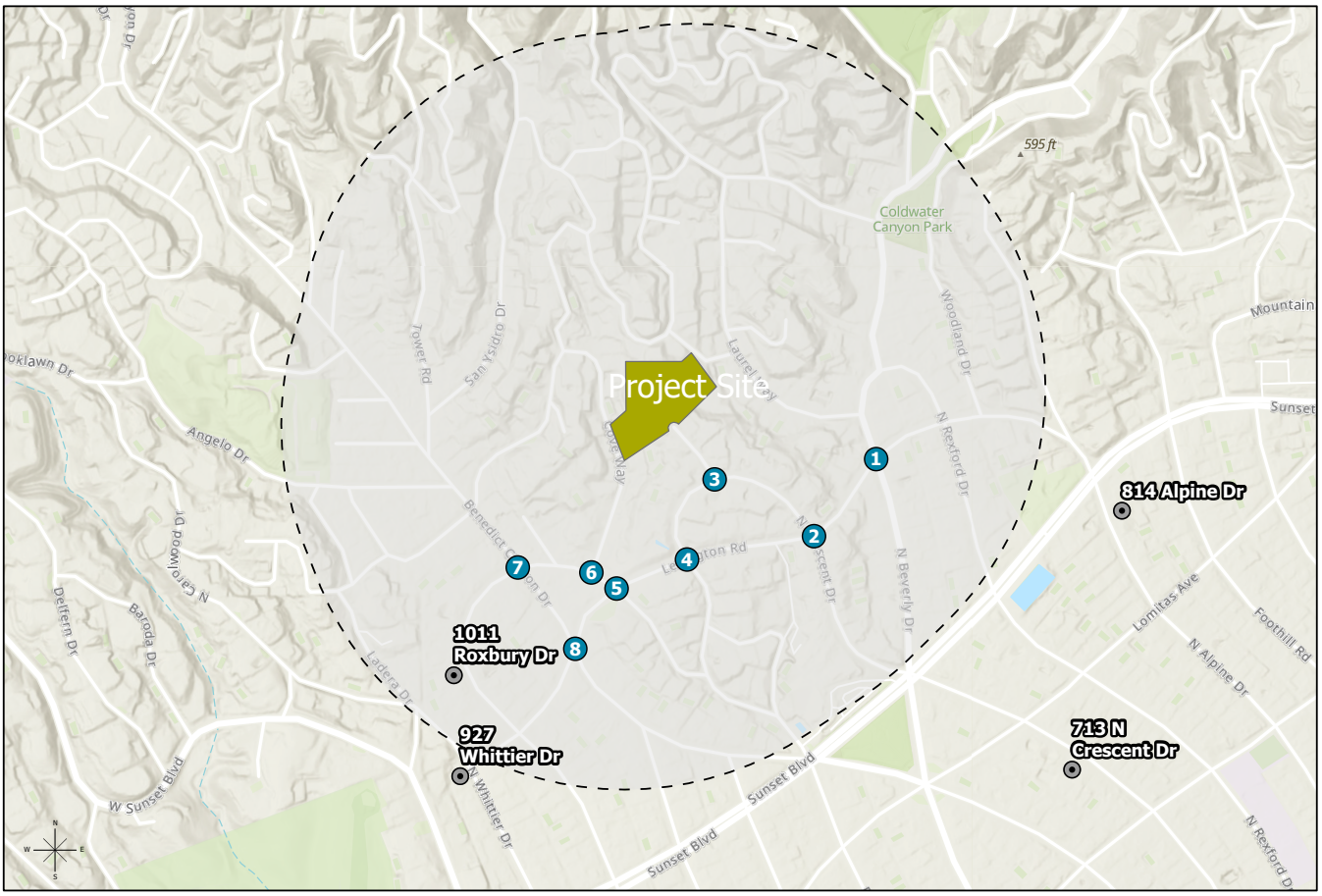
The future without-project scenario peak-hour traffic volumes are illustrated on Figure 9. The analysis worksheets for this scenario are provided in Appendix D.

The future with-project scenario peak-hour traffic volumes are illustrated on Figure 10. The analysis worksheets for this scenario are provided in Appendix E.

FIGURE 7

Virginia Robinson Gardens Traffic Study

Location of Related Projects



Project Site

Study Intersection

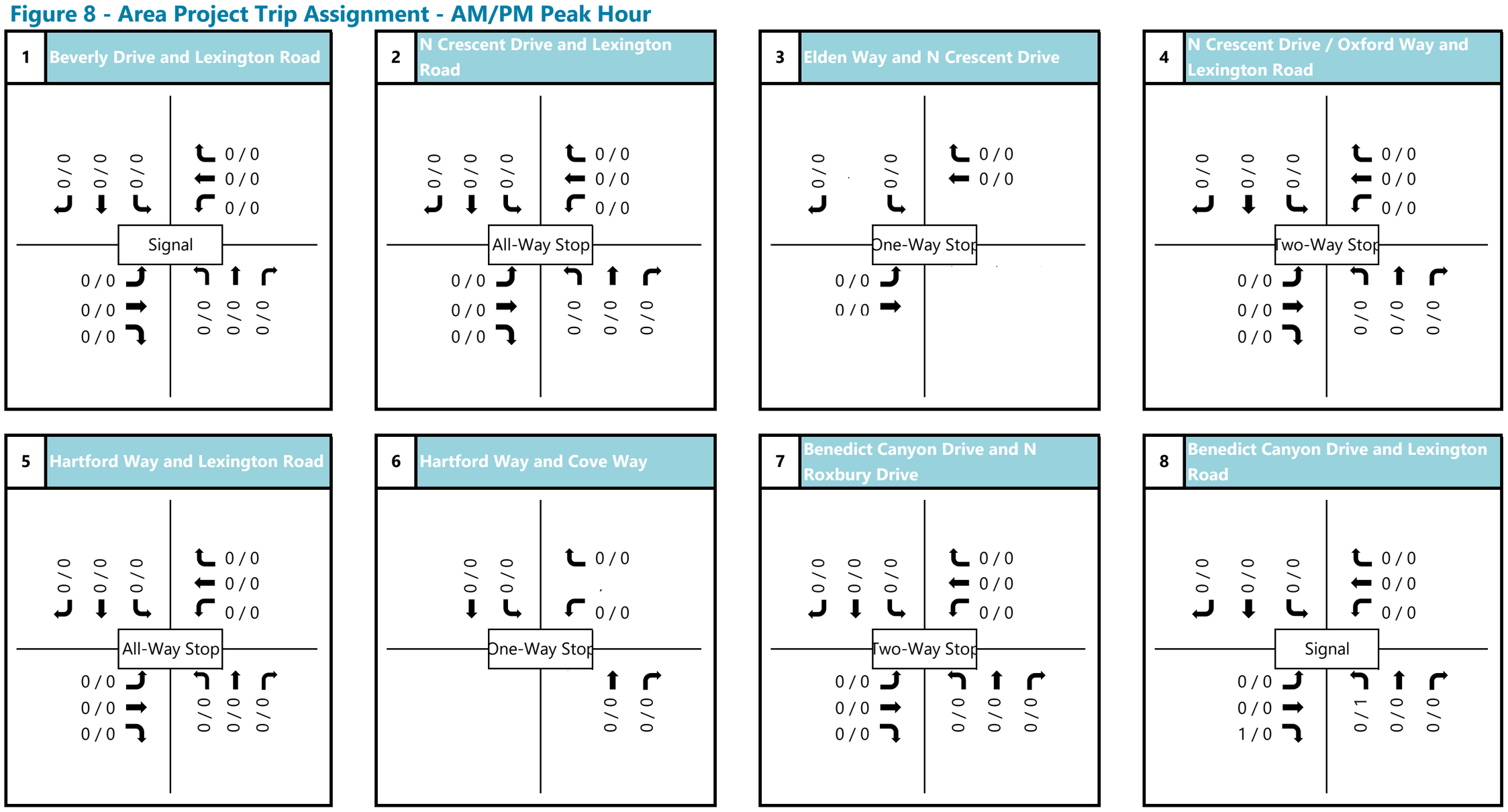
Area Project

Area Project

Half Mile Buffer

0 0.65 1.3 Miles

Figure 8 - Area Project Trip Assignment - AM/PM Peak Hour



XX/XX AM /PM Peak Hour Traffic Volumes

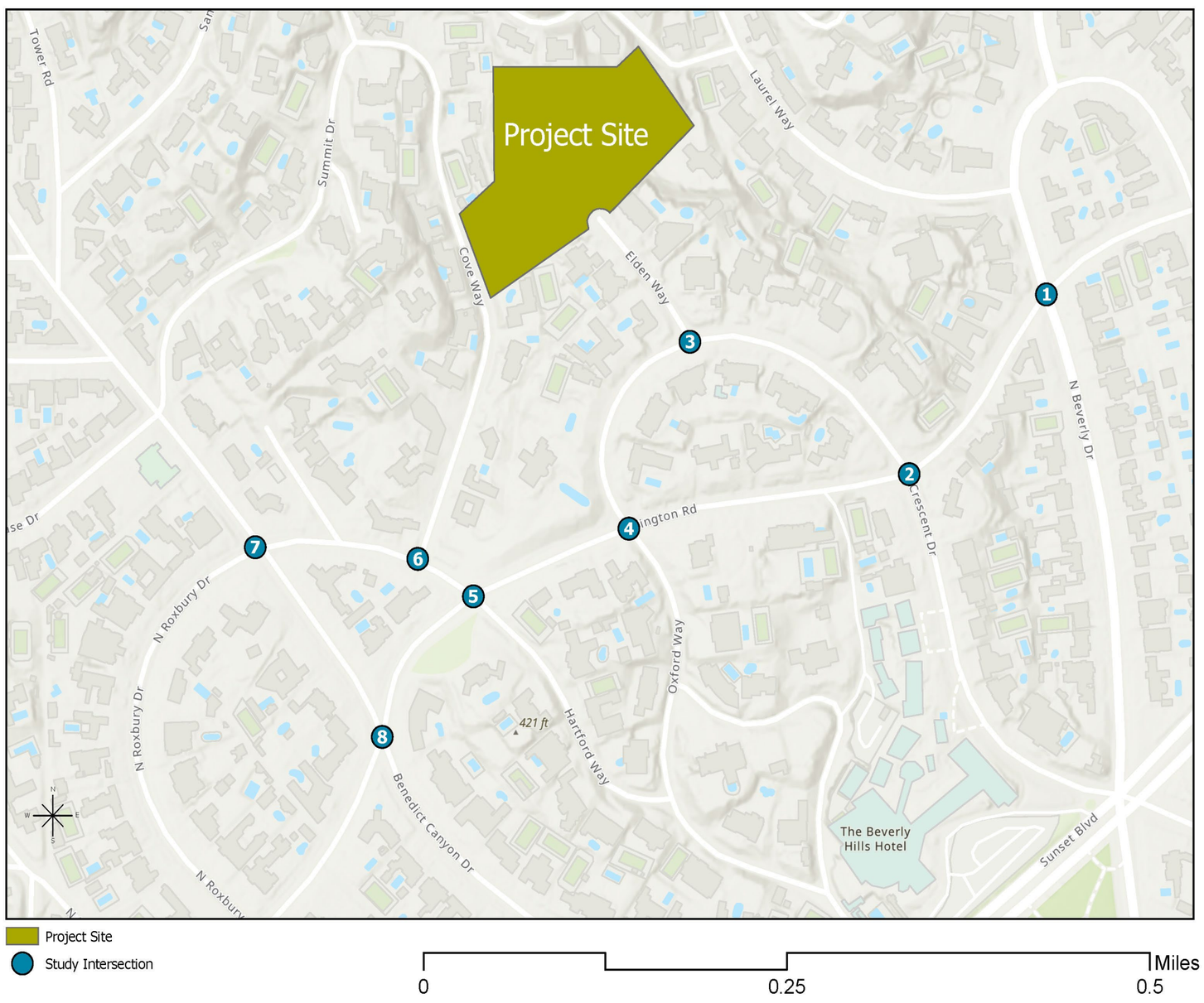
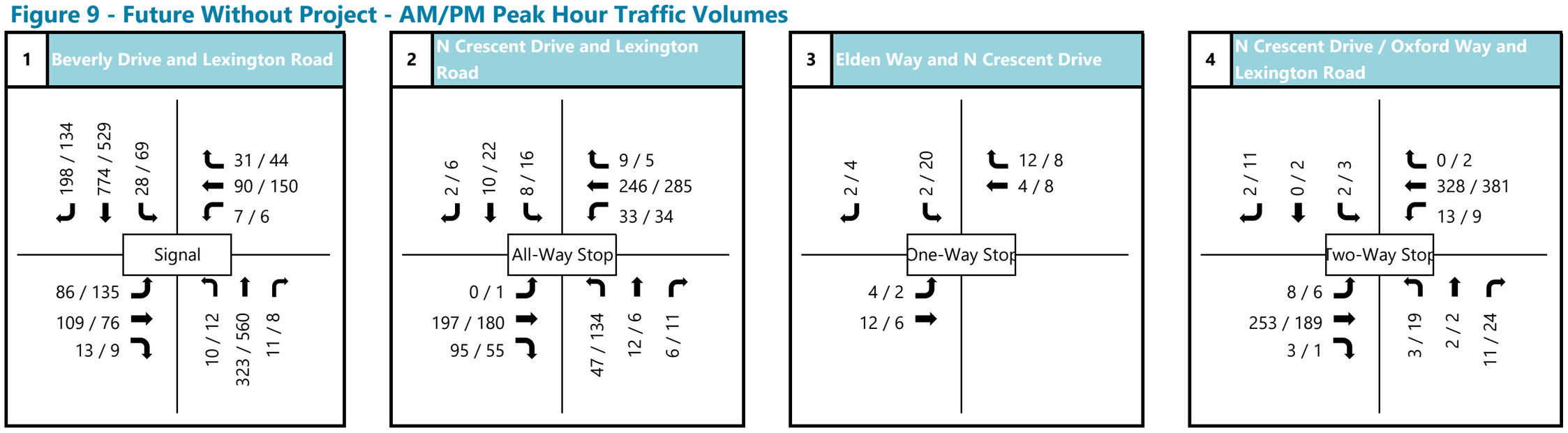


Figure 9 - Future Without Project - AM/PM Peak Hour Traffic Volumes



XX/XX AM /PM Peak Hour Traffic Volumes

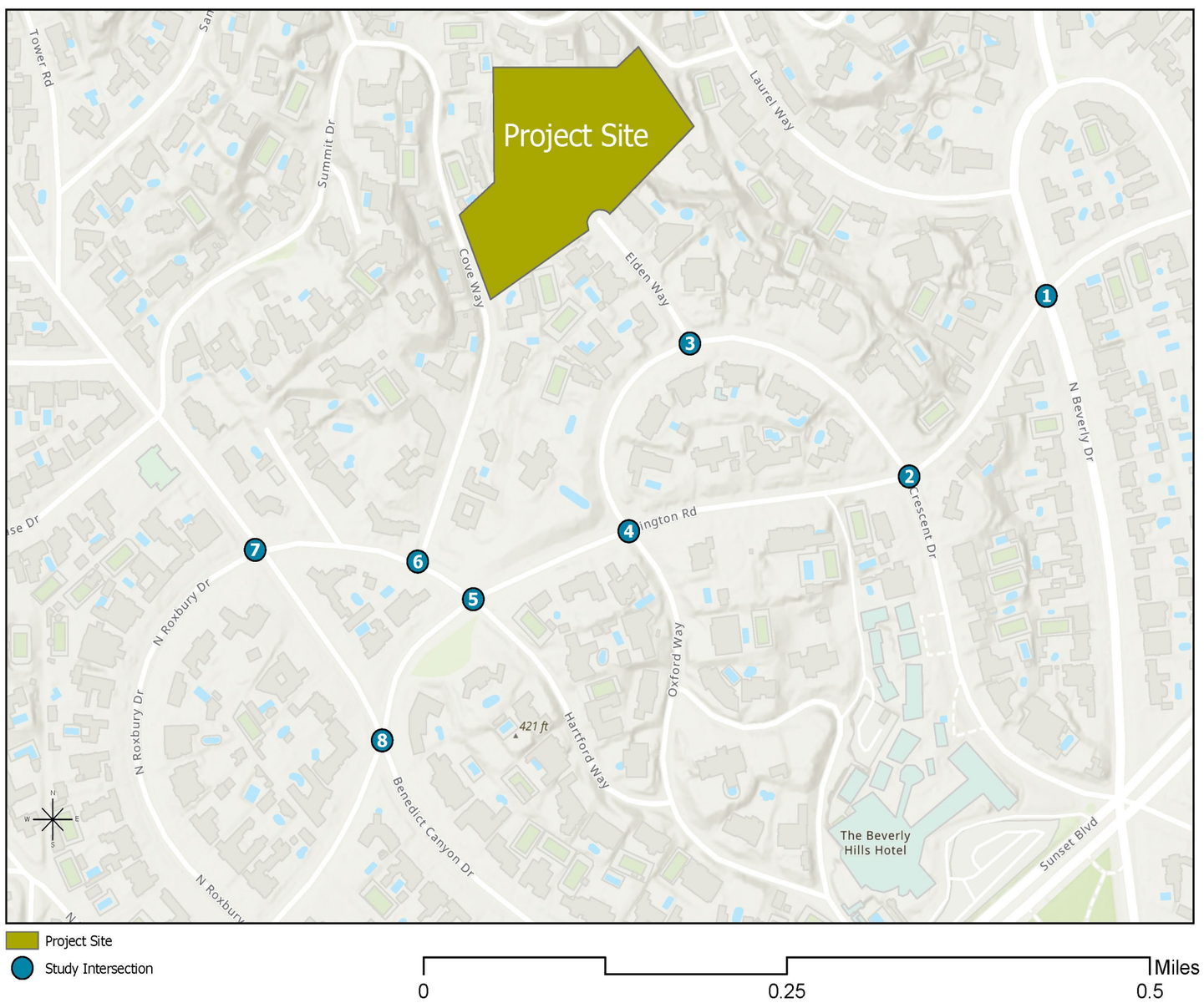
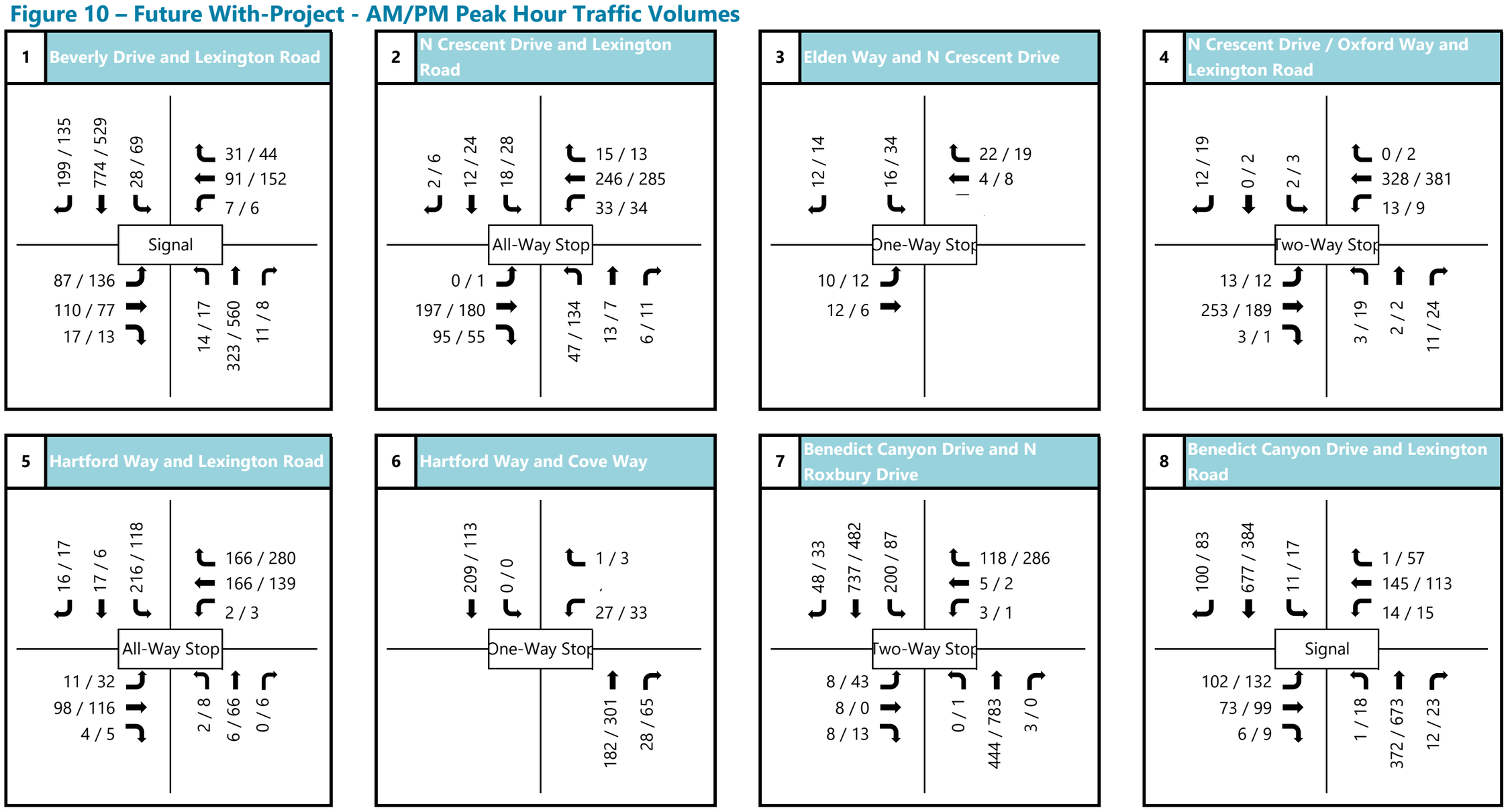
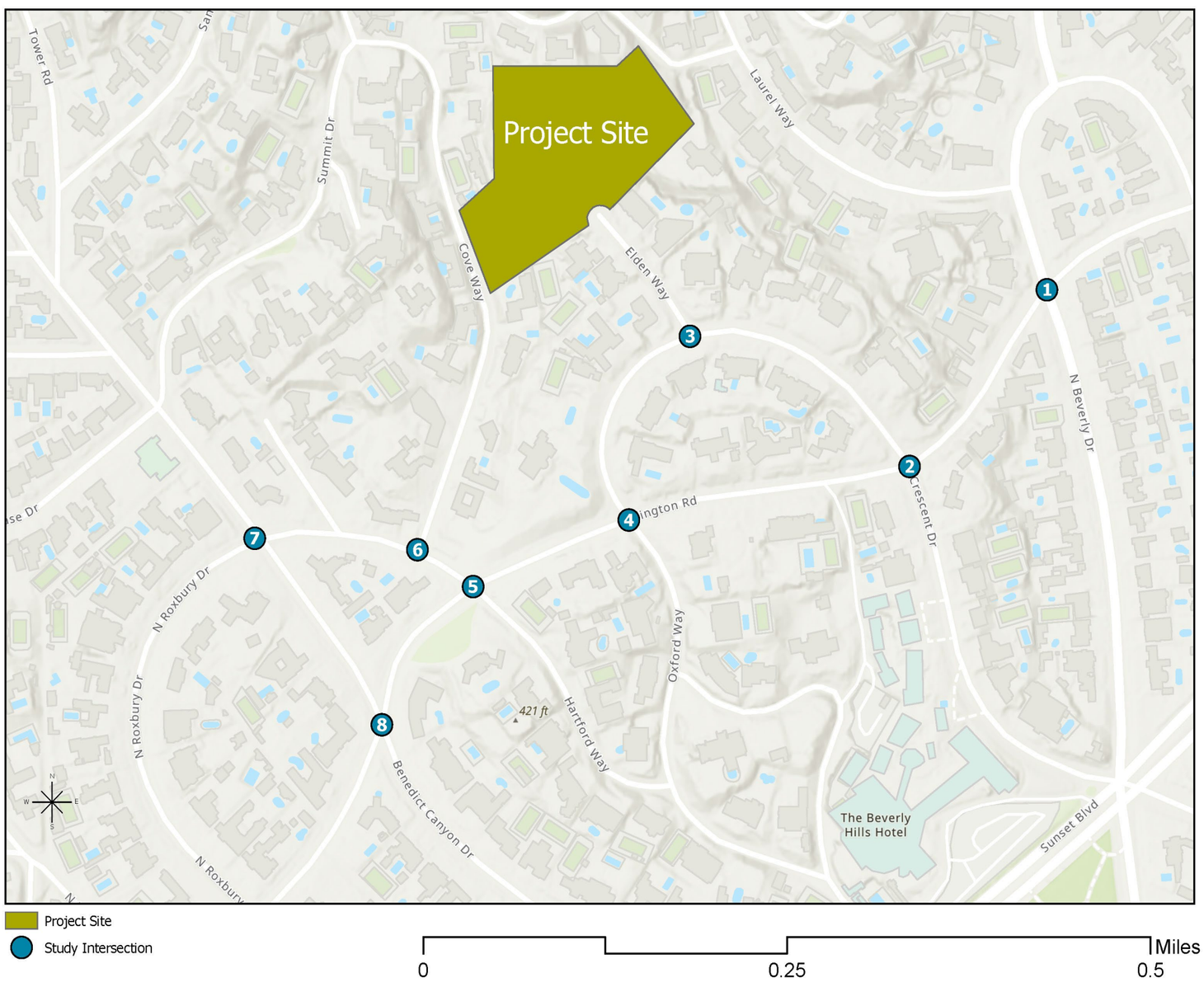


Figure 10 – Future With-Project - AM/PM Peak Hour Traffic Volumes



XX/XX AM /PM Peak Hour Traffic Volumes



4.5 PROJECT ALTERNATIVE ANALYSIS

This section defines the traffic generated by the project Alternative 1 and provides an analysis of potential circulation effects of the alternative. The analysis was conducted in the same manner as that for the proposed project.

Project Trip Generation

A daily visitor increase of 40 over the current 100 visitors per day was used as the input for the trip generation calculations for this alternative. As was done for the proposed project analysis, two passengers per vehicle was assumed in the calculations, resulting in 20 inbound trips and 20 outbound trips on a daily basis. A conservative total for peak hour values was calculated by multiplying by a factor of two the average hourly trips across a typical 8.5-hour facility operations timeframe.

The project trip generation calculations are provided in Table 9. The project would generate a net daily total of 40 net new trips, including 10 vehicle trips during both the weekday a.m. peak hour and the p.m. peak hour.

Table 9 – Alternative Project Trip Generation

Land Use	Average Daily	AM Peak Hour			PM Peak Hour		
		Total	In	Out	Total	In	Out
Program Expansion	40	10	5	5	10	5	5

Trip calculations were based on a planned increase of 40 daily visitors at VRG. Two persons per vehicle were assumed, with 20 trips in and 20 trips out on a daily basis. A typical operating timeframe of 8.5 hours was assumed, with activity divided equally by the number of hours, and multiplied by two to define a conservative peak. Total trips in each peak-hour are 10.

Project Trip Assignment and Effects

Based on the trip generation and distribution assumptions used in this report, project traffic was assigned to the roadway system. The peak hour project trip assignment is illustrated on Figure 11.

The project alternative effects on the operations of the study intersections are summarized in Table 10.

Table 10 – Future Intersection Delay Performance – Project Alternative 1

	Study Intersections	Peak Hour	Future (2022) Without Project		Future (2022) with Project Alternative		Change in Delay	Substantial Project Effects?
			Delay in Sec.	LOS	Delay in Sec.	LOS		
1	Beverly Drive and Lexington Road	AM	106.3	**F**	106.3	**F**	0.0	No
		PM	46.2	D	46.9	D	0.7	No
2	N Crescent Drive and Lexington Road*	AM	9.6	A	9.7	A	0.1	No
		PM	10.6	B	10.7	B	0.1	No
3	Elden Way and N Crescent Drive**	AM	8.7	A	8.8	A	0.1	No
		PM	8.7	A	8.8	A	0.1	No
4	N Crescent Drive / Oxford Way and Lexington Road**	AM	14.5	B	14.6	B	0.1	No
		PM	14.7	B	14.8	B	0.1	No
5	Hartford Way and Lexington Road*	AM	10.4	B	10.4	B	0.0	No
		PM	10.7	B	10.7	B	0.0	No
6	Hartford Way and Cove Way**	AM	11.2	B	11.2	B	0.0	No
		PM	11.7	B	11.7	B	0.0	No
7	Benedict Canyon Drive and N Roxbury Drive**	AM	105.8	**F**	105.8	**F**	0.0	No
		PM	>100	**F**	>100	**F**	0.4	No
8	Benedict Canyon Drive and Lexington Road	AM	38.7	D	38.6	D	-0.1	No
		PM	27.8	C	28.0	C	0.2	No

LOS = Level of Service; HCM delay shown in X.X format.

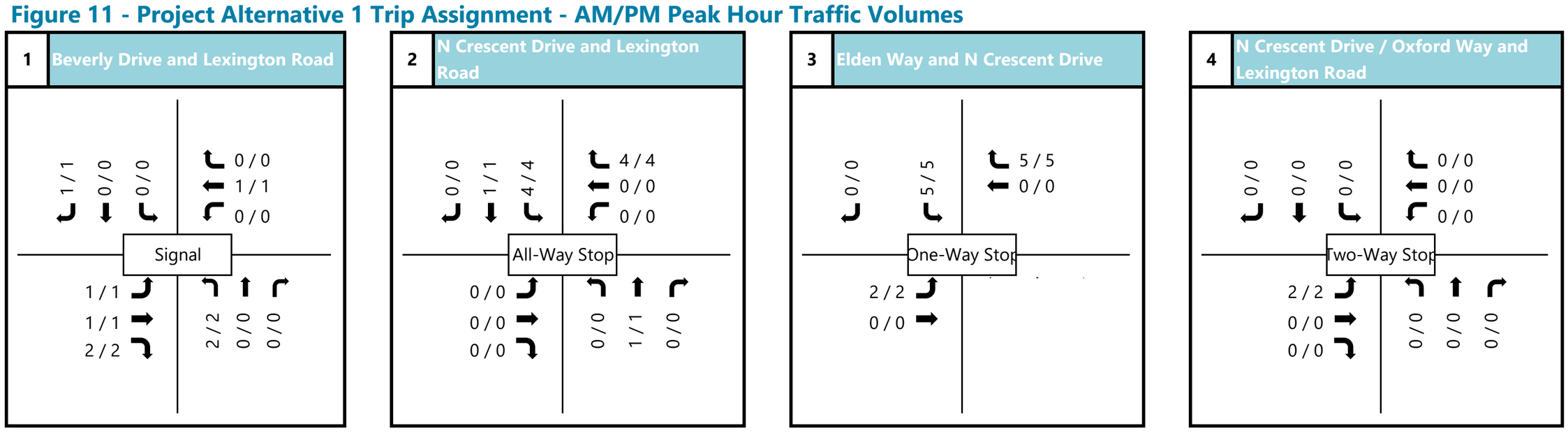
** All-way Stop Control - Delay is based on the overall intersection delay*

***Partial Stop Control - Delay is based on the highest average delay of the minor approaches.*

With the project alternative 1 trip generation, all intersections are expected to operate at the same level of service with slight increases in delay.

The total analyzed volumes at the study intersection are illustrated on Figure 12.

Figure 11 - Project Alternative 1 Trip Assignment - AM/PM Peak Hour Traffic Volumes



XX/XX AM /PM Peak Hour Traffic Volumes

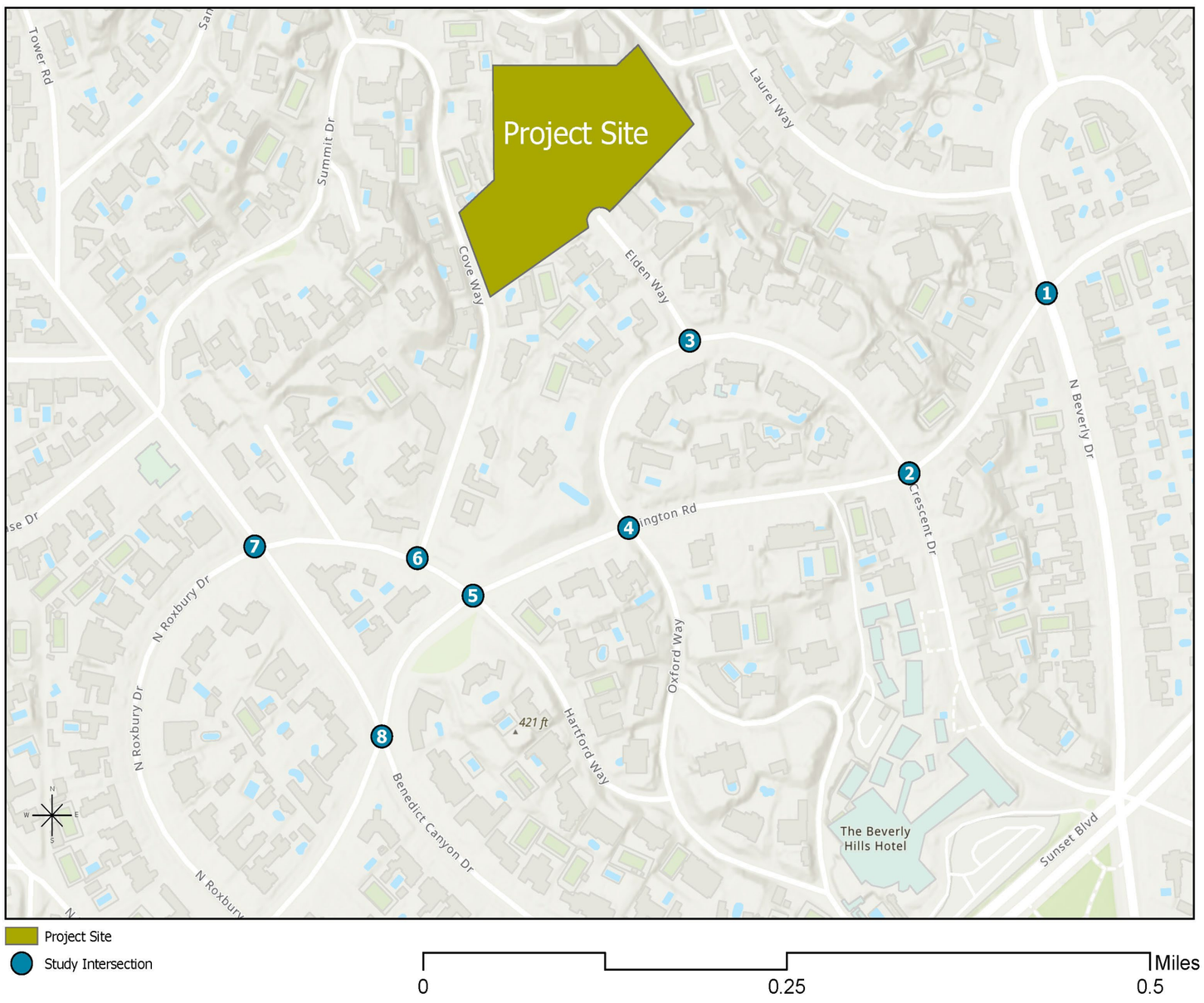
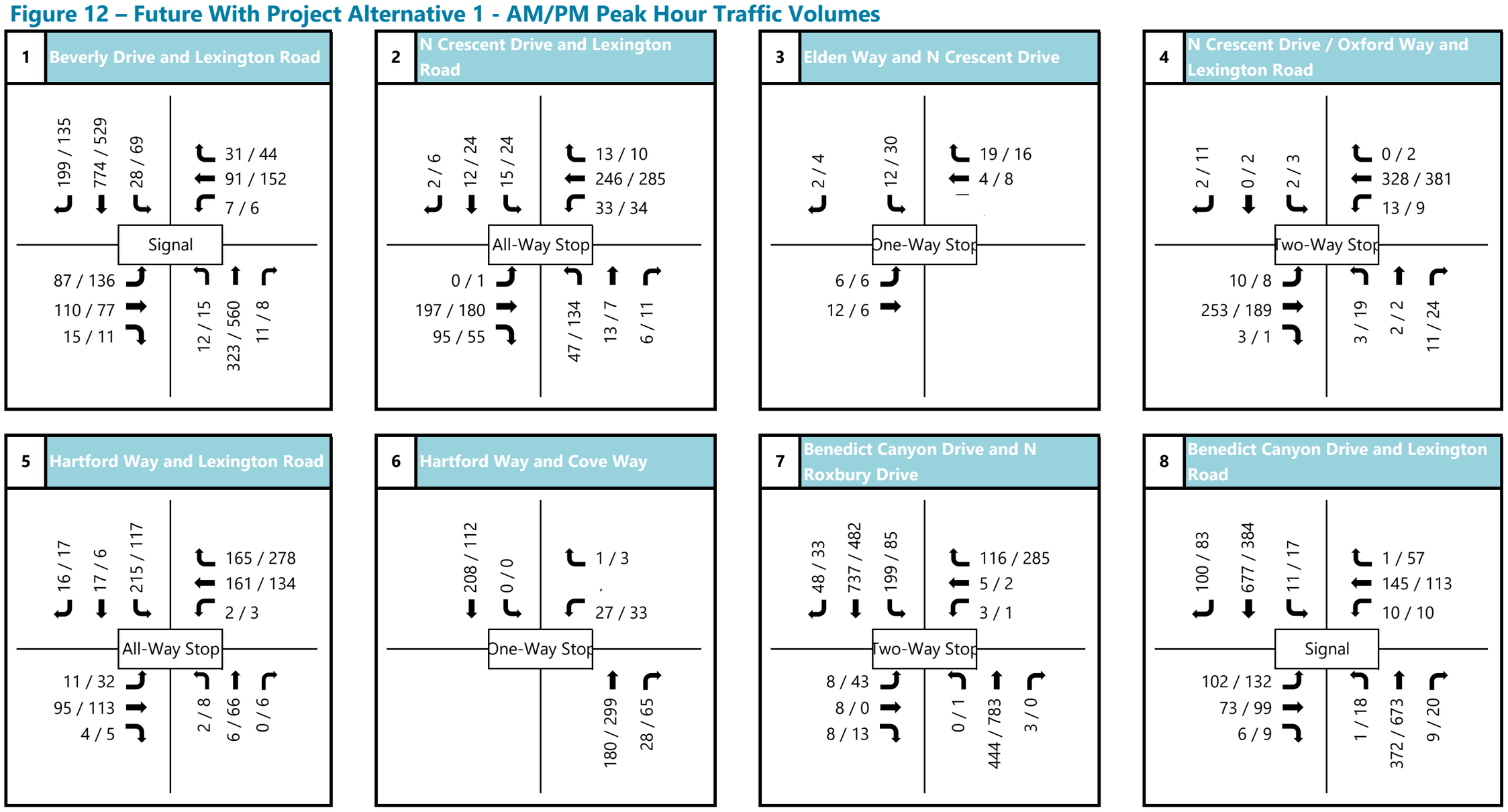
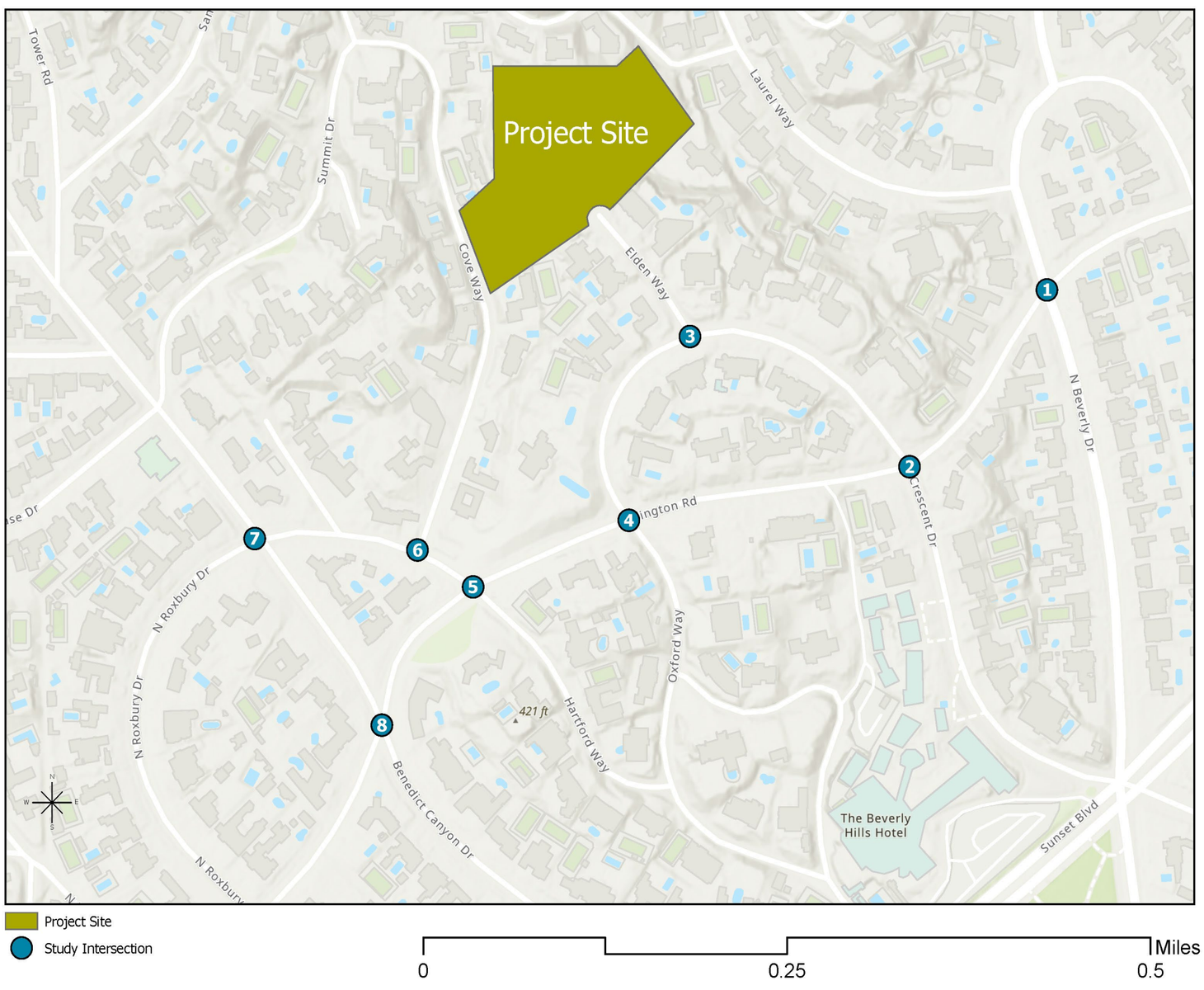


Figure 12 – Future With Project Alternative 1 - AM/PM Peak Hour Traffic Volumes



XX/XX AM /PM Peak Hour Traffic Volumes



4.6 LOCAL ROADWAY EFFECTS

Based on the project trip generation analysis, the net new daily vehicle trips would be 200. All of these trips would use local roadways to access the site, and all of the trips would use Elden Way to access the project site driveway.

The City of Beverly Hills local street threshold is based on the existing average daily trips (ADT) and the proposed increase in ADT. On Elden Way, where total daily vehicle volumes are less than 2,000, a significant local impact occurs if a project increases volumes by 16 percent or more.

Proposed Project Analysis

Based on traffic counts on Elden Way conducted for the traffic study for the *Final Supplemental Environmental Impact Report* (EIR) of May 2014, the environmental analysis for the previous project operational change, volumes on that roadway range from 150 to 275 vehicles each day. The counts were conducted as Tuesday thru Sunday counts, with Monday excluded, as it is typically a low activity day.

The volumes on Elden Way were assumed to remain applicable for the current period, as local land uses on the roadway have remained the same, and the project site use has not intensified in the intervening years.

The current project operations add 50 vehicles per day to the same segment, based on 100 daily visitors, an assumption of two persons per vehicle, and one inbound trip and one outbound trip.

The project addition of up to 100 additional vehicles each day on that roadway would cause increases in volumes that range from 38 percent to 57 percent. The City maximum impact threshold would be exceeded on all six days included in the counts for this roadway, as summarized in the table below.

	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Existing Volume	180	170	210	210	150	175
Current VRG Project	50	50	50	50	50	0
Total with Current Project	**230**	**220**	**260**	**260**	**200**	**175**
Current Prop Project	100	100	100	100	100	100
Percent increase	43%	45%	38%	38%	50%	57%

Project Alternative 1 Analysis

The project alternative 1 addition of up to 40 additional vehicles each day on the roadway would cause increases in volumes that range from 15 percent to 23 percent. The City maximum impact threshold of 16 percent would be exceeded on four days of the week but not exceeded on Thursday and Friday, as summarized in the table below.

	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Existing Volume	180	170	210	210	150	175
Current VRG Project	50	50	50	50	50	0
Total with Current Project	**230**	**220**	**260**	**260**	**200**	**175**
Project Alternative 1	40	40	40	40	40	40
Percent increase	17%	18%	15%	15%	20%	23%

Feasible physical improvements for these local roadway volume impacts were not identified, nor were feasible project mitigation measures identified that would reduce the number of project trips to a level where the local impact is not significant, for either the proposed project or the project alternative.

4.7 PROJECT SPECIAL USE EVENTS

Special use events attendance is managed by VRG for each event. Special Use Event parking management is based on the total number of guests expected.

For smaller events, up to 35 vehicles can be parked on the VRG site with stacked parking. A pick-up/drop-off operation is also used as needed, where the driver drops off the guest and is on call for pick-up. This assures that guests are picked up by the same driver and in the same car when they leave. There is no street parking allowed. No parking is permitted to occur on Elden Way, by either event guests or valet parking staff.

Valet parking is used for special use events that are larger. All events include an application for a valet permit and a special use event permit from the City of Beverly Hills. A City street parking permit is issued by the City. Offsite parking is also made available for some events, so that guests can be shuttled to the site and the need for on-street parking by valets can be reduced or eliminated, depending on the event plan.

Setup and deliveries for special use events is tightly regulated and scheduled by the County to minimize the impact on the surrounding neighbors. Vendors are assigned arrival and load-out times. Prior to the event, they receive a packet of information on the dimensions of the driveway and the address for offsite parking, etc. Preferred rental companies and vendors are used. For party rental trucks, which are the largest delivery trucks, it is required that these vehicles park along Crescent on the north side and use a smaller truck to shuttle the rental items to the site. Loading out is not permitted by VRG on Sundays after Saturday events.

These measures occur now with the current special use events that occur at VRG. With the expanded number of events, these measures will continue to be used, minimizing the temporary effects of the special events on area traffic patterns and on-street parking occupancy. No mitigation measures are proposed for project special use events based on these conclusions.

APPENDIX A
Memorandum of Understanding

TRAFFIC STUDY – Scoping Summary Document
Virginia Robinson Gardens, Beverly Hills
January 18, 2022

This Scoping Summary Document acknowledges that the traffic study for the following project will be prepared in accordance with the *CEQA Traffic Thresholds of Significance* and the *Local Transportation Assessment Guidelines* of the City of Beverly Hills.

Project Name: Virginia Robinson Gardens (VRG)

Project Description and Scope of Work:

The proposed project is proposed operational changes at the existing facility, with the following access points:

- Main site entrance at 1008 Elden Way
- Auxiliary parking lot at 1028 Elden Way

The project 2014 Supplemental EIR and traffic analysis defined the existing site activity then as generating 50 total trips per day (25 inbound vehicles, 25 outbound vehicles). The proposed project at the time was to extend the closing time by two hours to 5:30 PM, add to the number of operating days, increase the number of special use events, and increase the number of daily visitors.

Existing visitor activity at the site is at a maximum of 100 persons per day. The current operating days are Monday to Saturday. The current proposed project would increase visitor capacity to 200 persons per day, and operations would increase to seven days a week. Activities would continue to be by reservation, meetings, seminar/classes, events or commercial filming, within these limits of total daily visitors. The trips per day, using the previous project traffic study estimate as a base, would therefore increase by 50 to 100 (50 inbound vehicles, 50 outbound vehicles).

This planned number of trips equates to each parking space turning over on average 2.8 times a day, resulting in a typical visit time of 3.2 hours over the nine-hour winter schedule (8:00 AM to sunset or 5:00 PM) or five hours over the 14-hour non-winter schedule (8:00 AM to 10:00 PM).

The 35-space on-site parking lot would continue to be managed to accommodate this increase, and a high proportion of visitors would arrive and depart via bus for school programs and visits, ridesharing and use of Uber/Lyft (to be promoted for all visitors and groups), or charter shuttle or bus by incoming groups, or transit. Metro Bus Line 2 is located at a one-half mile walk from the project site, from the local stop at the Beverly Drive/Sunset Boulevard intersection.

Special events would increase with the proposed project, from the current four per year to a total of 24 per year. On a monthly basis, up to four events may be scheduled.

The City prohibits patrons and guests at VRG from parking in nearby residential areas, to minimize traffic and parking impacts. These project conditions include employees, contractors, and vendors. Parking that cannot be accommodated on site s to be provided in commercial areas (and not in residential areas in the vicinity of VRG), with shuttle bus services between VRG and the parking. The shuttle buses are zero emission.

Trip Generation

The analyzed project trip generation will be the estimated increase in vehicle trips to and from the site, which is 100 trips per day or 50 inbound trips and 50 outbound trips. This would include personal vehicle trips, bus trips, and other trips generated by groups. All trips are assumed to enter/exit the site or come to the site for passenger pick-up and drop-off, and conservatively one-third of the trips will be assumed to occur in each of the AM and PM peak hours.

Geographic Distribution

The outbound trip distribution to the study area from the project site is estimated to be as follows. The inbound distribution would be the opposite of these patterns:

- 60 percent to east on Crescent Drive, left on Lexington Road, then 10 percent continue on Lexington and 30 percent right on Beverly Drive.
- 40 percent to west on Crescent Drive, then right on Lexington Road; 5 percent right on Hartford Way to north on Benedict Canyon Drive, and 35 percent left to south Benedict Canyon Drive.

Special Events

For special events, the VRG will continue to promote the use of shuttle service from offsite to reduce the number of trips, and all events will require a parking/transportation plan. An analysis of the increase in vehicular trip to and from the site that result from the increased number of events will be included.

Special event trips will be discussed subjectively in the report. A framework for special events at the facility, with the total to be held annually increasing from four to 24 (and up to four per month) with the proposed project, will be provided in the study document. The framework will build upon existing measures taken by facility management, while adding measures as needed to avoid parking overflow from the site onto local roadways and local circulation negative effects.

VMT and CEQA Analysis

Documentation of vehicle miles traveled (VMT) for the proposed project will be based on existing visitation data for the site maintained by the County, and the increase in trip activity with the proposed site operational changes. The following data from current operational days will be the inputs to this analysis, with determinations on average trip length to be made versus City impact thresholds.

- Estimates of daily vehicle trips for existing and proposed site operations
- Existing address distribution for visitors
- Locations of schools and number of buses used per trip
- Other group activities with charter buses or shuttles used for transportation

Study Intersections

The traffic analysis will include a local circulation and operations effects analysis at six intersections in the local neighborhood, expanding upon the study area of the 2012 study. The locations of the study intersections listed below are illustrated on Attachment A.

1	North Beverly Drive and Lexington Road
2	North Crescent Drive and Lexington Road
3	Elden Way and North Crescent Drive
4	North Crescent Drive-Oxford Way and Lexington Road
5	Hartford Way and Lexington Road
6	Cove Way and Hartford Way
7	Benedict Canyon Drive and Roxbury Drive-Hartford Way
8	Benedict Canyon Drive and Lexington Road

Project Year: 2022 Ambient Growth Rate: 1% per year

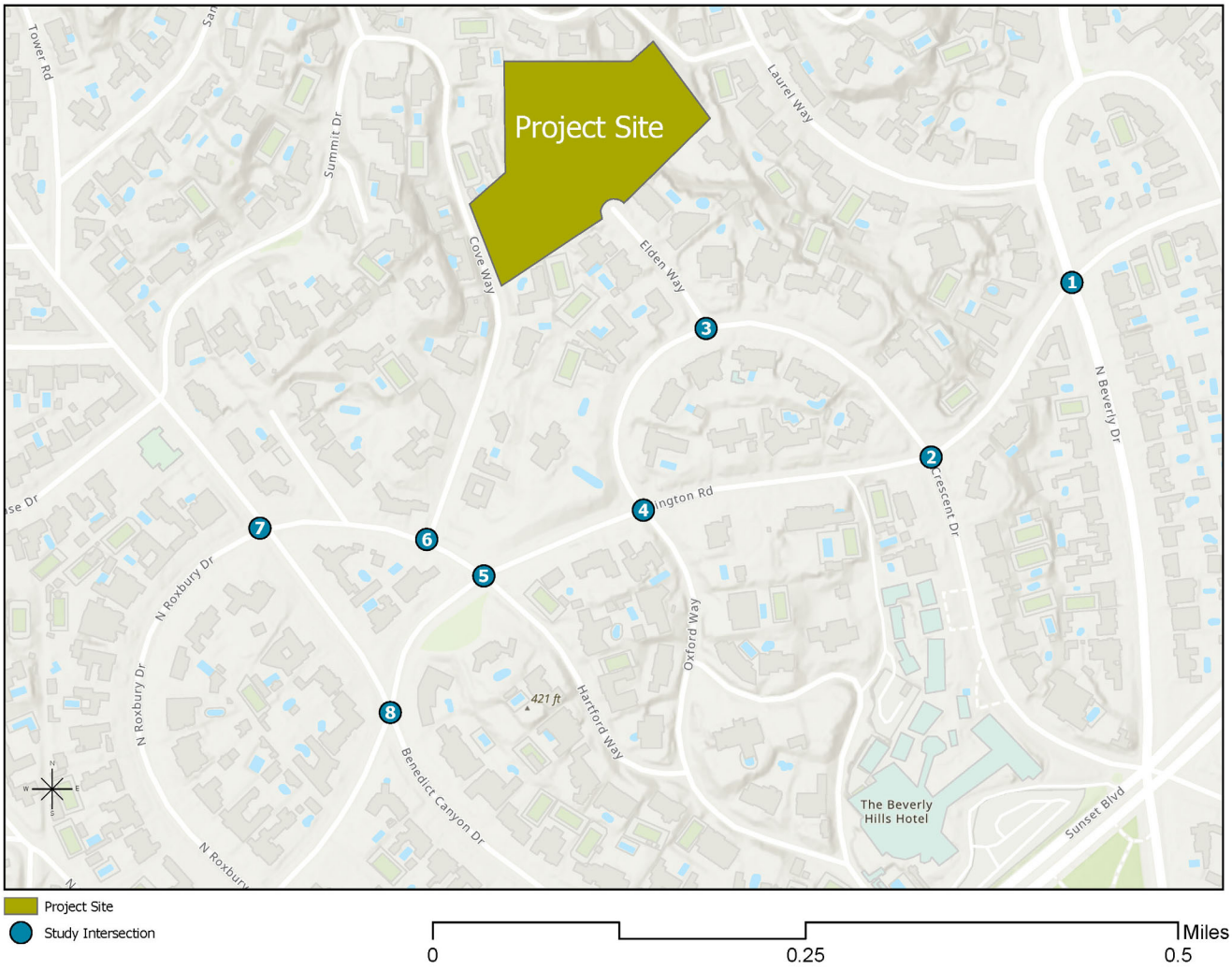
Area projects: A cumulative/area project list will be obtained from the City, to include known pending/under construction projects within a one-half mile of the project site.

Study Contact

Name: Brian Marchetti, KOA Corporation
Address 1100 Corporate Center Drive, Suite. 201, Monterey Park, CA 91754
Phone No. (323) 260-4703
E-Mail bmarchetti@koacorp.com

TRAFFIC STUDY – Scoping Summary Document
Virginia Robinson Gardens, Beverly Hills

ATTACHMENT A – STUDY AREA MAP



APPENDIX B
Traffic Count Summaries

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951)268-6268

City of Beverly Hills
N/S: Beverly Drive
E/W: Lexington Road
Weather: Clear

File Name : 01_BVH_Beverly_Lex AM
Site Code : 04122093
Start Date : 2/3/2022
Page No : 1

Groups Printed- Total Volume

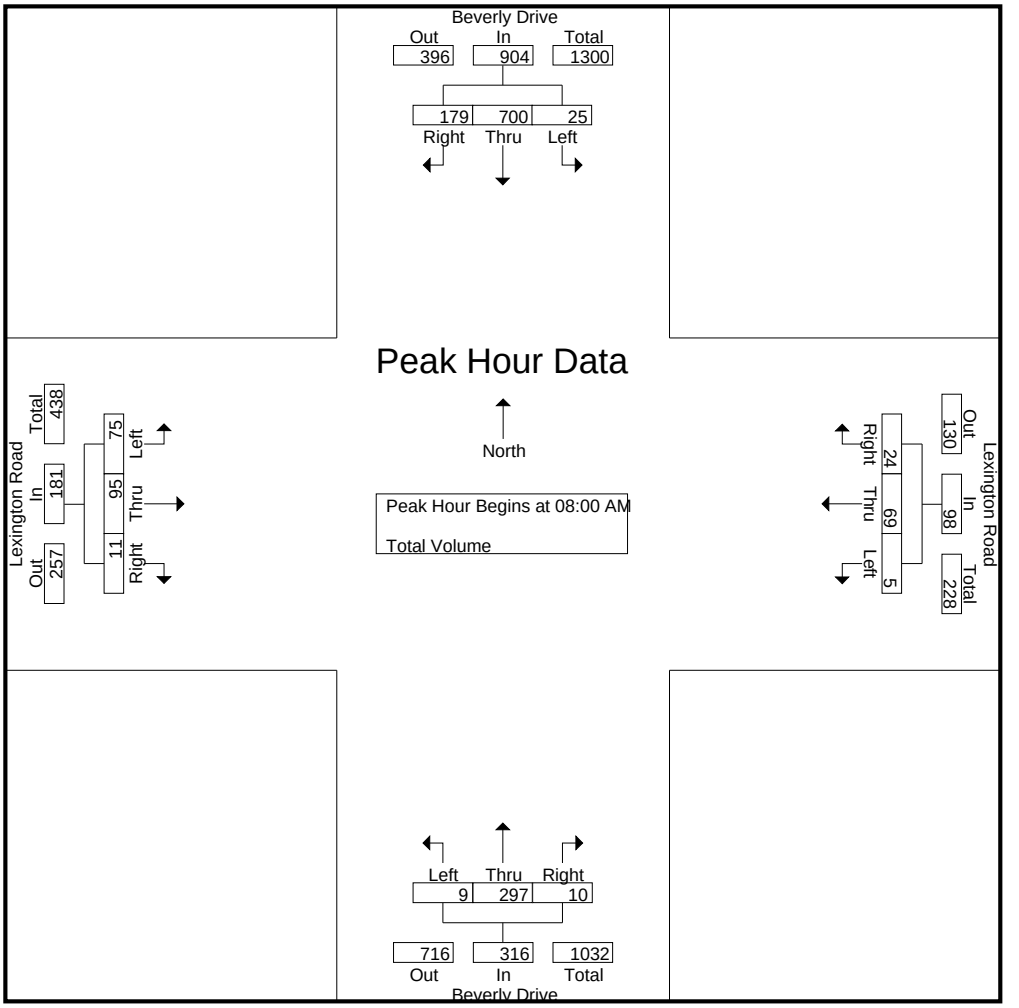
	Beverly Drive Southbound				Lexington Road Westbound				Beverly Drive Northbound				Lexington Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	4	97	38	139	0	10	12	22	1	36	0	37	4	9	2	15	213
07:15 AM	2	151	45	198	0	17	0	17	0	38	2	40	8	9	0	17	272
07:30 AM	7	143	67	217	0	20	7	27	0	53	0	53	11	21	1	33	330
07:45 AM	7	153	59	219	1	14	4	19	0	50	3	53	15	24	0	39	330
Total	20	544	209	773	1	61	23	85	1	177	5	183	38	63	3	104	1145
08:00 AM	7	150	43	200	2	21	9	32	4	74	1	79	25	23	4	52	363
08:15 AM	8	175	45	228	0	13	6	19	0	74	4	78	18	26	3	47	372
08:30 AM	5	195	50	250	1	21	7	29	2	69	2	73	19	28	3	50	402
08:45 AM	5	180	41	226	2	14	2	18	3	80	3	86	13	18	1	32	362
Total	25	700	179	904	5	69	24	98	9	297	10	316	75	95	11	181	1499
Grand Total	45	1244	388	1677	6	130	47	183	10	474	15	499	113	158	14	285	2644
Apprch %	2.7	74.2	23.1		3.3	71	25.7		2	95	3		39.6	55.4	4.9		
Total %	1.7	47	14.7	63.4	0.2	4.9	1.8	6.9	0.4	17.9	0.6	18.9	4.3	6	0.5	10.8	

	Beverly Drive Southbound				Lexington Road Westbound				Beverly Drive Northbound				Lexington Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	7	150	43	200	**2**	**21**	**9**	**32**	**4**	74	1	79	**25**	23	**4**	**52**	363
08:15 AM	**8**	175	45	228	0	13	6	19	0	74	**4**	78	18	26	3	47	372
08:30 AM	5	**195**	**50**	**250**	1	21	7	29	2	69	2	73	19	**28**	3	50	**402**
08:45 AM	5	180	41	226	2	14	2	18	3	**80**	3	**86**	13	18	1	32	362
Total Volume	25	700	179	904	5	69	24	98	9	297	10	316	75	95	11	181	1499
% App. Total	2.8	77.4	19.8		5.1	70.4	24.5		2.8	94	3.2		41.4	52.5	6.1		
PHF	.781	.897	.895	.904	.625	.821	.667	.766	.563	.928	.625	.919	.750	.848	.688	.870	.932

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951)268-6268

City of Beverly Hills
N/S: Beverly Drive
E/W: Lexington Road
Weather: Clear

File Name : 01_BVH_Beverly_Lex AM
Site Code : 04122093
Start Date : 2/3/2022
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM				07:45 AM				08:00 AM				07:45 AM			
+0 mins.	7	150	43	200	1	14	4	19	**4**	74	1	79	15	24	0	39
+15 mins.	**8**	175	45	228	**2**	**21**	**9**	**32**	0	74	**4**	78	**25**	23	**4**	**52**
+30 mins.	5	**195**	**50**	**250**	0	13	6	19	2	69	2	73	18	26	3	47
+45 mins.	5	180	41	226	1	21	7	29	3	**80**	3	**86**	19	**28**	3	50
Total Volume	25	700	179	904	4	69	26	99	9	297	10	316	77	101	10	188
% App. Total	2.8	77.4	19.8		4	69.7	26.3		2.8	94	3.2		41	53.7	5.3	
PHF	.781	.897	.895	.904	.500	.821	.722	.773	.563	.928	.625	.919	.770	.902	.625	.904

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City of Beverly Hills
N/S: Beverly Drive
E/W: Lexington Road
Weather: Clear

File Name : 01_BVH_Beverly_Lex PM
Site Code : 04122093
Start Date : 2/3/2022
Page No : 1

Groups Printed- Total Volume

	Beverly Drive Southbound				Lexington Road Westbound				Beverly Drive Northbound				Lexington Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	22	111	34	167	1	41	8	50	3	139	3	145	30	19	3	52	414
04:15 PM	10	138	35	183	3	23	9	35	5	137	2	144	30	16	1	47	409
04:30 PM	13	107	27	147	0	30	6	36	2	105	1	108	26	14	2	42	333
04:45 PM	14	98	19	131	1	30	13	44	1	115	1	117	34	19	2	55	347
Total	59	454	115	628	5	124	36	165	11	496	7	514	120	68	8	196	1503
05:00 PM	14	113	22	149	1	19	8	28	5	159	2	166	19	13	2	34	377
05:15 PM	11	104	21	136	1	24	6	31	0	169	0	169	23	19	2	44	380
05:30 PM	7	87	25	119	0	31	2	33	3	128	6	137	14	17	1	32	321
05:45 PM	14	111	17	142	1	21	5	27	1	108	2	111	24	21	0	45	325
Total	46	415	85	546	3	95	21	119	9	564	10	583	80	70	5	155	1403
Grand Total	105	869	200	1174	8	219	57	284	20	1060	17	1097	200	138	13	351	2906
Apprch %	8.9	74	17		2.8	77.1	20.1		1.8	96.6	1.5		57	39.3	3.7		
Total %	3.6	29.9	6.9	40.4	0.3	7.5	2	9.8	0.7	36.5	0.6	37.7	6.9	4.7	0.4	12.1	

	Beverly Drive Southbound				Lexington Road Westbound				Beverly Drive Northbound				Lexington Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**22**	111	34	167	1	**41**	8	**50**	3	**139**	**3**	**145**	30	**19**	**3**	52	**414**
04:15 PM	10	**138**	**35**	**183**	**3**	23	9	35	**5**	137	2	144	30	16	1	47	409
04:30 PM	13	107	27	147	0	30	6	36	2	105	1	108	26	14	2	42	333
04:45 PM	14	98	19	131	1	30	**13**	44	1	115	1	117	**34**	19	2	**55**	347
Total Volume	59	454	115	628	5	124	36	165	11	496	7	514	120	68	8	196	1503
% App. Total	9.4	72.3	18.3		3	75.2	21.8		2.1	96.5	1.4		61.2	34.7	4.1		
PHF	.670	.822	.821	.858	.417	.756	.692	.825	.550	.892	.583	.886	.882	.895	.667	.891	.908

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File Name : 01_BVH_Beverly_Lex PM
Site Code : 04122093
Start Date : 2/3/2022
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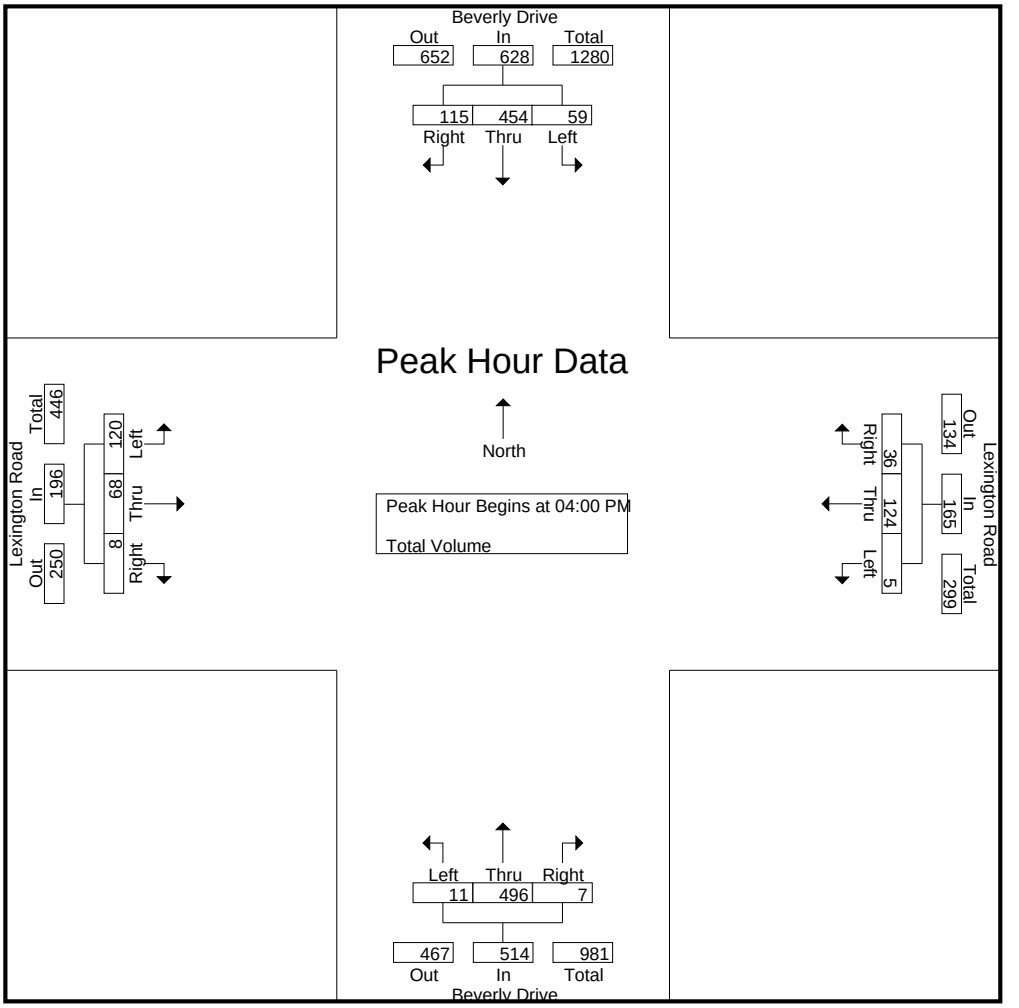

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:45 PM				04:00 PM			
+0 mins.	**22**	111	34	167	1	**41**	8	**50**	1	115	1	117	30	**19**	**3**	52
+15 mins.	10	**138**	**35**	**183**	**3**	23	9	35	**5**	159	2	166	30	16	1	47
+30 mins.	13	107	27	147	0	30	6	36	0	**169**	0	**169**	26	14	2	42
+45 mins.	14	98	19	131	1	30	**13**	44	3	128	**6**	137	**34**	19	2	**55**
Total Volume	59	454	115	628	5	124	36	165	9	571	9	589	120	68	8	196
% App. Total	9.4	72.3	18.3		3	75.2	21.8		1.5	96.9	1.5		61.2	34.7	4.1	
PHF	.670	.822	.821	.858	.417	.756	.692	.825	.450	.845	.375	.871	.882	.895	.667	.891

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City of Beverly Hills
N/S: Crescent Drive
E/W: Lexington Road
Weather: Clear

File Name : 02_BVH_Crescent_Lex AM
Site Code : 04122093
Start Date : 2/3/2022

Groups Printed- Total Volume

	Crescent Drive Southbound				Lexington Road Westbound				Crescent Drive Northbound				Lexington Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	2	0	2	4	42	2	48	5	0	1	6	0	15	7	22	78
07:15 AM	0	0	0	0	8	54	0	62	9	0	2	11	0	16	9	25	98
07:30 AM	0	0	0	0	7	80	2	89	6	0	3	9	0	33	24	57	155
07:45 AM	1	0	0	1	6	60	2	68	7	3	2	12	0	39	22	61	142
Total	1	2	0	3	25	236	6	267	27	3	8	38	0	103	62	165	473
08:00 AM	0	2	1	3	3	60	2	65	12	1	0	13	0	46	15	61	142
08:15 AM	2	1	0	3	8	45	3	56	10	1	3	14	0	45	21	66	139
08:30 AM	2	3	0	5	13	58	1	72	11	5	0	16	0	46	27	73	166
08:45 AM	0	2	0	2	7	50	1	58	13	6	2	21	2	31	23	56	137
Total	4	8	1	13	31	213	7	251	46	13	5	64	2	168	86	256	584
Grand Total	5	10	1	16	56	449	13	518	73	16	13	102	2	271	148	421	1057
Apprch %	31.2	62.5	6.2		10.8	86.7	2.5		71.6	15.7	12.7		0.5	64.4	35.2		
Total %	0.5	0.9	0.1	1.5	5.3	42.5	1.2	49	6.9	1.5	1.2	9.6	0.2	25.6	14	39.8	

	Crescent Drive Southbound				Lexington Road Westbound				Crescent Drive Northbound				Lexington Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	1	0	0	1	6	**60**	2	68	7	3	2	12	0	39	22	61	142
08:00 AM	0	2	**1**	3	3	60	2	65	**12**	1	0	13	0	**46**	15	61	142
08:15 AM	**2**	1	0	3	8	45	**3**	56	10	1	**3**	14	0	45	21	66	139
08:30 AM	2	**3**	0	**5**	**13**	58	1	**72**	11	**5**	0	**16**	0	46	**27**	**73**	**166**
Total Volume	5	6	1	12	30	223	8	261	40	10	5	55	0	176	85	261	589
% App. Total	41.7	50	8.3		11.5	85.4	3.1		72.7	18.2	9.1		0	67.4	32.6		
PHF	.625	.500	.250	.600	.577	.929	.667	.906	.833	.500	.417	.859	.000	.957	.787	.894	.887

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City of Beverly Hills
N/S: Crescent Drive
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Weather: Clear

File Name : 02_BVH_Crescent_Lex AM
Site Code : 04122093
Start Date : 2/3/2022
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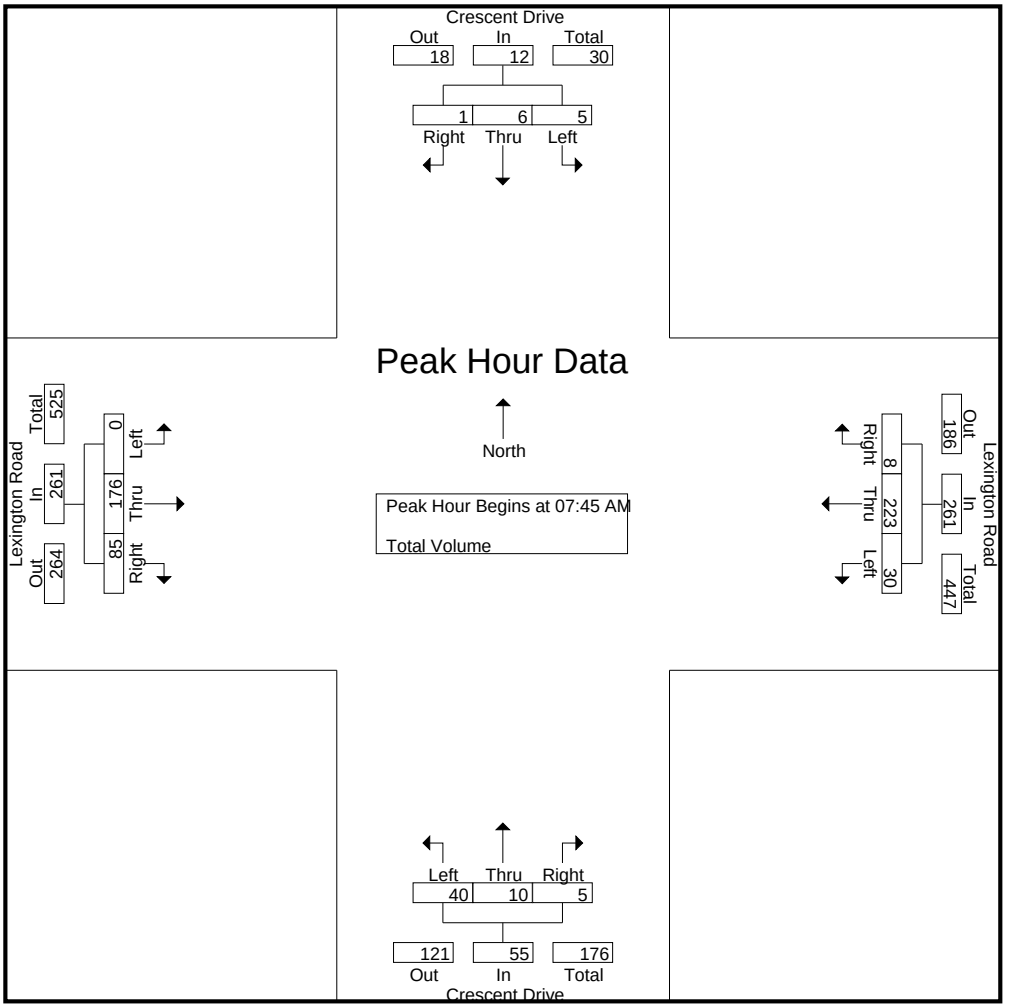

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM				07:15 AM				08:00 AM				07:45 AM			
+0 mins.	0	2	**1**	3	**8**	54	0	62	12	1	0	13	0	39	22	61
+15 mins.	**2**	1	0	3	7	**80**	**2**	**89**	10	1	**3**	14	0	**46**	15	61
+30 mins.	2	**3**	0	**5**	6	60	2	68	11	5	0	16	0	45	21	66
+45 mins.	0	2	0	2	3	60	2	65	**13**	**6**	2	**21**	0	46	**27**	**73**
Total Volume	4	8	1	13	24	254	6	284	46	13	5	64	0	176	85	261
% App. Total	30.8	61.5	7.7		8.5	89.4	2.1		71.9	20.3	7.8		0	67.4	32.6	
PHF	.500	.667	.250	.650	.750	.794	.750	.798	.885	.542	.417	.762	.000	.957	.787	.894

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City of Beverly Hills
N/S: Crescent Drive
E/W: Lexington Road
Weather: Clear

File Name : 02_BVH_Crescent_Lex PM
Site Code : 04122093
Start Date : 2/3/2022

Groups Printed- Total Volume

	Crescent Drive Southbound				Lexington Road Westbound				Crescent Drive Northbound				Lexington Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	5	3	3	11	8	71	2	81	31	3	2	36	0	40	10	50	178
04:15 PM	1	2	0	3	9	54	1	64	31	1	5	37	0	35	12	47	151
04:30 PM	0	4	0	4	7	53	0	60	34	2	2	38	0	43	16	59	161
04:45 PM	2	2	0	4	3	50	1	54	34	0	2	36	1	44	11	56	150
Total	8	11	3	22	27	228	4	259	130	6	11	147	1	162	49	212	640
05:00 PM	0	0	0	0	7	35	2	44	21	2	2	25	0	29	19	48	117
05:15 PM	0	4	0	4	5	39	2	46	25	4	0	29	0	45	15	60	139
05:30 PM	0	2	0	2	3	58	1	62	38	1	2	41	0	32	19	51	156
05:45 PM	0	2	0	2	3	34	0	37	24	1	2	27	1	37	13	51	117
Total	0	8	0	8	18	166	5	189	108	8	6	122	1	143	66	210	529
Grand Total	8	19	3	30	45	394	9	448	238	14	17	269	2	305	115	422	1169
Apprch %	26.7	63.3	10		10	87.9	2		88.5	5.2	6.3		0.5	72.3	27.3		
Total %	0.7	1.6	0.3	2.6	3.8	33.7	0.8	38.3	20.4	1.2	1.5	23	0.2	26.1	9.8	36.1	

	Crescent Drive Southbound				Lexington Road Westbound				Crescent Drive Northbound				Lexington Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**5**	3	**3**	**11**	8	**71**	**2**	**81**	31	**3**	2	36	0	40	10	50	**178**
04:15 PM	1	2	0	3	**9**	54	1	64	31	1	**5**	37	0	35	12	47	151
04:30 PM	0	**4**	0	4	7	53	0	60	**34**	2	2	**38**	0	43	**16**	**59**	161
04:45 PM	2	2	0	4	3	50	1	54	34	0	2	36	**1**	**44**	11	56	150
Total Volume	8	11	3	22	27	228	4	259	130	6	11	147	1	162	49	212	640
% App. Total	36.4	50	13.6		10.4	88	1.5		88.4	4.1	7.5		0.5	76.4	23.1		
PHF	.400	.688	.250	.500	.750	.803	.500	.799	.956	.500	.550	.967	.250	.920	.766	.898	.899

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City of Beverly Hills
N/S: Crescent Drive
E/W: Lexington Road
Weather: Clear

File Name : 02_BVH_Crescent_Lex PM
Site Code : 04122093
Start Date : 2/3/2022
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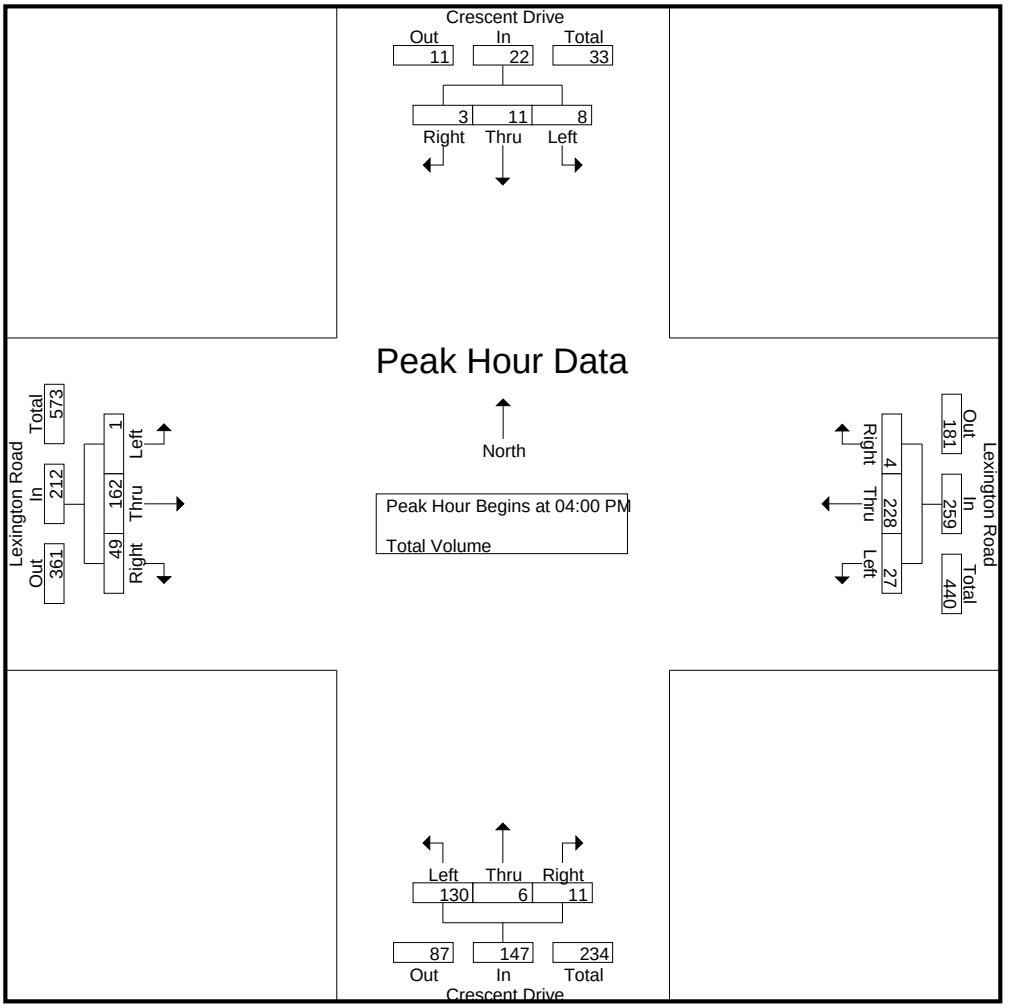

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:30 PM			
+0 mins.	**5**	3	**3**	**11**	8	**71**	**2**	**81**	31	**3**	2	36	0	43	16	59
+15 mins.	1	2	0	3	**9**	54	1	64	31	1	**5**	37	**1**	44	11	56
+30 mins.	0	**4**	0	4	7	53	0	60	**34**	2	2	**38**	0	29	**19**	48
+45 mins.	2	2	0	4	3	50	1	54	34	0	2	36	0	**45**	15	**60**
Total Volume	8	11	3	22	27	228	4	259	130	6	11	147	1	161	61	223
% App. Total	36.4	50	13.6		10.4	88	1.5		88.4	4.1	7.5		0.4	72.2	27.4	
PHF	.400	.688	.250	.500	.750	.803	.500	.799	.956	.500	.550	.967	.250	.894	.803	.929

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City of Beverly Hills
N/S: Elden Way
E/W: Crescent Drive
Weather: Clear

File Name : 03_BVH_Elden_Crescent AM
Site Code : 04122093
Start Date : 2/3/2022
Page No : 1

Groups Printed- Total Volume

	Elden Way Southbound			Crescent Drive Westbound			Crescent Drive Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	0	0	0	2	0	2	0	0	0	2
07:15 AM	0	0	0	0	0	0	1	0	1	1
07:30 AM	0	0	0	1	1	2	0	0	0	2
07:45 AM	0	0	0	0	2	2	0	0	0	2
Total	0	0	0	3	3	6	1	0	1	7
08:00 AM	0	1	1	0	2	2	1	3	4	7
08:15 AM	1	0	1	1	2	3	1	3	4	8
08:30 AM	0	0	0	2	2	4	0	2	2	6
08:45 AM	0	0	0	0	2	2	1	2	3	5
Total	1	1	2	3	8	11	3	10	13	26
Grand Total	1	1	2	6	11	17	4	10	14	33
Apprch %	50	50		35.3	64.7		28.6	71.4		
Total %	3	3	6.1	18.2	33.3	51.5	12.1	30.3	42.4	

	Elden Way Southbound			Crescent Drive Westbound			Crescent Drive Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	0	**1**	**1**	0	**2**	2	**1**	**3**	**4**	7
08:15 AM	**1**	0	1	1	2	3	1	3	4	**8**
08:30 AM	0	0	0	**2**	2	**4**	0	2	2	6
08:45 AM	0	0	0	0	2	2	1	2	3	5
Total Volume	1	1	2	3	8	11	3	10	13	26
% App. Total	50	50		27.3	72.7		23.1	76.9		
PHF	.250	.250	.500	.375	1.00	.688	.750	.833	.813	.813

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City of Beverly Hills
N/S: Elden Way
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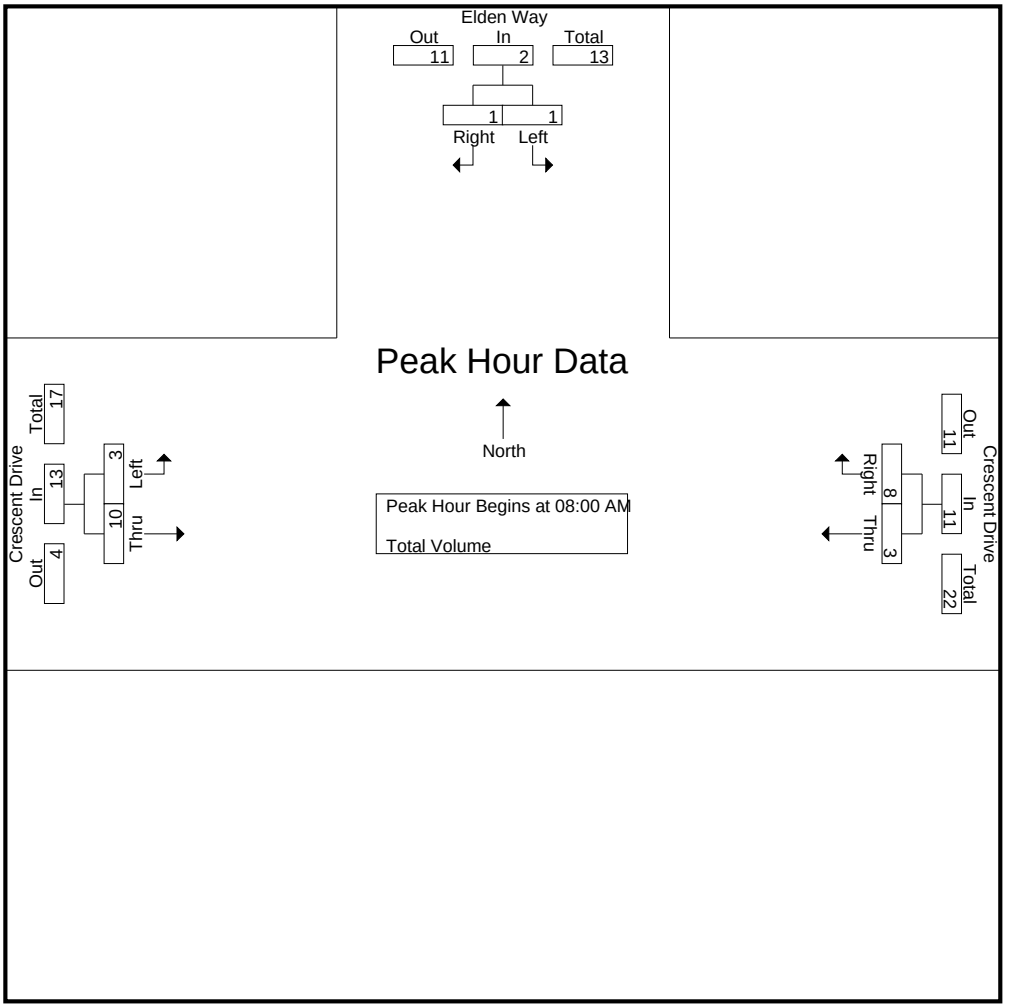
File Name : 03_BVH_Elden_Crescent AM
Site Code : 04122093
Start Date : 2/3/2022
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM			07:45 AM			08:00 AM		
+0 mins.	0	0	0	0	**2**	2	**1**	**3**	**4**
+15 mins.	0	0	0	0	2	2	1	3	4
+30 mins.	0	**1**	**1**	1	2	3	0	2	2
+45 mins.	**1**	0	1	**2**	2	**4**	1	2	3
Total Volume	1	1	2	3	8	11	3	10	13
% App. Total	50	50		27.3	72.7		23.1	76.9	
PHF	.250	.250	.500	.375	1.000	.688	.750	.833	.813

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City of Beverly Hills
N/S: Elden Way
E/W: Crescent Drive
Weather: Clear

File Name : 03_BVH_Elden_Crescent PM
Site Code : 04122093
Start Date : 2/3/2022
Page No : 1

Groups Printed- Total Volume

	Elden Way Southbound			Crescent Drive Westbound			Crescent Drive Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	5	1	6	2	2	4	1	1	2	12
04:15 PM	3	1	4	1	2	3	0	0	0	7
04:30 PM	2	0	2	0	0	0	0	0	0	2
04:45 PM	0	0	0	2	1	3	0	2	2	5
Total	10	2	12	5	5	10	1	3	4	26
05:00 PM	0	1	1	1	1	2	0	0	0	3
05:15 PM	2	0	2	4	0	4	0	1	1	7
05:30 PM	0	1	1	0	1	1	0	0	0	2
05:45 PM	0	0	0	3	0	3	1	1	2	5
Total	2	2	4	8	2	10	1	2	3	17
Grand Total	12	4	16	13	7	20	2	5	7	43
Apprch %	75	25		65	35		28.6	71.4		
Total %	27.9	9.3	37.2	30.2	16.3	46.5	4.7	11.6	16.3	

	Elden Way Southbound			Crescent Drive Westbound			Crescent Drive Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	**5**	**1**	**6**	**2**	**2**	**4**	**1**	1	**2**	**12**
04:15 PM	3	1	4	1	2	3	0	0	0	7
04:30 PM	2	0	2	0	0	0	0	0	0	2
04:45 PM	0	0	0	2	1	3	0	**2**	2	5
Total Volume	10	2	12	5	5	10	1	3	4	26
% App. Total	83.3	16.7		50	50		25	75		
PHF	.500	.500	.500	.625	.625	.625	.250	.375	.500	.542

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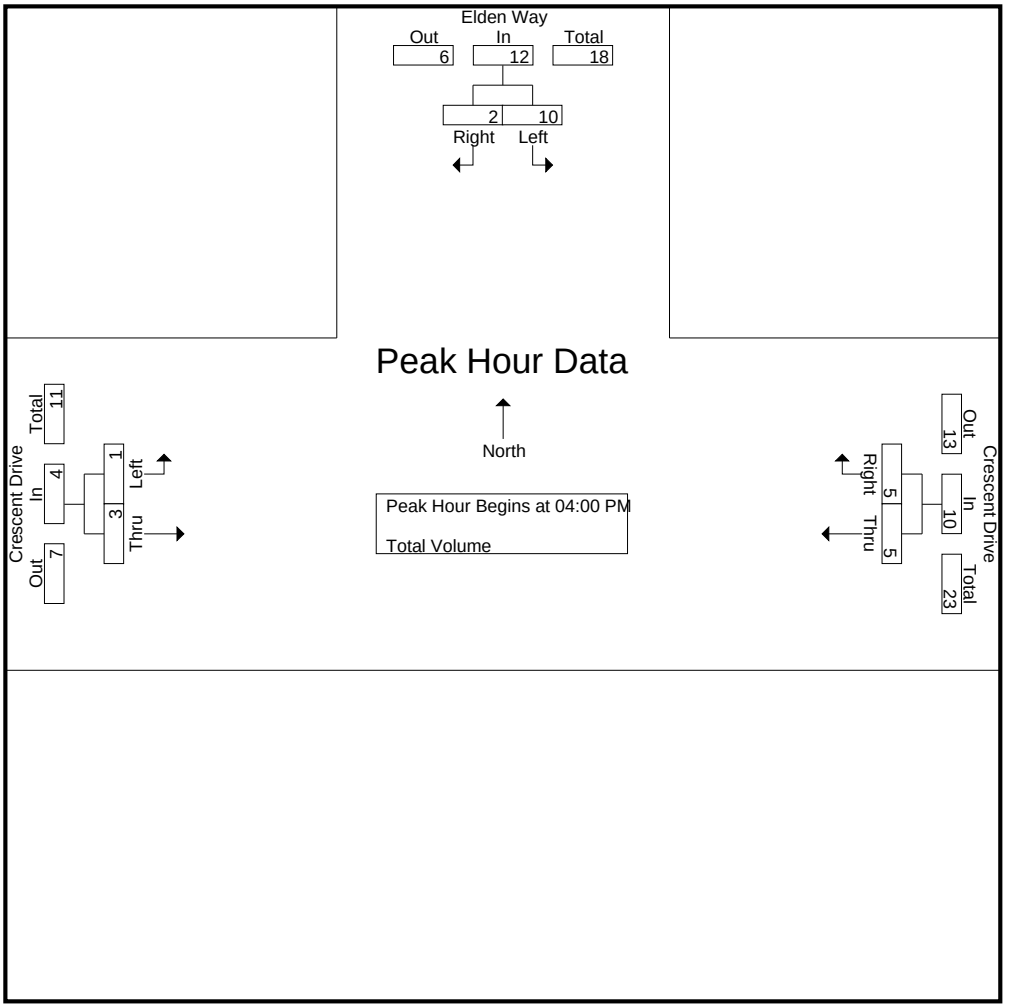
City of Beverly Hills
N/S: Elden Way
E/W: Crescent Drive
Weather: Clear

File Name : 03_BVH_Elden_Crescent PM
Site Code : 04122093
Start Date : 2/3/2022
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	**5**	**1**	**6**	**2**	**2**	**4**	**1**	1	**2**
+15 mins.	3	1	4	1	2	3	0	0	0
+30 mins.	2	0	2	0	0	0	0	0	0
+45 mins.	0	0	0	2	1	3	0	**2**	2
Total Volume	10	2	12	5	5	10	1	3	4
% App. Total	83.3	16.7		50	50		25	75	
PHF	.500	.500	.500	.625	.625	.625	.250	.375	.500

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City of Beverly Hills
N/S: Crescent Drive/Oxford Way
E/W: Lexington Road
Weather: Clear

File Name : 04_BVH_Oxford_Lex AM
Site Code : 04122093
Start Date : 2/3/2022
Page No : 1

Groups Printed- Total Volume

	Crescent Drive Southbound				Lexington Road Westbound				Oxford Way Northbound				Lexington Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	2	2	0	46	0	46	0	0	0	0	1	25	1	27	75
07:15 AM	0	0	0	0	0	54	0	54	0	0	0	0	2	22	0	24	78
07:30 AM	1	0	0	1	2	83	0	85	1	0	3	4	0	49	1	50	140
07:45 AM	0	0	0	0	1	67	0	68	1	1	0	2	0	60	0	60	130
Total	1	0	2	3	3	250	0	253	2	1	3	6	3	156	2	161	423
08:00 AM	0	0	0	0	2	63	0	65	0	0	2	2	5	58	1	64	131
08:15 AM	0	0	1	1	5	49	0	54	0	0	2	2	2	63	1	66	123
08:30 AM	1	0	1	2	3	59	0	62	0	1	2	3	0	66	0	66	133
08:45 AM	0	0	0	0	3	57	0	60	0	0	2	2	3	52	1	56	118
Total	1	0	2	3	13	228	0	241	0	1	8	9	10	239	3	252	505
Grand Total	2	0	4	6	16	478	0	494	2	2	11	15	13	395	5	413	928
Apprch %	33.3	0	66.7		3.2	96.8	0		13.3	13.3	73.3		3.1	95.6	1.2		
Total %	0.2	0	0.4	0.6	1.7	51.5	0	53.2	0.2	0.2	1.2	1.6	1.4	42.6	0.5	44.5	

	Crescent Drive Southbound				Lexington Road Westbound				Oxford Way Northbound				Lexington Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	**1**	0	0	**1**	2	**83**	0	**85**	**1**	0	**3**	**4**	0	49	**1**	50	**140**
07:45 AM	0	0	0	0	1	67	0	68	1	**1**	0	2	0	60	0	60	130
08:00 AM	0	0	0	0	2	63	0	65	0	0	2	2	**5**	58	1	64	131
08:15 AM	0	0	**1**	1	**5**	49	0	54	0	0	2	2	2	**63**	1	**66**	123
Total Volume	1	0	1	2	10	262	0	272	2	1	7	10	7	230	3	240	524
% App. Total	50	0	50		3.7	96.3	0		20	10	70		2.9	95.8	1.2		
PHF	.250	.000	.250	.500	.500	.789	.000	.800	.500	.250	.583	.625	.350	.913	.750	.909	.936

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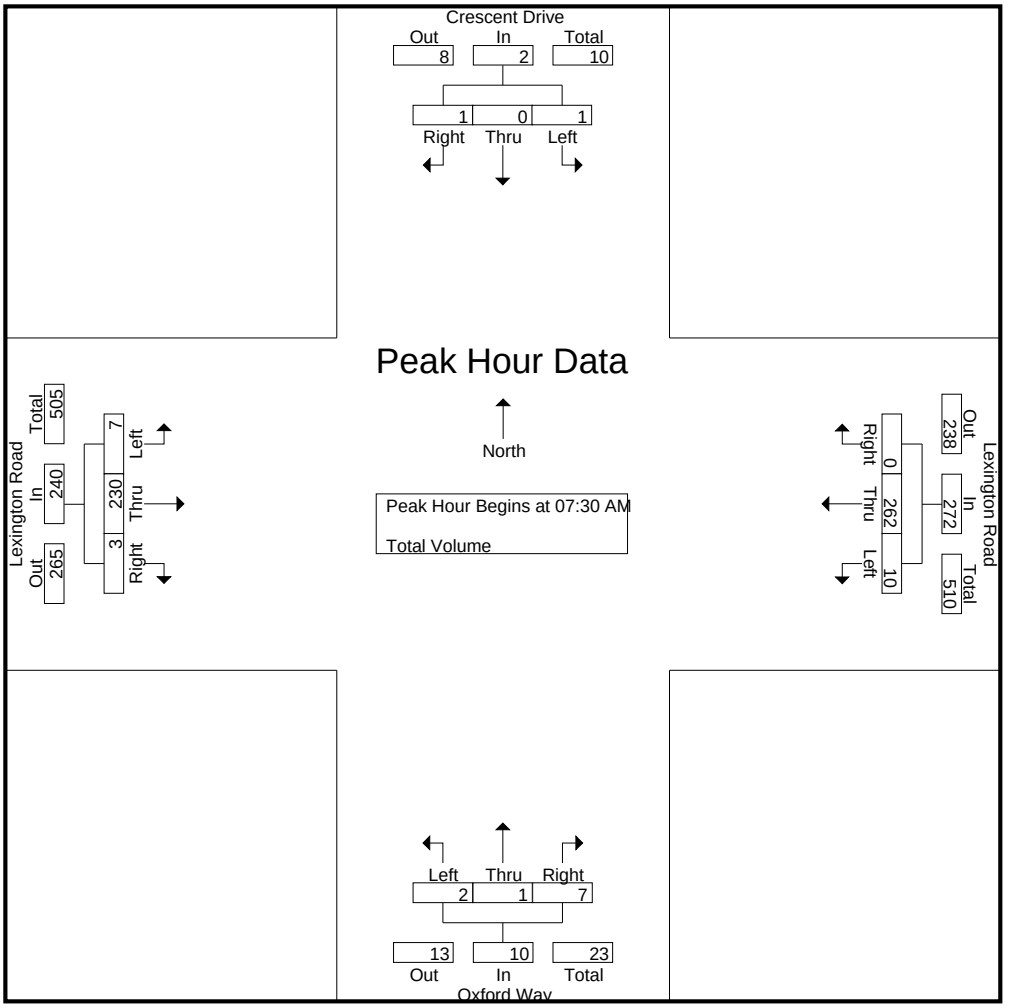
E/W: Lexington Road
Weather: Clear

File Name : 04_BVH_Oxford_Lex AM
Site Code : 04122093
Start Date : 2/3/2022
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:15 AM				07:30 AM				07:45 AM			
+0 mins.	0	0	**2**	**2**	0	54	0	54	**1**	0	**3**	**4**	0	60	0	60
+15 mins.	0	0	0	0	**2**	**83**	0	**85**	1	**1**	0	2	**5**	58	**1**	64
+30 mins.	**1**	0	0	1	1	67	0	68	0	0	2	2	2	63	1	**66**
+45 mins.	0	0	0	0	2	63	0	65	0	0	2	2	0	**66**	0	66
Total Volume	1	0	2	3	5	267	0	272	2	1	7	10	7	247	2	256
% App. Total	33.3	0	66.7		1.8	98.2	0		20	10	70		2.7	96.5	0.8	
PHF	.250	.000	.250	.375	.625	.804	.000	.800	.500	.250	.583	.625	.350	.936	.500	.970

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City of Beverly Hills
N/S: Crescent Drive/Oxford Way
E/W: Lexington Road
Weather: Clear

File Name : 04_BVH_Oxford_Lex PM
Site Code : 04122093
Start Date : 2/3/2022
Page No : 1

Groups Printed- Total Volume

	Crescent Drive Southbound				Lexington Road Westbound				Oxford Way Northbound				Lexington Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	3	3	2	96	0	98	5	1	5	11	4	42	0	46	158
04:15 PM	1	1	2	4	2	83	1	86	2	0	2	4	0	41	1	42	136
04:30 PM	1	0	1	2	2	84	1	87	2	0	3	5	1	47	0	48	142
04:45 PM	0	0	1	1	2	80	0	82	2	0	4	6	1	48	0	49	138
Total	2	1	7	10	8	343	2	353	11	1	14	26	6	178	1	185	574
05:00 PM	1	1	0	2	1	52	0	53	1	0	2	3	0	32	0	32	90
05:15 PM	4	0	0	4	1	63	0	64	0	0	4	4	0	45	0	45	117
05:30 PM	1	1	1	3	2	96	1	99	1	0	4	5	0	40	1	41	148
05:45 PM	1	0	3	4	2	57	1	60	2	0	4	6	2	33	1	36	106
Total	7	2	4	13	6	268	2	276	4	0	14	18	2	150	2	154	461
Grand Total	9	3	11	23	14	611	4	629	15	1	28	44	8	328	3	339	1035
Apprch %	39.1	13	47.8		2.2	97.1	0.6		34.1	2.3	63.6		2.4	96.8	0.9		
Total %	0.9	0.3	1.1	2.2	1.4	59	0.4	60.8	1.4	0.1	2.7	4.3	0.8	31.7	0.3	32.8	

	Crescent Drive Southbound				Lexington Road Westbound				Oxford Way Northbound				Lexington Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	**3**	3	**2**	**96**	0	**98**	**5**	**1**	**5**	**11**	**4**	42	0	46	**158**
04:15 PM	**1**	**1**	2	**4**	2	83	**1**	86	2	0	2	4	0	41	**1**	42	136
04:30 PM	1	0	1	2	2	84	1	87	2	0	3	5	1	47	0	48	142
04:45 PM	0	0	1	1	2	80	0	82	2	0	4	6	1	**48**	0	**49**	138
Total Volume	2	1	7	10	8	343	2	353	11	1	14	26	6	178	1	185	574
% App. Total	20	10	70		2.3	97.2	0.6		42.3	3.8	53.8		3.2	96.2	0.5		
PHF	.500	.250	.583	.625	1.00	.893	.500	.901	.550	.250	.700	.591	.375	.927	.250	.944	.908

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File Name : 04_BVH_Oxford_Lex PM
Site Code : 04122093
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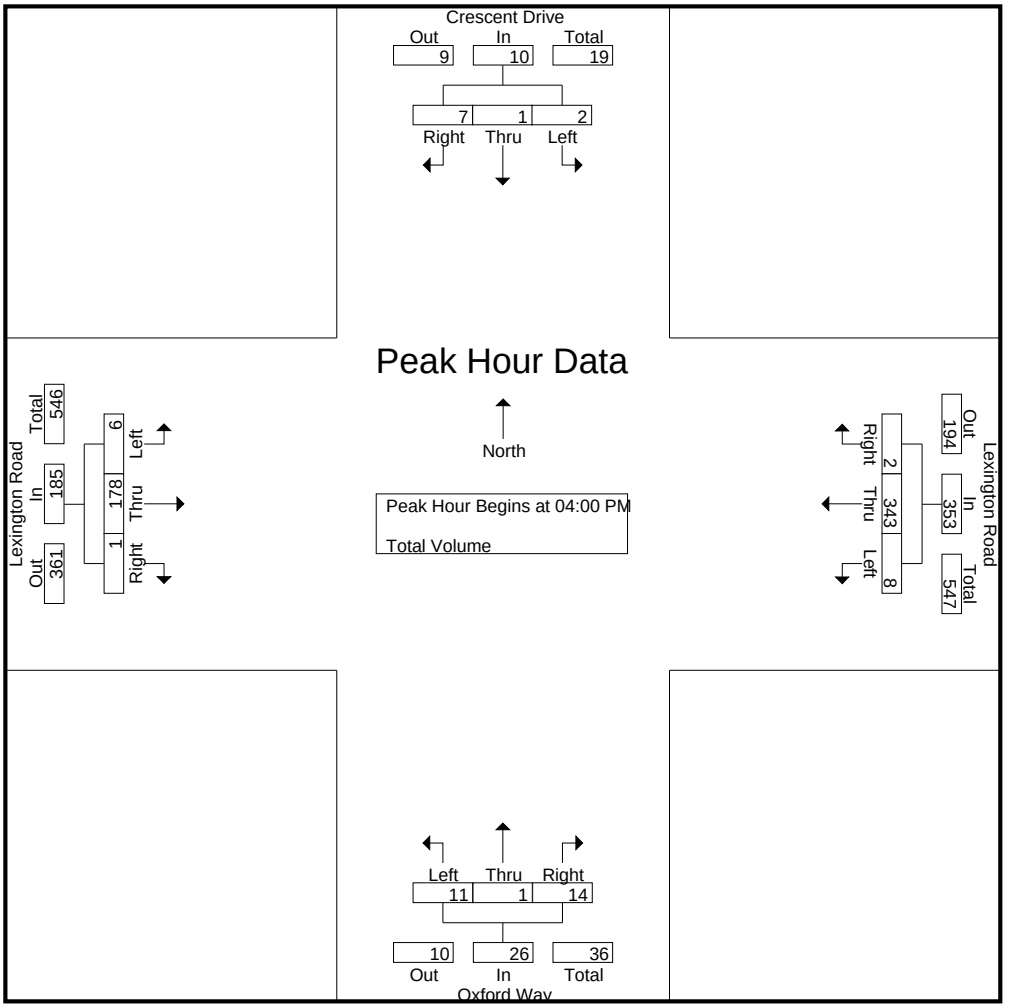

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	1	**1**	0	2	**2**	**96**	0	**98**	**5**	**1**	**5**	**11**	**4**	42	0	46
+15 mins.	**4**	0	0	**4**	2	83	**1**	86	2	0	2	4	0	41	**1**	42
+30 mins.	1	1	1	3	2	84	1	87	2	0	3	5	1	47	0	48
+45 mins.	1	0	**3**	4	2	80	0	82	2	0	4	6	1	**48**	0	**49**
Total Volume	7	2	4	13	8	343	2	353	11	1	14	26	6	178	1	185
% App. Total	53.8	15.4	30.8		2.3	97.2	0.6		42.3	3.8	53.8		3.2	96.2	0.5	
PHF	.438	.500	.333	.813	1.000	.893	.500	.901	.550	.250	.700	.591	.375	.927	.250	.944

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City of Beverly Hills
N/S: Hartford Way
E/W: Lexington Road
Weather: Clear

File Name : 05_BVH_Hartford_Lex AM
Site Code : 04122093
Start Date : 2/3/2022
Page No : 1

Groups Printed- Total Volume

	Hartford Way Southbound				Lexington Road Westbound				Hartford Way Northbound				Lexington Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	17	0	1	18	0	24	27	51	0	0	0	0	1	9	1	11	80
07:15 AM	17	2	0	19	1	23	31	55	1	2	0	3	0	4	1	5	82
07:30 AM	43	1	3	47	0	33	49	82	0	1	0	1	2	10	0	12	142
07:45 AM	51	4	4	59	0	33	36	69	1	1	0	2	3	11	0	14	144
Total	128	7	8	143	1	113	143	257	2	4	0	6	6	34	2	42	448
08:00 AM	46	4	2	52	1	35	35	71	0	0	0	0	2	23	2	27	150
08:15 AM	51	6	5	62	1	34	18	53	0	2	0	2	1	22	1	24	141
08:30 AM	44	9	2	55	1	32	26	59	0	1	0	1	2	14	1	17	132
08:45 AM	46	9	3	58	3	39	20	62	0	3	0	3	1	14	0	15	138
Total	187	28	12	227	6	140	99	245	0	6	0	6	6	73	4	83	561
Grand Total	315	35	20	370	7	253	242	502	2	10	0	12	12	107	6	125	1009
Apprch %	85.1	9.5	5.4		1.4	50.4	48.2		16.7	83.3	0		9.6	85.6	4.8		
Total %	31.2	3.5	2	36.7	0.7	25.1	24	49.8	0.2	1	0	1.2	1.2	10.6	0.6	12.4	

	Hartford Way Southbound				Lexington Road Westbound				Hartford Way Northbound				Lexington Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	43	1	3	47	0	33	**49**	**82**	0	1	0	1	2	10	0	12	142
07:45 AM	**51**	4	4	59	0	33	36	69	**1**	1	0	**2**	**3**	11	0	14	144
08:00 AM	46	4	2	52	**1**	**35**	35	71	0	0	0	0	2	**23**	**2**	**27**	**150**
08:15 AM	51	**6**	**5**	**62**	1	34	18	53	0	**2**	0	2	1	22	1	24	141
Total Volume	191	15	14	220	2	135	138	275	1	4	0	5	8	66	3	77	577
% App. Total	86.8	6.8	6.4		0.7	49.1	50.2		20	80	0		10.4	85.7	3.9		
PHF	.936	.625	.700	.887	.500	.964	.704	.838	.250	.500	.000	.625	.667	.717	.375	.713	.962

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City of Beverly Hills
N/S: Hartford Way
E/W: Lexington Road
Weather: Clear

File Name : 05_BVH_Hartford_Lex AM
Site Code : 04122093
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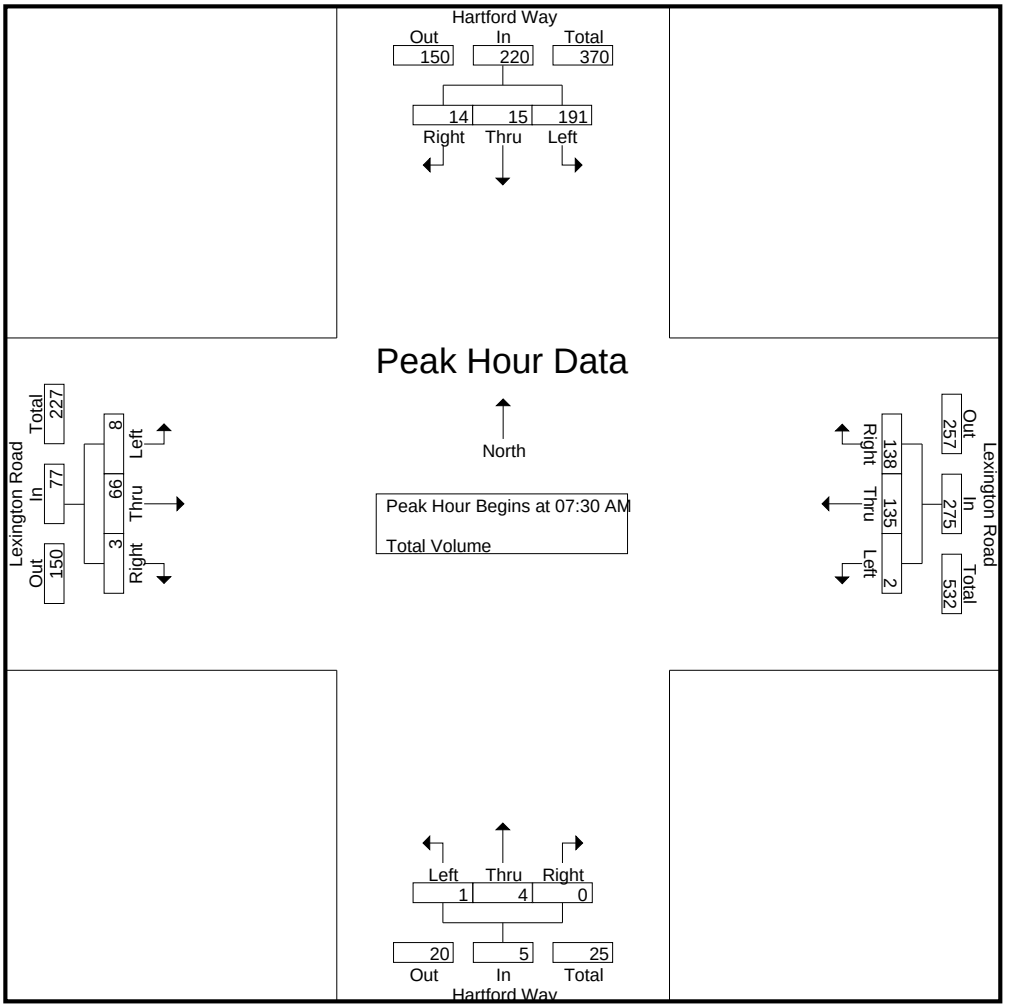

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:15 AM				07:00 AM				08:00 AM			
+0 mins.	**51**	4	4	59	**1**	23	31	55	0	0	0	0	**2**	**23**	**2**	**27**
+15 mins.	46	4	2	52	0	33	**49**	**82**	**1**	**2**	0	**3**	1	22	1	24
+30 mins.	51	6	**5**	**62**	0	33	36	69	0	1	0	1	2	14	1	17
+45 mins.	44	**9**	2	55	1	**35**	35	71	1	1	0	2	1	14	0	15
Total Volume	192	23	13	228	2	124	151	277	2	4	0	6	6	73	4	83
% App. Total	84.2	10.1	5.7		0.7	44.8	54.5		33.3	66.7	0		7.2	88	4.8	
PHF	.941	.639	.650	.919	.500	.886	.770	.845	.500	.500	.000	.500	.750	.793	.500	.769

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City of Beverly Hills
N/S: Hartford Way
E/W: Lexington Road
Weather: Clear

File Name : 05_BVH_Hartford_Lex PM
Site Code : 04122093
Start Date : 2/3/2022
Page No : 1

Groups Printed- Total Volume

	Hartford Way Southbound				Lexington Road Westbound				Hartford Way Northbound				Lexington Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	28	1	6	35	1	30	73	104	1	9	2	12	4	16	1	21	172
04:15 PM	18	0	2	20	0	39	54	93	1	9	0	10	8	27	1	36	159
04:30 PM	17	1	3	21	1	25	63	89	2	16	2	20	11	24	2	37	167
04:45 PM	27	3	2	32	1	25	57	83	1	10	0	11	4	26	0	30	156
Total	90	5	13	108	3	119	247	369	5	44	4	53	27	93	4	124	654
05:00 PM	15	3	2	20	2	17	37	56	2	6	2	10	0	16	1	17	103
05:15 PM	24	1	2	27	1	18	42	61	0	13	0	13	6	23	1	30	131
05:30 PM	21	1	3	25	0	29	70	99	1	8	0	9	5	22	1	28	161
05:45 PM	23	0	0	23	0	17	45	62	1	6	1	8	1	17	0	18	111
Total	83	5	7	95	3	81	194	278	4	33	3	40	12	78	3	93	506
Grand Total	173	10	20	203	6	200	441	647	9	77	7	93	39	171	7	217	1160
Apprch %	85.2	4.9	9.9		0.9	30.9	68.2		9.7	82.8	7.5		18	78.8	3.2		
Total %	14.9	0.9	1.7	17.5	0.5	17.2	38	55.8	0.8	6.6	0.6	8	3.4	14.7	0.6	18.7	

	Hartford Way Southbound				Lexington Road Westbound				Hartford Way Northbound				Lexington Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**28**	1	**6**	**35**	**1**	30	**73**	**104**	1	9	**2**	12	4	16	1	21	**172**
04:15 PM	18	0	2	20	0	**39**	54	93	1	9	0	10	8	**27**	1	36	159
04:30 PM	17	1	3	21	1	25	63	89	**2**	**16**	2	**20**	**11**	24	**2**	**37**	167
04:45 PM	27	**3**	2	32	1	25	57	83	1	10	0	11	4	26	0	30	156
Total Volume	90	5	13	108	3	119	247	369	5	44	4	53	27	93	4	124	654
% App. Total	83.3	4.6	12		0.8	32.2	66.9		9.4	83	7.5		21.8	75	3.2		
PHF	.804	.417	.542	.771	.750	.763	.846	.887	.625	.688	.500	.663	.614	.861	.500	.838	.951

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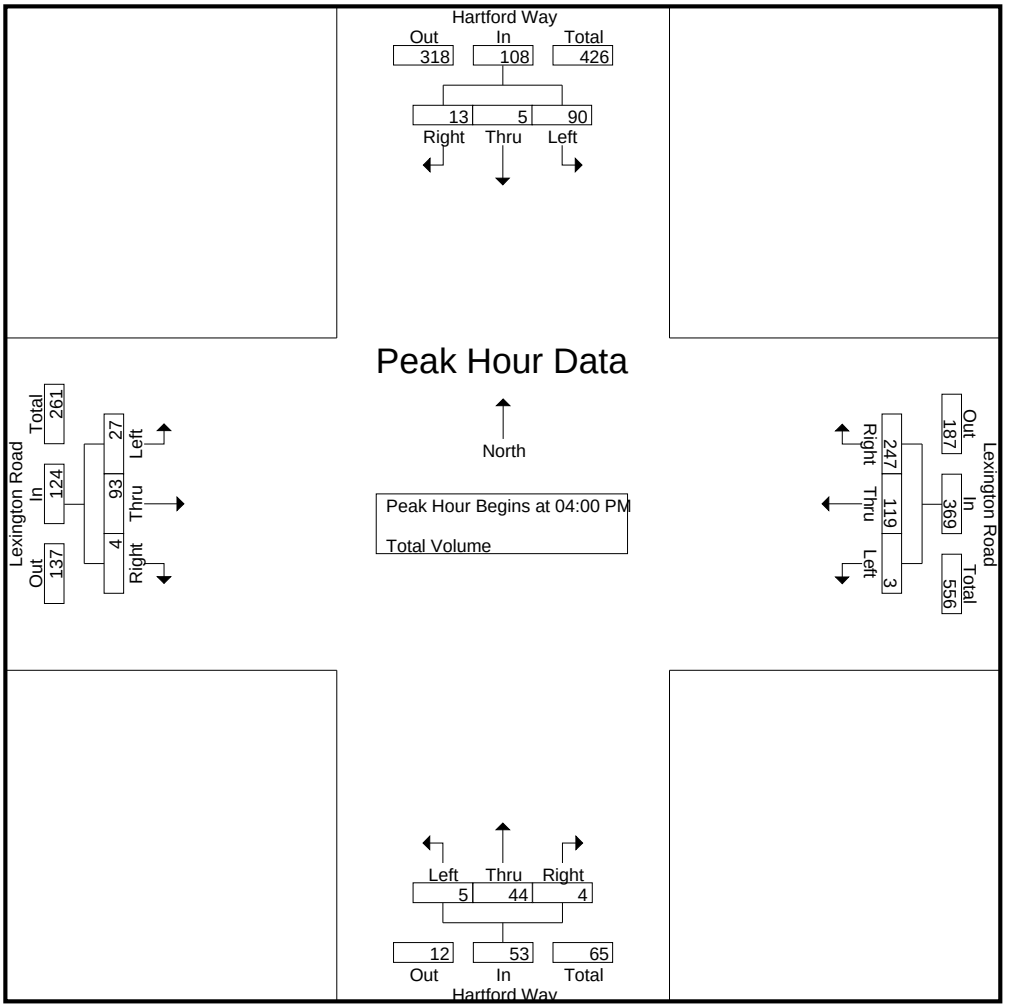
City of Beverly Hills
N/S: Hartford Way
E/W: Lexington Road
Weather: Clear

File Name : 05_BVH_Hartford_Lex PM
Site Code : 04122093
Start Date : 2/3/2022
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:30 PM				04:00 PM			
+0 mins.	**28**	1	**6**	**35**	**1**	30	**73**	**104**	**2**	**16**	**2**	**20**	4	16	1	21
+15 mins.	18	0	2	20	0	**39**	54	93	1	10	0	11	8	**27**	1	36
+30 mins.	17	1	3	21	1	25	63	89	2	6	2	10	**11**	24	**2**	**37**
+45 mins.	27	**3**	2	32	1	25	57	83	0	13	0	13	4	26	0	30
Total Volume	90	5	13	108	3	119	247	369	5	45	4	54	27	93	4	124
% App. Total	83.3	4.6	12		0.8	32.2	66.9		9.3	83.3	7.4		21.8	75	3.2	
PHF	.804	.417	.542	.771	.750	.763	.846	.887	.625	.703	.500	.675	.614	.861	.500	.838

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City of Beverly Hills
N/S: Hartford Way
E/W: Cove Way
Weather: Clear

File Name : 06_BVH_Hartford_Cove AM
Site Code : 04122093
Start Date : 2/3/2022
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Groups Printed- Total Volume

	Hartford Way Southbound			Cove Way Westbound			Hartford Way Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	15	15	2	0	2	19	6	25	42
07:15 AM	0	19	19	1	0	1	32	4	36	56
07:30 AM	0	45	45	3	0	3	49	3	52	100
07:45 AM	0	52	52	7	0	7	36	4	40	99
Total	0	131	131	13	0	13	136	17	153	297
08:00 AM	0	46	46	5	1	6	26	9	35	87
08:15 AM	0	49	49	7	0	7	19	4	23	79
08:30 AM	0	59	59	5	0	5	27	1	28	92
08:45 AM	0	46	46	4	0	4	20	4	24	74
Total	0	200	200	21	1	22	92	18	110	332
Grand Total	0	331	331	34	1	35	228	35	263	629
Apprch %	0	100		97.1	2.9		86.7	13.3		
Total %	0	52.6	52.6	5.4	0.2	5.6	36.2	5.6	41.8	

	Hartford Way Southbound			Cove Way Westbound			Hartford Way Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	0	45	45	3	0	3	**49**	3	**52**	**100**
07:45 AM	0	**52**	**52**	**7**	0	**7**	36	4	40	99
08:00 AM	0	46	46	5	**1**	6	26	**9**	35	87
08:15 AM	0	49	49	7	0	7	19	4	23	79
Total Volume	0	192	192	22	1	23	130	20	150	365
% App. Total	0	100		95.7	4.3		86.7	13.3		
PHF	.000	.923	.923	.786	.250	.821	.663	.556	.721	.913

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City of Beverly Hills
N/S: Hartford Way
E/W: Cove Way
Weather: Clear

File Name : 06_BVH_Hartford_Cove AM
Site Code : 04122093
Start Date : 2/3/2022
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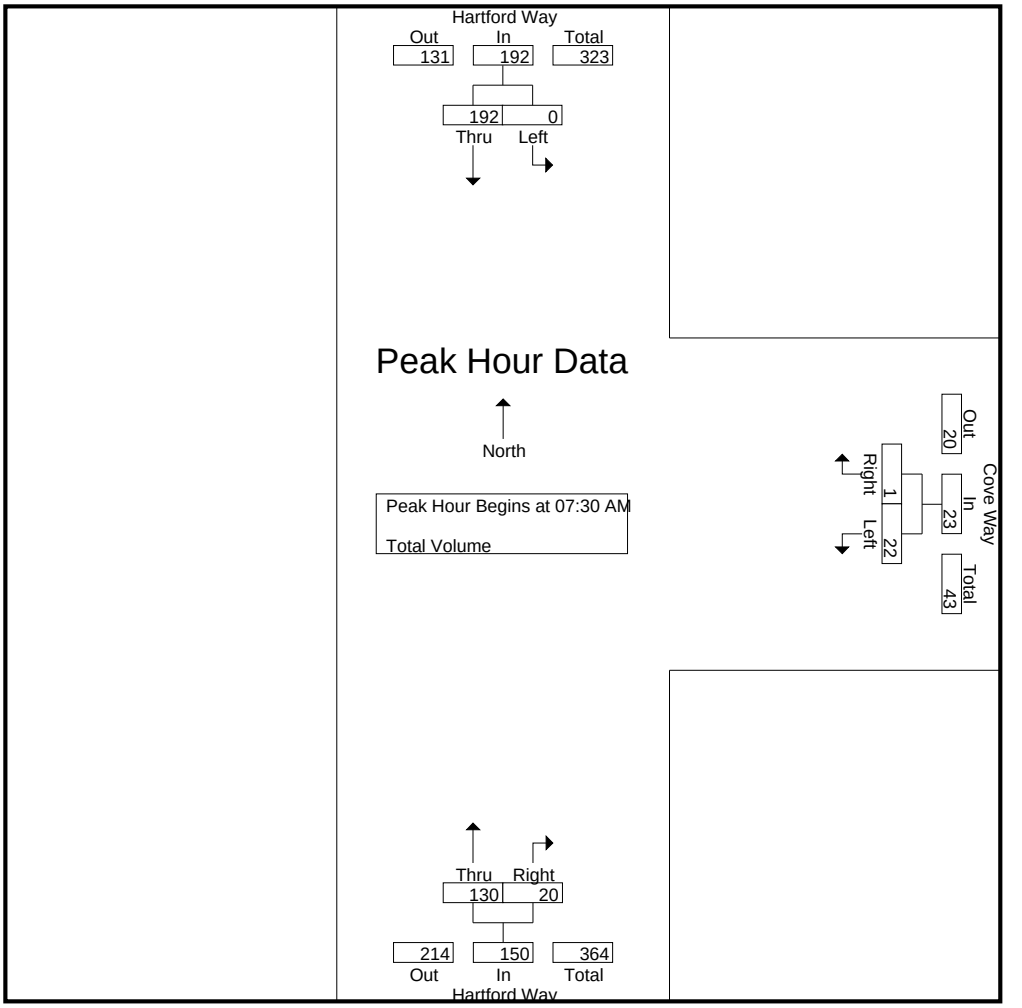

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM			07:45 AM			07:15 AM		
+0 mins.	0	52	52	**7**	0	**7**	32	4	36
+15 mins.	0	46	46	5	**1**	6	**49**	3	**52**
+30 mins.	0	49	49	7	0	7	36	4	40
+45 mins.	0	**59**	**59**	5	0	5	26	**9**	35
Total Volume	0	206	206	24	1	25	143	20	163
% App. Total	0	100		96	4		87.7	12.3	
PHF	.000	.873	.873	.857	.250	.893	.730	.556	.784

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City of Beverly Hills
N/S: Hartford Way
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Weather: Clear

File Name : 06_BVH_Hartford_Cove PM
Site Code : 04122093
Start Date : 2/3/2022
Page No : 1

Groups Printed- Total Volume

	Hartford Way Southbound			Cove Way Westbound			Hartford Way Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	28	28	7	2	9	73	12	85	122
04:15 PM	0	17	17	4	0	4	58	13	71	92
04:30 PM	0	16	16	5	0	5	72	19	91	112
04:45 PM	0	25	25	6	0	6	56	12	68	99
Total	0	86	86	22	2	24	259	56	315	425
05:00 PM	0	15	15	8	0	8	45	0	45	68
05:15 PM	0	24	24	0	1	1	47	13	60	85
05:30 PM	1	25	26	1	0	1	71	11	82	109
05:45 PM	0	20	20	2	0	2	47	7	54	76
Total	1	84	85	11	1	12	210	31	241	338
Grand Total	1	170	171	33	3	36	469	87	556	763
Apprch %	0.6	99.4		91.7	8.3		84.4	15.6		
Total %	0.1	22.3	22.4	4.3	0.4	4.7	61.5	11.4	72.9	

	Hartford Way Southbound			Cove Way Westbound			Hartford Way Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	**28**	**28**	**7**	**2**	**9**	**73**	12	85	**122**
04:15 PM	0	17	17	4	0	4	58	13	71	92
04:30 PM	0	16	16	5	0	5	72	**19**	**91**	112
04:45 PM	0	25	25	6	0	6	56	12	68	99
Total Volume	0	86	86	22	2	24	259	56	315	425
% App. Total	0	100		91.7	8.3		82.2	17.8		
PHF	.000	.768	.768	.786	.250	.667	.887	.737	.865	.871

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City of Beverly Hills
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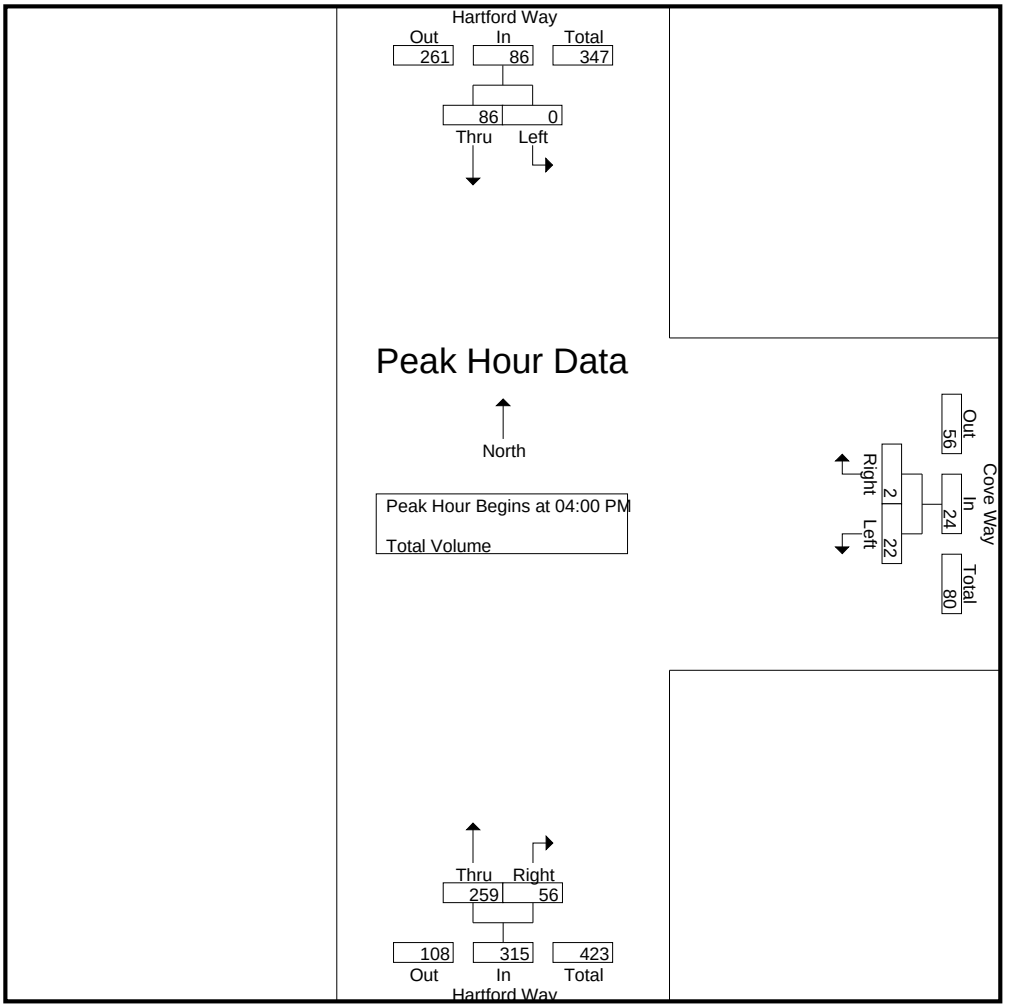

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM			04:00 PM			04:00 PM		
+0 mins.	0	**25**	25	**7**	**2**	**9**	**73**	12	85
+15 mins.	0	15	15	4	0	4	58	13	71
+30 mins.	0	24	24	5	0	5	72	**19**	**91**
+45 mins.	**1**	25	**26**	6	0	6	56	12	68
Total Volume	1	89	90	22	2	24	259	56	315
% App. Total	1.1	98.9		91.7	8.3		82.2	17.8	
PHF	.250	.890	.865	.786	.250	.667	.887	.737	.865

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City of Beverly Hills
N/S: Benedict Canyon Drive
E/W: Roxbury Drive/Hartford Way
Weather: Clear

File Name : 07_BVH_Benedict_Roxbury AM
Site Code : 04122093
Start Date : 2/3/2022
Page No : 1

Groups Printed- Total Volume

	Benedict Canyon Drive Southbound				Hartford Way Westbound				Benedict Canyon Drive Northbound				Roxbury Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	18	83	4	105	0	0	15	15	0	60	0	60	0	0	0	0	180
07:15 AM	18	87	6	111	0	0	28	28	0	70	0	70	0	0	0	0	209
07:30 AM	43	156	18	217	0	0	42	42	0	99	1	100	0	0	1	1	360
07:45 AM	51	174	13	238	0	1	30	31	0	101	1	102	1	0	1	2	373
Total	130	500	41	671	0	1	115	116	0	330	2	332	1	0	2	3	1122
08:00 AM	47	182	17	246	1	1	23	25	0	100	0	100	1	0	0	1	372
08:15 AM	45	189	12	246	0	2	14	16	0	81	0	81	1	3	2	6	349
08:30 AM	54	183	5	242	1	0	23	24	0	110	2	112	0	0	0	0	378
08:45 AM	39	163	15	217	0	0	23	23	0	111	1	112	0	1	1	2	354
Total	185	717	49	951	2	3	83	88	0	402	3	405	2	4	3	9	1453
Grand Total	315	1217	90	1622	2	4	198	204	0	732	5	737	3	4	5	12	2575
Apprch %	19.4	75	5.5		1	2	97.1		0	99.3	0.7		25	33.3	41.7		
Total %	12.2	47.3	3.5	63	0.1	0.2	7.7	7.9	0	28.4	0.2	28.6	0.1	0.2	0.2	0.5	

	Benedict Canyon Drive Southbound				Hartford Way Westbound				Benedict Canyon Drive Northbound				Roxbury Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	51	174	13	238	0	1	**30**	**31**	0	101	1	102	**1**	0	1	2	373
08:00 AM	47	182	**17**	**246**	**1**	1	23	25	0	100	0	100	1	0	0	1	372
08:15 AM	45	**189**	12	246	0	**2**	14	16	0	81	0	81	1	**3**	**2**	**6**	349
08:30 AM	**54**	183	5	242	1	0	23	24	0	**110**	**2**	**112**	0	0	0	0	**378**
Total Volume	197	728	47	972	2	4	90	96	0	392	3	395	3	3	3	9	1472
% App. Total	20.3	74.9	4.8		2.1	4.2	93.8		0	99.2	0.8		33.3	33.3	33.3		
PHF	.912	.963	.691	.988	.500	.500	.750	.774	.000	.891	.375	.882	.750	.250	.375	.375	.974

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File Name : 07_BVH_Benedict_Roxbury AM
Site Code : 04122093
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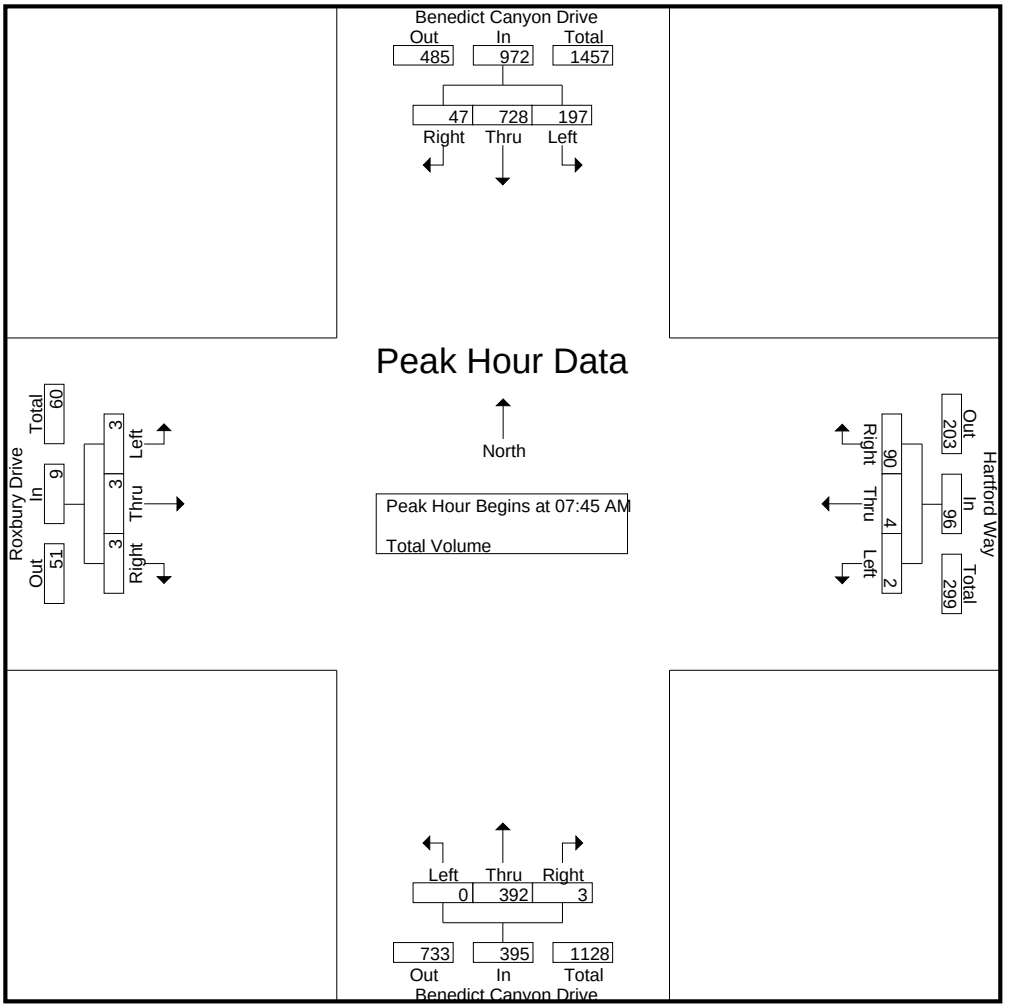

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:15 AM				08:00 AM				07:30 AM			
+0 mins.	51	174	13	238	0	0	28	28	0	100	0	100	0	0	1	1
+15 mins.	47	182	**17**	**246**	0	0	**42**	**42**	0	81	0	81	**1**	0	1	2
+30 mins.	45	**189**	12	246	0	**1**	30	31	0	110	**2**	**112**	1	0	0	1
+45 mins.	**54**	183	5	242	**1**	1	23	25	0	**111**	1	112	1	**3**	**2**	**6**
Total Volume	197	728	47	972	1	2	123	126	0	402	3	405	3	3	4	10
% App. Total	20.3	74.9	4.8		0.8	1.6	97.6		0	99.3	0.7		30	30	40	
PHF	.912	.963	.691	.988	.250	.500	.732	.750	.000	.905	.375	.904	.750	.250	.500	.417

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Weather: Clear

File Name : 07_BVH_Benedict_Roxbury PM
Site Code : 04122093
Start Date : 2/3/2022
Page No : 1

Groups Printed- Total Volume

	Benedict Canyon Drive Southbound				Hartford Way Westbound				Benedict Canyon Drive Northbound				Roxbury Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	25	118	7	150	0	0	72	72	0	182	0	182	0	0	2	2	406
04:15 PM	16	103	8	127	1	0	52	53	0	179	0	179	3	0	1	4	363
04:30 PM	15	113	10	138	0	0	56	56	1	195	0	196	11	0	3	14	404
04:45 PM	22	106	5	133	0	2	57	59	0	161	0	161	9	0	1	10	363
Total	78	440	30	548	1	2	237	240	1	717	0	718	23	0	7	30	1536
05:00 PM	12	90	4	106	0	0	38	38	1	191	0	192	3	0	1	4	340
05:15 PM	24	103	6	133	1	0	47	48	0	224	0	224	4	0	0	4	409
05:30 PM	19	84	6	109	0	0	59	59	1	202	3	206	3	0	1	4	378
05:45 PM	25	108	5	138	0	0	45	45	1	196	0	197	3	0	0	3	383
Total	80	385	21	486	1	0	189	190	3	813	3	819	13	0	2	15	1510
Grand Total	158	825	51	1034	2	2	426	430	4	1530	3	1537	36	0	9	45	3046
Apprch %	15.3	79.8	4.9		0.5	0.5	99.1		0.3	99.5	0.2		80	0	20		
Total %	5.2	27.1	1.7	33.9	0.1	0.1	14	14.1	0.1	50.2	0.1	50.5	1.2	0	0.3	1.5	

	Benedict Canyon Drive Southbound				Hartford Way Westbound				Benedict Canyon Drive Northbound				Roxbury Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**25**	**118**	7	**150**	0	0	**72**	**72**	0	182	0	182	0	0	2	2	**406**
04:15 PM	16	103	8	127	**1**	0	52	53	0	179	0	179	3	0	1	4	363
04:30 PM	15	113	**10**	138	0	0	56	56	**1**	**195**	0	**196**	**11**	0	**3**	**14**	404
04:45 PM	22	106	5	133	0	**2**	57	59	0	161	0	161	9	0	1	10	363
Total Volume	78	440	30	548	1	2	237	240	1	717	0	718	23	0	7	30	1536
% App. Total	14.2	80.3	5.5		0.4	0.8	98.8		0.1	99.9	0		76.7	0	23.3		
PHF	.780	.932	.750	.913	.250	.250	.823	.833	.250	.919	.000	.916	.523	.000	.583	.536	.946

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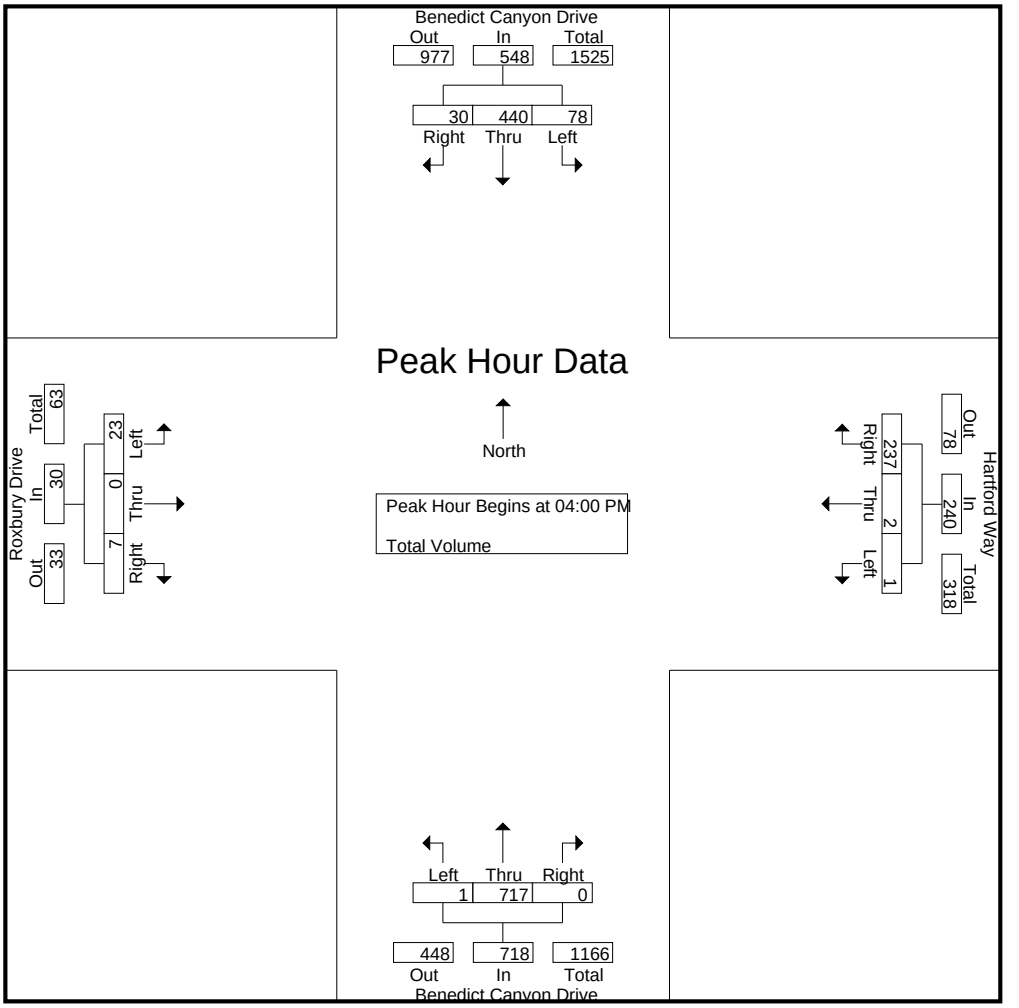
File Name : 07_BVH_Benedict_Roxbury PM
Site Code : 04122093
Start Date : 2/3/2022



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				05:00 PM				04:15 PM			
+0 mins.	**25**	**118**	7	**150**	0	0	**72**	**72**	**1**	191	0	192	3	0	1	4
+15 mins.	16	103	8	127	**1**	0	52	53	0	**224**	0	**224**	**11**	0	**3**	**14**
+30 mins.	15	113	**10**	138	0	0	56	56	1	202	**3**	206	9	0	1	10
+45 mins.	22	106	5	133	0	**2**	57	59	1	196	0	197	3	0	1	4
Total Volume	78	440	30	548	1	2	237	240	3	813	3	819	26	0	6	32
% App. Total	14.2	80.3	5.5		0.4	0.8	98.8		0.4	99.3	0.4		81.2	0	18.8	
PHF	.780	.932	.750	.913	.250	.250	.823	.833	.750	.907	.250	.914	.591	.000	.500	.571

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City of Beverly Hills
N/S: Benedict Canyon Drive
E/W: Lexington Road
Weather: Clear

File Name : 08_BVH_Benedict_Lex AM
Site Code : 04122093
Start Date : 2/3/2022

Groups Printed- Total Volume

	Benedict Canyon Drive Southbound				Lexington Road Westbound				Benedict Canyon Drive Northbound				Lexington Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	61	16	78	2	24	1	27	0	46	0	46	14	11	0	25	176
07:15 AM	0	78	16	94	2	20	0	22	1	68	1	70	5	4	0	9	195
07:30 AM	2	136	30	168	0	37	0	37	1	78	4	83	18	7	0	25	313
07:45 AM	2	142	26	170	2	34	0	36	0	78	2	80	20	9	1	30	316
Total	5	417	88	510	6	115	1	122	2	270	7	279	57	31	1	89	1000
08:00 AM	2	153	40	195	3	35	0	38	0	79	1	80	21	23	1	45	358
08:15 AM	3	171	18	192	3	31	0	34	0	66	1	67	21	15	1	37	330
08:30 AM	5	165	27	197	1	30	0	31	0	84	2	86	25	12	1	38	352
08:45 AM	1	164	11	176	2	36	1	39	1	92	2	95	20	12	1	33	343
Total	11	653	96	760	9	132	1	142	1	321	6	328	87	62	4	153	1383
Grand Total	16	1070	184	1270	15	247	2	264	3	591	13	607	144	93	5	242	2383
Apprch %	1.3	84.3	14.5		5.7	93.6	0.8		0.5	97.4	2.1		59.5	38.4	2.1		
Total %	0.7	44.9	7.7	53.3	0.6	10.4	0.1	11.1	0.1	24.8	0.5	25.5	6	3.9	0.2	10.2	

	Benedict Canyon Drive Southbound				Lexington Road Westbound				Benedict Canyon Drive Northbound				Lexington Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	2	153	**40**	195	**3**	35	0	38	0	79	1	80	21	**23**	**1**	**45**	**358**
08:15 AM	3	**171**	18	192	3	31	0	34	0	66	1	67	21	15	1	37	330
08:30 AM	**5**	165	27	**197**	1	30	0	31	0	84	**2**	86	**25**	12	1	38	352
08:45 AM	1	164	11	176	2	**36**	**1**	**39**	**1**	**92**	2	**95**	20	12	1	33	343
Total Volume	11	653	96	760	9	132	1	142	1	321	6	328	87	62	4	153	1383
% App. Total	1.4	85.9	12.6		6.3	93	0.7		0.3	97.9	1.8		56.9	40.5	2.6		
PHF	.550	.955	.600	.964	.750	.917	.250	.910	.250	.872	.750	.863	.870	.674	1.00	.850	.966

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City of Beverly Hills
N/S: Benedict Canyon Drive
E/W: Lexington Road
Weather: Clear

File Name : 08_BVH_Benedict_Lex AM
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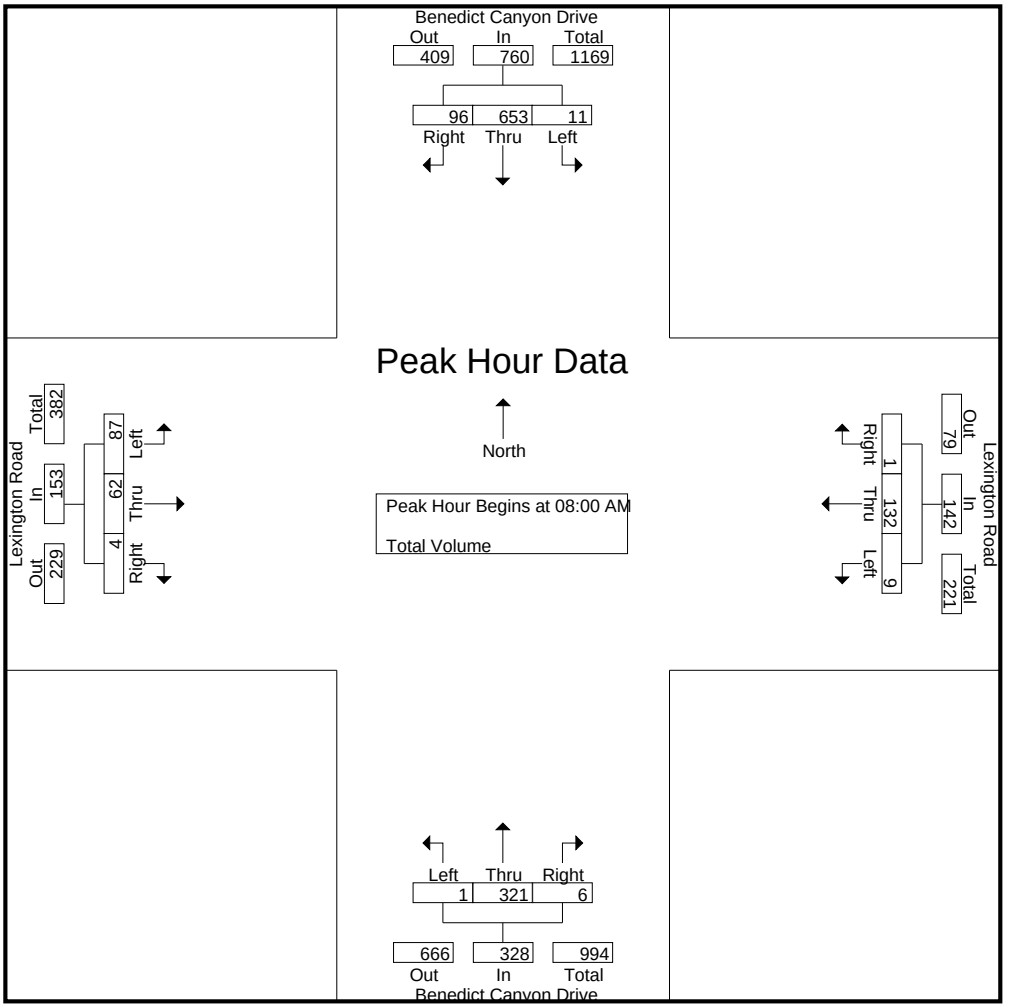

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM				07:30 AM				08:00 AM				08:00 AM			
+0 mins.	2	153	**40**	195	0	**37**	0	37	0	79	1	80	21	**23**	**1**	**45**
+15 mins.	3	**171**	18	192	2	34	0	36	0	66	1	67	21	15	1	37
+30 mins.	**5**	165	27	**197**	**3**	35	0	**38**	0	84	**2**	86	**25**	12	1	38
+45 mins.	1	164	11	176	3	31	0	34	**1**	**92**	2	**95**	20	12	1	33
Total Volume	11	653	96	760	8	137	0	145	1	321	6	328	87	62	4	153
% App. Total	1.4	85.9	12.6		5.5	94.5	0		0.3	97.9	1.8		56.9	40.5	2.6	
PHF	.550	.955	.600	.964	.667	.926	.000	.954	.250	.872	.750	.863	.870	.674	1.000	.850

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City of Beverly Hills
N/S: Benedict Canyon Drive
E/W: Lexington Road
Weather: Clear

File Name : 08_BVH_Benedict_Lex PM
Site Code : 04122093
Start Date : 2/3/2022
Page No : 1

Groups Printed- Total Volume

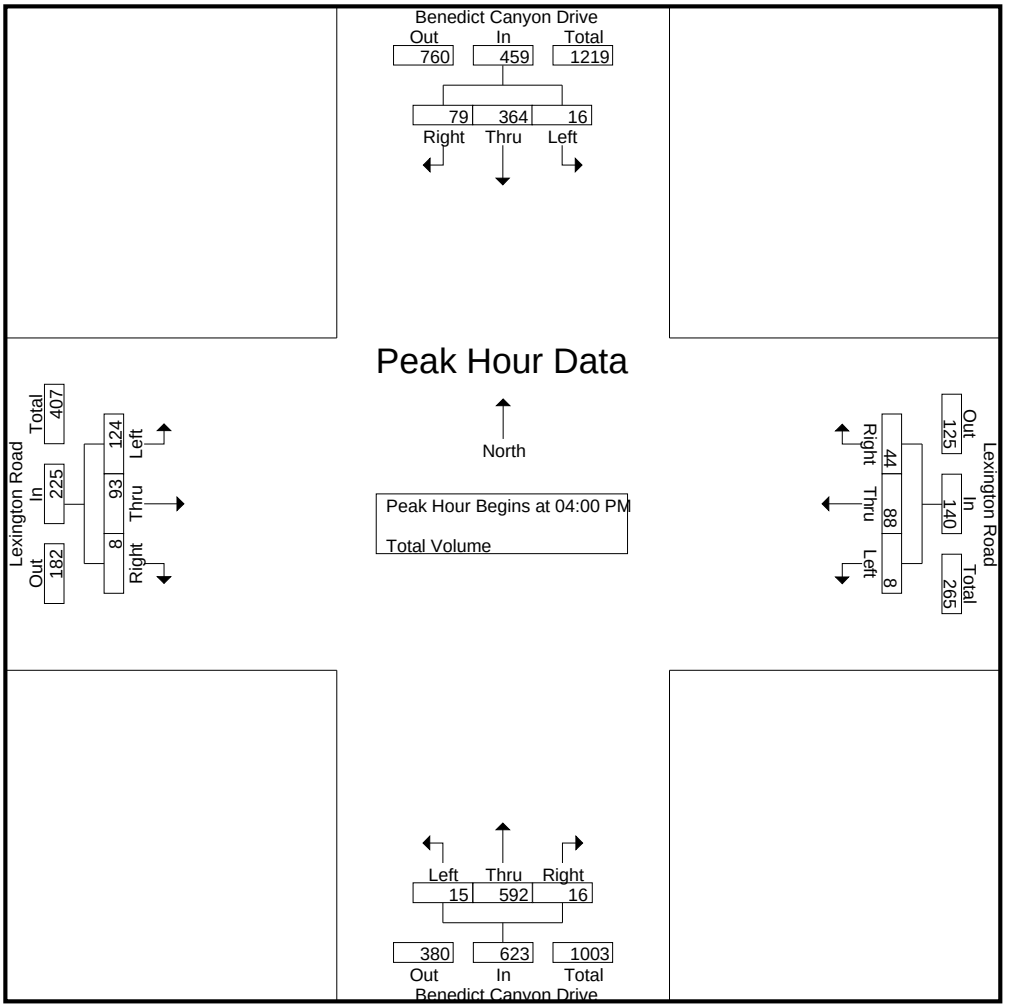
	Benedict Canyon Drive Southbound				Lexington Road Westbound				Benedict Canyon Drive Northbound				Lexington Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	3	97	19	119	4	24	11	39	3	151	2	156	31	19	3	53	367
04:15 PM	5	93	14	112	2	29	14	45	4	144	5	153	30	26	1	57	367
04:30 PM	7	93	21	121	1	19	7	27	6	166	5	177	34	23	3	60	385
04:45 PM	1	81	25	107	1	16	12	29	2	131	4	137	29	25	1	55	328
Total	16	364	79	459	8	88	44	140	15	592	16	623	124	93	8	225	1447
05:00 PM	3	80	18	101	1	15	5	21	1	157	3	161	30	15	3	48	331
05:15 PM	6	85	14	105	1	13	6	20	4	193	5	202	35	17	1	53	380
05:30 PM	6	72	13	91	1	16	14	31	1	172	1	174	28	19	2	49	345
05:45 PM	1	93	11	105	0	11	6	17	0	156	1	157	30	15	4	49	328
Total	16	330	56	402	3	55	31	89	6	678	10	694	123	66	10	199	1384
Grand Total	32	694	135	861	11	143	75	229	21	1270	26	1317	247	159	18	424	2831
Apprch %	3.7	80.6	15.7		4.8	62.4	32.8		1.6	96.4	2		58.3	37.5	4.2		
Total %	1.1	24.5	4.8	30.4	0.4	5.1	2.6	8.1	0.7	44.9	0.9	46.5	8.7	5.6	0.6	15	

	Benedict Canyon Drive Southbound				Lexington Road Westbound				Benedict Canyon Drive Northbound				Lexington Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	3	**97**	19	119	**4**	24	11	39	3	151	2	156	31	19	**3**	53	367
04:15 PM	5	93	14	112	2	**29**	**14**	**45**	4	144	**5**	153	30	**26**	1	57	367
04:30 PM	**7**	93	21	**121**	1	19	7	27	**6**	**166**	5	**177**	**34**	23	3	**60**	**385**
04:45 PM	1	81	**25**	107	1	16	12	29	2	131	4	137	29	25	1	55	328
Total Volume	16	364	79	459	8	88	44	140	15	592	16	623	124	93	8	225	1447
% App. Total	3.5	79.3	17.2		5.7	62.9	31.4		2.4	95	2.6		55.1	41.3	3.6		
PHF	.571	.938	.790	.948	.500	.759	.786	.778	.625	.892	.800	.880	.912	.894	.667	.938	.940

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951)268-6268

City of Beverly Hills
N/S: Benedict Canyon Drive
E/W: Lexington Road
Weather: Clear

File Name : 08_BVH_Benedict_Lex PM
Site Code : 04122093
Start Date : 2/3/2022
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				05:00 PM				04:00 PM			
+0 mins.	3	**97**	19	119	**4**	24	11	39	1	157	3	161	31	19	**3**	53
+15 mins.	5	93	14	112	2	**29**	**14**	**45**	**4**	**193**	**5**	**202**	30	**26**	1	57
+30 mins.	**7**	93	21	**121**	1	19	7	27	1	172	1	174	**34**	23	3	**60**
+45 mins.	1	81	**25**	107	1	16	12	29	0	156	1	157	29	25	1	55
Total Volume	16	364	79	459	8	88	44	140	6	678	10	694	124	93	8	225
% App. Total	3.5	79.3	17.2		5.7	62.9	31.4		0.9	97.7	1.4		55.1	41.3	3.6	
PHF	.571	.938	.790	.948	.500	.759	.786	.778	.375	.878	.500	.859	.912	.894	.667	.938

APPENDIX C
Existing LOS Worksheets

Virginia Grdns

Vistro File: J:\...\BevV2.vistro
Report File: J:\...\EXAM.pdf

Scenario 1 EXAM
4/6/2022

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Beverly Drive and Lexington Road	Signalized	HCM 6th Edition	SB Thru	0.842	106.3	F
2	North Crescent Drive and Lexington Road	All-way stop	HCM 6th Edition	WB Thru	0.359	9.6	A
3	Elden Way and North Crescent Drive	Two-way stop	HCM 6th Edition	SB Left	0.002	8.7	A
4	North Crescent Drive / Oxford Way and Lexington Road	Two-way stop	HCM 6th Edition	SB Left	0.005	14.5	B
5	Hartford Way and Lexington Road	All-way stop	HCM 6th Edition	SB Left	0.408	10.4	B
6	Hartford Way and Cove Way	Two-way stop	HCM 6th Edition	WB Left	0.045	11.2	B
7	Benedict Canyon Drive & North Roxbury Drive	Two-way stop	HCM 6th Edition	EB Left	0.180	105.8	F
8	Benedict Canyon Drive and Lexington Road	Signalized	HCM 6th Edition	SB Thru	0.678	38.7	D

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Beverly Drive and Lexington Road

Control Type:	Signalized	Delay (sec / veh):	106.3
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.842

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	9	297	10	25	700	179	75	95	11	5	69	24
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	9	297	10	25	700	179	75	95	11	5	69	24
Peak Hour Factor	0.9190	0.9190	0.9190	0.9040	0.9040	0.9040	0.8700	0.8700	0.8700	0.7660	0.7660	0.7660
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	81	3	7	194	50	22	27	3	2	23	8
Total Analysis Volume [veh/h]	10	323	11	28	774	198	86	109	13	7	90	31
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor stree	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	0	8	0	0	4	0	0	2	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	10	0	0	10	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	45	0	0	45	0	0	45	0	0	45	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	7	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	C	C
C, Cycle Length [s]	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	2.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	41	41	41	41
g / C, Green / Cycle	0.46	0.46	0.46	0.46
(v / s)_i Volume / Saturation Flow Rate	0.21	0.62	0.14	0.08
s, saturation flow rate [veh/h]	1632	1608	1435	1597
c, Capacity [veh/h]	785	773	710	770
d1, Uniform Delay [s]	16.79	25.49	15.26	14.49
k, delay calibration	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.78	141.36	1.05	0.47
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.44	1.29	0.29	0.17
d, Delay for Lane Group [s/veh]	18.57	166.84	16.30	14.95
Lane Group LOS	B	F	B	B
Critical Lane Group	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	5.03	46.34	2.76	1.59
50th-Percentile Queue Length [ft/ln]	125.81	1158.54	68.95	39.77
95th-Percentile Queue Length [veh/ln]	8.71	68.21	4.96	2.86
95th-Percentile Queue Length [ft/ln]	217.79	1705.33	124.11	71.59

Movement, Approach, & Intersection Results

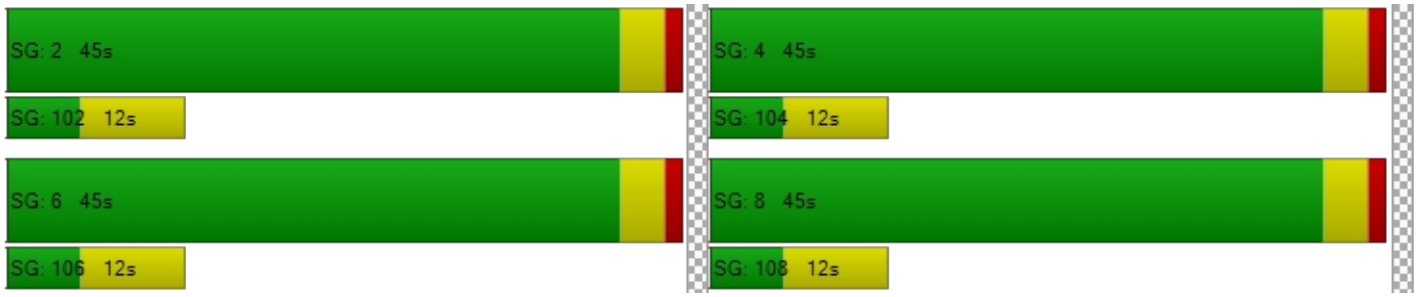
d_M, Delay for Movement [s/veh]	18.57	18.57	18.57	166.84	166.84	166.84	16.30	16.30	16.30	14.95	14.95	14.95
Movement LOS	B	B	B	F	F	F	B	B	B	B	B	B
d_A, Approach Delay [s/veh]	18.57			166.84			16.30			14.95		
Approach LOS	B			F			B			B		
d_I, Intersection Delay [s/veh]	106.27											
Intersection LOS	F											
Intersection V/C	0.842											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45	36.45
l_p,int, Pedestrian LOS Score for Intersection	2.281	2.541	1.977	1.891
Crosswalk LOS	B	B	A	A
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	911	911	911	911
d_b, Bicycle Delay [s]	13.34	13.34	13.34	13.34
l_b,int, Bicycle LOS Score for Intersection	2.127	3.210	1.903	1.771
Bicycle LOS	B	C	A	A

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: North Crescent Drive and Lexington Road

Control Type:	All-way stop	Delay (sec / veh):	9.6
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.359

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name												
Base Volume Input [veh/h]	40	10	5	5	6	1	0	176	85	30	223	8
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	40	10	5	5	6	1	0	176	85	30	223	8
Peak Hour Factor	0.8590	0.8590	0.8590	0.6000	0.6000	0.6000	0.8940	0.8940	0.8940	0.9060	0.9060	0.9060
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	12	3	1	2	3	0	0	49	24	8	62	2
Total Analysis Volume [veh/h]	47	12	6	8	10	2	0	197	95	33	246	9
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	674	673	838	803
Degree of Utilization, x	0.10	0.03	0.35	0.36

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.32	0.09	1.57	1.64
95th-Percentile Queue Length [ft]	7.97	2.30	39.18	40.92
Approach Delay [s/veh]	8.91	8.52	9.57	9.97
Approach LOS	A	A	A	A
Intersection Delay [s/veh]	9.65			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 3: Elden Way and North Crescent Drive

Control Type:	Two-way stop	Delay (sec / veh):	8.7
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

Name						
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	1	1	3	10	3	8
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	1	3	10	3	8
Peak Hour Factor	0.5000	0.5000	0.8130	0.8130	0.6880	0.6880
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	1	1	3	1	3
Total Analysis Volume [veh/h]	2	2	4	12	4	12
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.68	8.37	7.25	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.01	0.01	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.29	0.29	0.19	0.19	0.00	0.00
d_A, Approach Delay [s/veh]	8.53		1.81		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.75					
Intersection LOS	A					

Intersection Level Of Service Report

Intersection 4: North Crescent Drive / Oxford Way and Lexington Road

Control Type:	Two-way stop	Delay (sec / veh):	14.5
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.005

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name												
Base Volume Input [veh/h]	2	1	7	1	0	1	7	230	3	10	262	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	1	7	1	0	1	7	230	3	10	262	0
Peak Hour Factor	0.6250	0.6250	0.6250	0.5000	0.5000	0.5000	0.9090	0.9090	0.9090	0.8000	0.8000	0.8000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	3	1	0	1	2	63	1	3	82	0
Total Analysis Volume [veh/h]	3	2	11	2	0	2	8	253	3	13	328	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.01	0.01	0.01	0.00	0.00	0.01	0.00	0.00	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	14.40	14.31	9.76	14.51	14.22	10.11	7.94	0.00	0.00	7.78	0.00	0.00
Movement LOS	B	B	A	B	B	B	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.08	0.08	0.08	0.02	0.02	0.02	0.02	0.02	0.02	0.03	0.03	0.03
95th-Percentile Queue Length [ft/ln]	2.06	2.06	2.06	0.61	0.61	0.61	0.49	0.49	0.49	0.75	0.75	0.75
d_A, Approach Delay [s/veh]	11.20			12.31			0.24			0.30		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	0.63											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 5: Hartford Way and Lexington Road

Control Type:	All-way stop	Delay (sec / veh):	10.4
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.408

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name												
Base Volume Input [veh/h]	1	4	0	191	15	14	8	66	3	2	135	138
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	4	0	191	15	14	8	66	3	2	135	138
Peak Hour Factor	0.6250	0.6250	0.6250	0.8870	0.8870	0.8870	0.7130	0.7130	0.7130	0.8380	0.8380	0.8380
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	2	0	54	4	4	3	23	1	1	40	41
Total Analysis Volume [veh/h]	2	6	0	215	17	16	11	93	4	2	161	165
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	665	704	716	805
Degree of Utilization, x	0.01	0.35	0.15	0.41

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.04	1.59	0.53	2.00
95th-Percentile Queue Length [ft]	0.91	39.69	13.23	49.93
Approach Delay [s/veh]	8.48	10.87	8.92	10.52
Approach LOS	A	B	A	B
Intersection Delay [s/veh]	10.37			
Intersection LOS	B			

Intersection Level Of Service Report
Intersection 6: Hartford Way and Cove Way

Control Type:	Two-way stop	Delay (sec / veh):	11.2
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.045

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	130	20	0	192	22	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	130	20	0	192	22	1
Peak Hour Factor	0.7210	0.7210	0.9230	0.9230	0.8210	0.8210
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	45	7	0	52	7	0
Total Analysis Volume [veh/h]	180	28	0	208	27	1
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.04	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.64	0.00	11.24	9.53
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.14	0.14
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	3.60	3.60
d_A, Approach Delay [s/veh]	0.00		0.00		11.18	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.71					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 7: Benedict Canyon Drive & North Roxbury Drive

Control Type:	Two-way stop	Delay (sec / veh):	105.8
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.180

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name												
Base Volume Input [veh/h]	0	392	3	197	728	47	3	3	3	2	4	90
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	392	3	197	728	47	3	3	3	2	4	90
Peak Hour Factor	0.8820	0.8820	0.8820	0.9880	0.9880	0.9880	0.3750	0.3750	0.3750	0.7740	0.7740	0.7740
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	111	1	50	184	12	2	2	2	1	1	29
Total Analysis Volume [veh/h]	0	444	3	199	737	48	8	8	8	3	5	116
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.18	0.01	0.00	0.18	0.11	0.02	0.05	0.07	0.19
d_M, Delay for Movement [s/veh]	9.32	0.00	0.00	8.94	0.00	0.00	105.81	75.24	33.75	72.55	61.12	15.01
Movement LOS	A	A	A	A	A	A	F	F	D	F	F	C
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.65	0.65	0.65	1.16	1.16	1.16	1.32	1.32	1.32
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	16.23	16.23	16.23	28.90	28.90	28.90	33.10	33.10	33.10
d_A, Approach Delay [s/veh]	0.00			1.81			71.60			18.26		
Approach LOS	A			A			F			C		
d_I, Intersection Delay [s/veh]	3.65											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 8: Benedict Canyon Drive and Lexington Road

Control Type:	Signalized	Delay (sec / veh):	38.7
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.678

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	1	321	6	11	653	96	87	62	4	9	132	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	321	6	11	653	96	87	62	4	9	132	1
Peak Hour Factor	0.8630	0.8630	0.8630	0.9640	0.9640	0.9640	0.8500	0.8500	0.8500	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	93	2	3	169	25	26	18	1	2	36	0
Total Analysis Volume [veh/h]	1	372	7	11	677	100	102	73	5	10	145	1
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor stree	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	10	0	0	10	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	45	0	0	45	0	0	45	0	0	45	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	7	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	C	C
C, Cycle Length [s]	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	2.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	41	41	41	41
g / C, Green / Cycle	0.46	0.46	0.46	0.46
(v / s)_i Volume / Saturation Flow Rate	0.23	0.48	0.14	0.09
s, saturation flow rate [veh/h]	1678	1639	1318	1661
c, Capacity [veh/h]	805	787	663	799
d1, Uniform Delay [s]	17.25	25.50	15.23	14.70
k, delay calibration	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.99	32.30	1.01	0.55
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.47	1.00	0.27	0.20
d, Delay for Lane Group [s/veh]	19.23	57.81	16.24	15.25
Lane Group LOS	B	F	B	B
Critical Lane Group	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	5.71	23.30	2.40	1.97
50th-Percentile Queue Length [ft/ln]	142.85	582.43	59.98	49.14
95th-Percentile Queue Length [veh/ln]	9.63	31.24	4.32	3.54
95th-Percentile Queue Length [ft/ln]	240.85	780.89	107.96	88.46

Movement, Approach, & Intersection Results

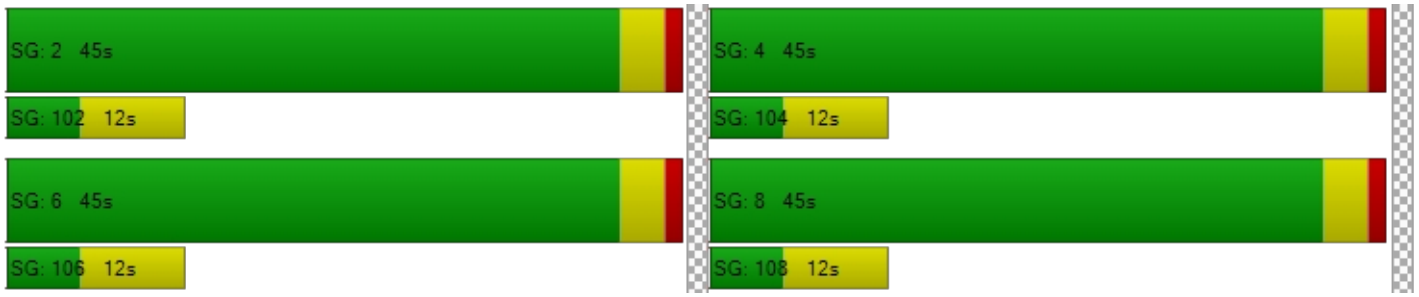
d_M, Delay for Movement [s/veh]	19.23	19.23	19.23	57.81	57.81	57.81	16.24	16.24	16.24	15.25	15.25	15.25
Movement LOS	B	B	B	E	E	E	B	B	B	B	B	B
d_A, Approach Delay [s/veh]	19.23			57.81			16.24			15.25		
Approach LOS	B			E			B			B		
d_I, Intersection Delay [s/veh]	38.67											
Intersection LOS	D											
Intersection V/C	0.678											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45	36.45
l_p,int, Pedestrian LOS Score for Intersection	2.253	2.477	1.925	1.852
Crosswalk LOS	B	B	A	A
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	911	911	911	911
d_b, Bicycle Delay [s]	13.34	13.34	13.34	13.34
l_b,int, Bicycle LOS Score for Intersection	2.187	2.860	1.857	1.817
Bicycle LOS	B	C	A	A

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Virginia Grdns

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Report File: J:\...\EXPM.pdf

Scenario 2 EXPM
4/6/2022

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Beverly Drive and Lexington Road	Signalized	HCM 6th Edition	SB Thru	0.769	46.2	D
2	North Crescent Drive and Lexington Road	All-way stop	HCM 6th Edition	WB Thru	0.434	10.6	B
3	Elden Way and North Crescent Drive	Two-way stop	HCM 6th Edition	SB Left	0.020	8.7	A
4	North Crescent Drive / Oxford Way and Lexington Road	Two-way stop	HCM 6th Edition	NB Left	0.048	14.7	B
5	Hartford Way and Lexington Road	All-way stop	HCM 6th Edition	WB Right	0.504	10.7	B
6	Hartford Way and Cove Way	Two-way stop	HCM 6th Edition	WB Left	0.058	11.7	B
7	Benedict Canyon Drive & North Roxbury Drive	Two-way stop	HCM 6th Edition	EB Left	2.067	855.3	F
8	Benedict Canyon Drive and Lexington Road	Signalized	HCM 6th Edition	NB Thru	0.673	27.7	C

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Beverly Drive and Lexington Road

Control Type:	Signalized	Delay (sec / veh):	46.2
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.769

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	11	496	7	59	454	115	120	68	8	5	124	36
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	11	496	7	59	454	115	120	68	8	5	124	36
Peak Hour Factor	0.8860	0.8860	0.8860	0.8580	0.8580	0.8580	0.8910	0.8910	0.8910	0.8250	0.8250	0.8250
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	140	2	17	132	34	34	19	2	2	38	11
Total Analysis Volume [veh/h]	12	560	8	69	529	134	135	76	9	6	150	44
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor stree	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	0	8	0	0	4	0	0	2	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	10	0	0	10	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	45	0	0	45	0	0	45	0	0	45	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	7	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	C	C
C, Cycle Length [s]	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	2.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	41	41	41	41
g / C, Green / Cycle	0.46	0.46	0.46	0.46
(v / s)_i Volume / Saturation Flow Rate	0.35	0.52	0.18	0.12
s, saturation flow rate [veh/h]	1647	1412	1209	1615
c, Capacity [veh/h]	791	687	615	777
d1, Uniform Delay [s]	20.38	25.48	16.47	15.22
k, delay calibration	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	5.96	53.08	1.62	0.80
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.73	1.07	0.36	0.26
d, Delay for Lane Group [s/veh]	26.34	78.56	18.09	16.02
Lane Group LOS	C	F	B	B
Critical Lane Group	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	10.82	24.54	3.22	2.62
50th-Percentile Queue Length [ft/ln]	270.38	613.60	80.47	65.51
95th-Percentile Queue Length [veh/ln]	16.21	34.24	5.79	4.72
95th-Percentile Queue Length [ft/ln]	405.22	855.92	144.85	117.92

Movement, Approach, & Intersection Results

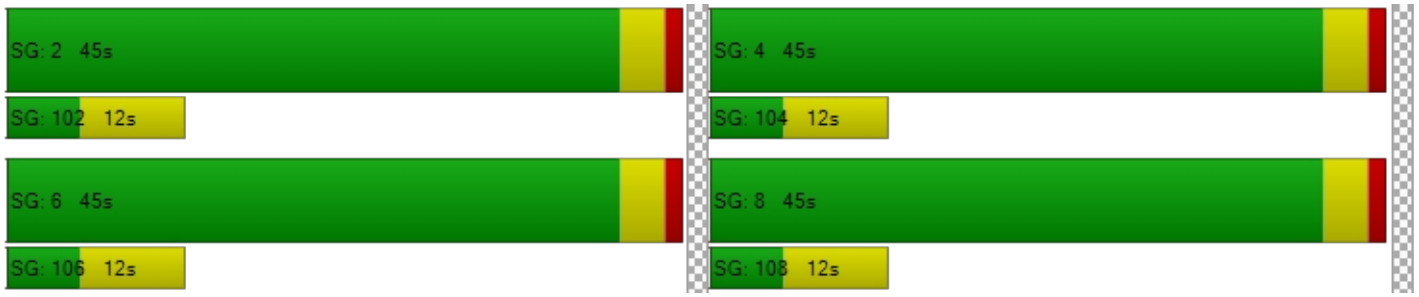
d_M, Delay for Movement [s/veh]	26.34	26.34	26.34	78.56	78.56	78.56	18.09	18.09	18.09	16.02	16.02	16.02
Movement LOS	C	C	C	E	E	E	B	B	B	B	B	B
d_A, Approach Delay [s/veh]	26.34			78.56			18.09			16.02		
Approach LOS	C			E			B			B		
d_I, Intersection Delay [s/veh]	46.17											
Intersection LOS	D											
Intersection V/C	0.769											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45	36.45
l_p,int, Pedestrian LOS Score for Intersection	2.273	2.626	1.985	1.987
Crosswalk LOS	B	B	A	A
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	911	911	911	911
d_b, Bicycle Delay [s]	13.34	13.34	13.34	13.34
l_b,int, Bicycle LOS Score for Intersection	2.517	2.767	1.923	1.890
Bicycle LOS	B	C	A	A

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: North Crescent Drive and Lexington Road

Control Type:	All-way stop	Delay (sec / veh):	10.6
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.434

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name												
Base Volume Input [veh/h]	130	6	11	8	11	3	1	162	49	27	228	4
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	130	6	11	8	11	3	1	162	49	27	228	4
Peak Hour Factor	0.9670	0.9670	0.9670	0.5000	0.5000	0.5000	0.8980	0.8980	0.8980	0.7990	0.7990	0.7990
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	34	2	3	4	6	2	0	45	14	8	71	1
Total Analysis Volume [veh/h]	134	6	11	16	22	6	1	180	55	34	285	5
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	653	646	753	747
Degree of Utilization, x	0.23	0.07	0.31	0.43

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.89	0.22	1.34	2.21
95th-Percentile Queue Length [ft]	22.24	5.47	33.56	55.13
Approach Delay [s/veh]	10.16	8.99	9.95	11.46
Approach LOS	B	A	A	B
Intersection Delay [s/veh]	10.58			
Intersection LOS	B			

Intersection Level Of Service Report
Intersection 3: Elden Way and North Crescent Drive

Control Type:	Two-way stop	Delay (sec / veh):	8.7
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.020

Intersection Setup

Name						
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	10	2	1	3	5	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	2	1	3	5	5
Peak Hour Factor	0.5000	0.5000	0.5000	0.5000	0.6250	0.6250
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	1	1	2	2	2
Total Analysis Volume [veh/h]	20	4	2	6	8	8
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.71	8.46	7.25	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.07	0.07	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	1.83	1.83	0.09	0.09	0.00	0.00
d_A, Approach Delay [s/veh]	8.67		1.81		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	4.64					
Intersection LOS	A					

Intersection Level Of Service Report

Intersection 4: North Crescent Drive / Oxford Way and Lexington Road

Control Type:	Two-way stop	Delay (sec / veh):	14.7
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.048

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name												
Base Volume Input [veh/h]	11	1	14	2	1	7	6	178	1	8	343	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	11	1	14	2	1	7	6	178	1	8	343	2
Peak Hour Factor	0.5910	0.5910	0.5910	0.6250	0.6250	0.6250	0.9440	0.9440	0.9440	0.9010	0.9010	0.9010
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	0	6	1	0	3	2	47	0	2	95	1
Total Analysis Volume [veh/h]	19	2	24	3	2	11	6	189	1	9	381	2
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.00	0.03	0.01	0.00	0.02	0.01	0.00	0.00	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	14.68	14.41	9.80	14.51	14.03	10.61	8.08	0.00	0.00	7.62	0.00	0.00
Movement LOS	B	B	A	B	B	B	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.26	0.26	0.26	0.09	0.09	0.09	0.02	0.02	0.02	0.02	0.02	0.02
95th-Percentile Queue Length [ft/ln]	6.59	6.59	6.59	2.25	2.25	2.25	0.38	0.38	0.38	0.49	0.49	0.49
d_A, Approach Delay [s/veh]	12.06			11.77			0.25			0.17		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	1.31											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 5: Hartford Way and Lexington Road

Control Type:	All-way stop	Delay (sec / veh):	10.7
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.504

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name												
Base Volume Input [veh/h]	5	44	4	90	5	13	27	93	4	3	119	247
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	44	4	90	5	13	27	93	4	3	119	247
Peak Hour Factor	0.6630	0.6630	0.6630	0.7710	0.7710	0.7710	0.8380	0.8380	0.8380	0.8870	0.8870	0.8870
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	17	2	29	2	4	8	28	1	1	34	70
Total Analysis Volume [veh/h]	8	66	6	117	6	17	32	111	5	3	134	278
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	657	656	707	824
Degree of Utilization, x	0.12	0.21	0.21	0.50

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.41	0.80	0.79	2.88
95th-Percentile Queue Length [ft]	10.35	20.10	19.63	72.06
Approach Delay [s/veh]	9.24	9.97	9.43	11.72
Approach LOS	A	A	A	B
Intersection Delay [s/veh]	10.72			
Intersection LOS	B			

Intersection Level Of Service Report
Intersection 6: Hartford Way and Cove Way

Control Type:	Two-way stop	Delay (sec / veh):	11.7
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.058

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	259	56	0	86	22	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	259	56	0	86	22	2
Peak Hour Factor	0.8650	0.8650	0.7680	0.7680	0.6670	0.6670
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	75	16	0	28	8	1
Total Analysis Volume [veh/h]	299	65	0	112	33	3
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.06	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	8.01	0.00	11.70	10.48
Movement LOS	A	A	A	A	B	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.20	0.20
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	4.94	4.94
d_A, Approach Delay [s/veh]	0.00		0.00		11.60	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.82					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 7: Benedict Canyon Drive & North Roxbury Drive

Control Type:	Two-way stop	Delay (sec / veh):	855.3
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	2.067

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name												
Base Volume Input [veh/h]	1	717	0	78	440	30	23	0	7	1	2	237
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	717	0	78	440	30	23	0	7	1	2	237
Peak Hour Factor	0.9160	0.9160	0.9160	0.9130	0.9130	0.9130	0.5360	0.5360	0.5360	0.8330	0.8330	0.8330
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	196	0	21	120	8	11	0	3	0	1	71
Total Analysis Volume [veh/h]	1	783	0	85	482	33	43	0	13	1	2	285
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.10	0.00	0.00	2.07	0.00	0.02	0.01	0.02	0.72
d_M, Delay for Movement [s/veh]	8.43	0.00	0.00	9.80	0.00	0.00	855.26	714.51	688.48	67.37	61.73	37.80
Movement LOS	A	A	A	A	A	A	F	F	F	F	F	E
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.34	0.34	0.34	6.76	6.76	6.76	6.05	6.05	6.05
95th-Percentile Queue Length [ft/ln]	0.07	0.07	0.07	8.47	8.47	8.47	168.96	168.96	168.96	151.18	151.18	151.18
d_A, Approach Delay [s/veh]	0.01			1.39			816.55			38.06		
Approach LOS	A			A			F			E		
d_I, Intersection Delay [s/veh]	33.29											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 8: Benedict Canyon Drive and Lexington Road

Control Type:	Signalized	Delay (sec / veh):	27.7
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.673

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	15	592	16	16	364	79	124	93	8	8	88	44
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	15	592	16	16	364	79	124	93	8	8	88	44
Peak Hour Factor	0.8800	0.8800	0.8800	0.9480	0.9480	0.9480	0.9380	0.9380	0.9380	0.7780	0.7780	0.7780
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	168	5	4	96	21	33	25	2	3	28	14
Total Analysis Volume [veh/h]	17	673	18	17	384	83	132	99	9	10	113	57
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor stree	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	10	0	0	10	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	45	0	0	45	0	0	45	0	0	45	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	7	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	C	C
C, Cycle Length [s]	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	2.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	41	41	41	41
g / C, Green / Cycle	0.46	0.46	0.46	0.46
(v / s)_i Volume / Saturation Flow Rate	0.43	0.31	0.19	0.11
s, saturation flow rate [veh/h]	1658	1583	1287	1578
c, Capacity [veh/h]	796	763	648	761
d1, Uniform Delay [s]	23.16	18.96	16.31	15.04
k, delay calibration	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	14.14	4.00	1.62	0.73
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.89	0.63	0.37	0.24
d, Delay for Lane Group [s/veh]	37.30	22.96	17.93	15.77
Lane Group LOS	D	C	B	B
Critical Lane Group	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	16.33	8.23	3.46	2.33
50th-Percentile Queue Length [ft/ln]	408.15	205.64	86.62	58.28
95th-Percentile Queue Length [veh/ln]	22.95	12.93	6.24	4.20
95th-Percentile Queue Length [ft/ln]	573.81	323.23	155.91	104.90

Movement, Approach, & Intersection Results

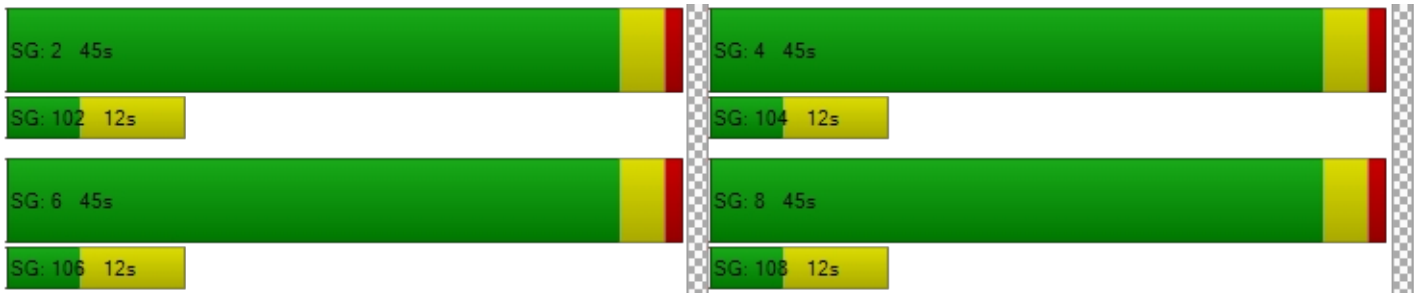
d_M, Delay for Movement [s/veh]	37.30	37.30	37.30	22.96	22.96	22.96	17.93	17.93	17.93	15.77	15.77	15.77
Movement LOS	D	D	D	C	C	C	B	B	B	B	B	B
d_A, Approach Delay [s/veh]	37.30			22.96			17.93			15.77		
Approach LOS	D			C			B			B		
d_I, Intersection Delay [s/veh]	27.70											
Intersection LOS	C											
Intersection V/C	0.673											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45	36.45
l_p,int, Pedestrian LOS Score for Intersection	2.272	2.560	1.961	1.894
Crosswalk LOS	B	B	A	A
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	911	911	911	911
d_b, Bicycle Delay [s]	13.34	13.34	13.34	13.34
l_b,int, Bicycle LOS Score for Intersection	2.728	2.358	1.956	1.857
Bicycle LOS	B	B	A	A

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



APPENDIX D
Future Pre-Project LOS Worksheets

Virginia Grdns

Vistro File: J:\...\BevV2.vistro
Report File: J:\...\Future_No_Project_AM.pdf

Scenario 5 Future Without Project AM
4/6/2022

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Beverly Drive and Lexington Road	Signalized	HCM 6th Edition	SB Thru	0.842	106.3	F
2	North Crescent Drive and Lexington Road	All-way stop	HCM 6th Edition	WB Thru	0.359	9.6	A
3	Elden Way and North Crescent Drive	Two-way stop	HCM 6th Edition	SB Left	0.002	8.7	A
4	North Crescent Drive / Oxford Way and Lexington Road	Two-way stop	HCM 6th Edition	SB Left	0.005	14.5	B
5	Hartford Way and Lexington Road	All-way stop	HCM 6th Edition	SB Left	0.408	10.4	B
6	Hartford Way and Cove Way	Two-way stop	HCM 6th Edition	WB Left	0.045	11.2	B
7	Benedict Canyon Drive & North Roxbury Drive	Two-way stop	HCM 6th Edition	EB Left	0.180	105.8	F
8	Benedict Canyon Drive and Lexington Road	Signalized	HCM 6th Edition	SB Thru	0.678	38.7	D

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Beverly Drive and Lexington Road

Control Type:	Signalized	Delay (sec / veh):	106.3
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.842

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	9	297	10	25	700	179	75	95	11	5	69	24
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	9	297	10	25	700	179	75	95	11	5	69	24
Peak Hour Factor	0.9190	0.9190	0.9190	0.9040	0.9040	0.9040	0.8700	0.8700	0.8700	0.7660	0.7660	0.7660
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	81	3	7	194	50	22	27	3	2	23	8
Total Analysis Volume [veh/h]	10	323	11	28	774	198	86	109	13	7	90	31
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor stree	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	0	8	0	0	4	0	0	2	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	10	0	0	10	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	45	0	0	45	0	0	45	0	0	45	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	7	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	C	C
C, Cycle Length [s]	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	2.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	41	41	41	41
g / C, Green / Cycle	0.46	0.46	0.46	0.46
(v / s)_i Volume / Saturation Flow Rate	0.21	0.62	0.14	0.08
s, saturation flow rate [veh/h]	1632	1608	1435	1597
c, Capacity [veh/h]	785	773	710	770
d1, Uniform Delay [s]	16.79	25.49	15.26	14.49
k, delay calibration	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.78	141.36	1.05	0.47
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.44	1.29	0.29	0.17
d, Delay for Lane Group [s/veh]	18.57	166.84	16.30	14.95
Lane Group LOS	B	F	B	B
Critical Lane Group	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	5.03	46.34	2.76	1.59
50th-Percentile Queue Length [ft/ln]	125.81	1158.54	68.95	39.77
95th-Percentile Queue Length [veh/ln]	8.71	68.21	4.96	2.86
95th-Percentile Queue Length [ft/ln]	217.79	1705.33	124.11	71.59

Movement, Approach, & Intersection Results

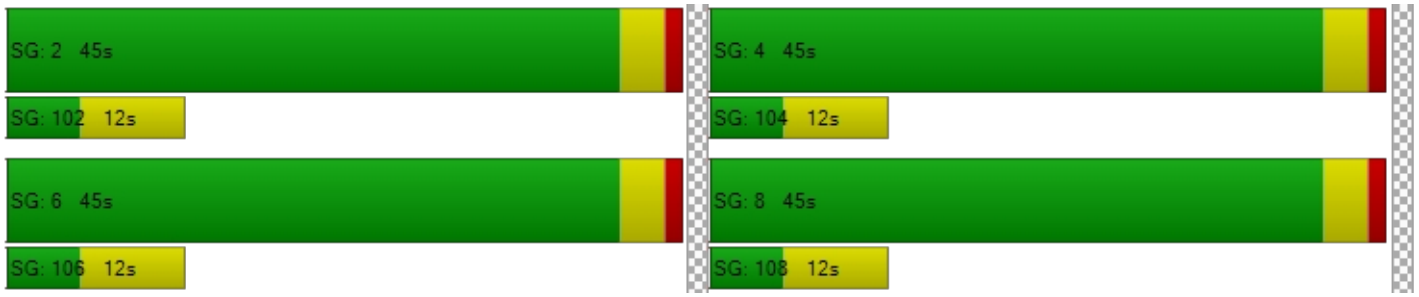
d_M, Delay for Movement [s/veh]	18.57	18.57	18.57	166.84	166.84	166.84	16.30	16.30	16.30	14.95	14.95	14.95
Movement LOS	B	B	B	F	F	F	B	B	B	B	B	B
d_A, Approach Delay [s/veh]	18.57			166.84			16.30			14.95		
Approach LOS	B			F			B			B		
d_I, Intersection Delay [s/veh]	106.27											
Intersection LOS	F											
Intersection V/C	0.842											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45	36.45
l_p,int, Pedestrian LOS Score for Intersection	2.281	2.541	1.977	1.891
Crosswalk LOS	B	B	A	A
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	911	911	911	911
d_b, Bicycle Delay [s]	13.34	13.34	13.34	13.34
l_b,int, Bicycle LOS Score for Intersection	2.127	3.210	1.903	1.771
Bicycle LOS	B	C	A	A

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: North Crescent Drive and Lexington Road

Control Type:	All-way stop	Delay (sec / veh):	9.6
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.359

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name												
Base Volume Input [veh/h]	40	10	5	5	6	1	0	176	85	30	223	8
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	40	10	5	5	6	1	0	176	85	30	223	8
Peak Hour Factor	0.8590	0.8590	0.8590	0.6000	0.6000	0.6000	0.8940	0.8940	0.8940	0.9060	0.9060	0.9060
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	12	3	1	2	3	0	0	49	24	8	62	2
Total Analysis Volume [veh/h]	47	12	6	8	10	2	0	197	95	33	246	9
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	674	673	838	803
Degree of Utilization, x	0.10	0.03	0.35	0.36

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.32	0.09	1.57	1.64
95th-Percentile Queue Length [ft]	7.97	2.30	39.18	40.92
Approach Delay [s/veh]	8.91	8.52	9.57	9.97
Approach LOS	A	A	A	A
Intersection Delay [s/veh]	9.65			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 3: Elden Way and North Crescent Drive

Control Type:	Two-way stop	Delay (sec / veh):	8.7
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

Name						
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	1	1	3	10	3	8
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	1	3	10	3	8
Peak Hour Factor	0.5000	0.5000	0.8130	0.8130	0.6880	0.6880
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	1	1	3	1	3
Total Analysis Volume [veh/h]	2	2	4	12	4	12
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.68	8.37	7.25	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.01	0.01	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.29	0.29	0.19	0.19	0.00	0.00
d_A, Approach Delay [s/veh]	8.53		1.81		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.75					
Intersection LOS	A					

Intersection Level Of Service Report

Intersection 4: North Crescent Drive / Oxford Way and Lexington Road

Control Type:	Two-way stop	Delay (sec / veh):	14.5
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.005

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name												
Base Volume Input [veh/h]	2	1	7	1	0	1	7	230	3	10	262	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	1	7	1	0	1	7	230	3	10	262	0
Peak Hour Factor	0.6250	0.6250	0.6250	0.5000	0.5000	0.5000	0.9090	0.9090	0.9090	0.8000	0.8000	0.8000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	3	1	0	1	2	63	1	3	82	0
Total Analysis Volume [veh/h]	3	2	11	2	0	2	8	253	3	13	328	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.01	0.01	0.01	0.00	0.00	0.01	0.00	0.00	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	14.40	14.31	9.76	14.51	14.22	10.11	7.94	0.00	0.00	7.78	0.00	0.00
Movement LOS	B	B	A	B	B	B	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.08	0.08	0.08	0.02	0.02	0.02	0.02	0.02	0.02	0.03	0.03	0.03
95th-Percentile Queue Length [ft/ln]	2.06	2.06	2.06	0.61	0.61	0.61	0.49	0.49	0.49	0.75	0.75	0.75
d_A, Approach Delay [s/veh]	11.20			12.31			0.24			0.30		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	0.63											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 5: Hartford Way and Lexington Road

Control Type:	All-way stop	Delay (sec / veh):	10.4
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.408

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name												
Base Volume Input [veh/h]	1	4	0	191	15	14	8	66	3	2	135	138
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	4	0	191	15	14	8	66	3	2	135	138
Peak Hour Factor	0.6250	0.6250	0.6250	0.8870	0.8870	0.8870	0.7130	0.7130	0.7130	0.8380	0.8380	0.8380
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	2	0	54	4	4	3	23	1	1	40	41
Total Analysis Volume [veh/h]	2	6	0	215	17	16	11	93	4	2	161	165
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	665	704	716	805
Degree of Utilization, x	0.01	0.35	0.15	0.41

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.04	1.59	0.53	2.00
95th-Percentile Queue Length [ft]	0.91	39.69	13.23	49.93
Approach Delay [s/veh]	8.48	10.87	8.92	10.52
Approach LOS	A	B	A	B
Intersection Delay [s/veh]	10.37			
Intersection LOS	B			

Intersection Level Of Service Report
Intersection 6: Hartford Way and Cove Way

Control Type:	Two-way stop	Delay (sec / veh):	11.2
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.045

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	130	20	0	192	22	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	130	20	0	192	22	1
Peak Hour Factor	0.7210	0.7210	0.9230	0.9230	0.8210	0.8210
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	45	7	0	52	7	0
Total Analysis Volume [veh/h]	180	28	0	208	27	1
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.04	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.64	0.00	11.24	9.53
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.14	0.14
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	3.60	3.60
d_A, Approach Delay [s/veh]	0.00		0.00		11.18	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.71					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 7: Benedict Canyon Drive & North Roxbury Drive

Control Type:	Two-way stop	Delay (sec / veh):	105.8
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.180

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name												
Base Volume Input [veh/h]	0	392	3	197	728	47	3	3	3	2	4	90
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	392	3	197	728	47	3	3	3	2	4	90
Peak Hour Factor	0.8820	0.8820	0.8820	0.9880	0.9880	0.9880	0.3750	0.3750	0.3750	0.7740	0.7740	0.7740
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	111	1	50	184	12	2	2	2	1	1	29
Total Analysis Volume [veh/h]	0	444	3	199	737	48	8	8	8	3	5	116
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.18	0.01	0.00	0.18	0.11	0.02	0.05	0.07	0.19
d_M, Delay for Movement [s/veh]	9.32	0.00	0.00	8.94	0.00	0.00	105.81	75.24	33.75	72.55	61.12	15.01
Movement LOS	A	A	A	A	A	A	F	F	D	F	F	C
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.65	0.65	0.65	1.16	1.16	1.16	1.32	1.32	1.32
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	16.23	16.23	16.23	28.90	28.90	28.90	33.10	33.10	33.10
d_A, Approach Delay [s/veh]	0.00			1.81			71.60			18.26		
Approach LOS	A			A			F			C		
d_I, Intersection Delay [s/veh]	3.65											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 8: Benedict Canyon Drive and Lexington Road

Control Type:	Signalized	Delay (sec / veh):	38.7
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.678

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	1	321	6	11	653	96	87	62	4	9	132	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	1	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	321	6	11	653	96	87	62	5	9	132	1
Peak Hour Factor	0.8630	0.8630	0.8630	0.9640	0.9640	0.9640	0.8500	0.8500	0.8500	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	93	2	3	169	25	26	18	1	2	36	0
Total Analysis Volume [veh/h]	1	372	7	11	677	100	102	73	6	10	145	1
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor stree	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	10	0	0	10	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	45	0	0	45	0	0	45	0	0	45	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	7	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	C	C
C, Cycle Length [s]	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	2.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	41	41	41	41
g / C, Green / Cycle	0.46	0.46	0.46	0.46
(v / s)_i Volume / Saturation Flow Rate	0.23	0.48	0.14	0.09
s, saturation flow rate [veh/h]	1678	1639	1319	1660
c, Capacity [veh/h]	805	787	664	799
d1, Uniform Delay [s]	17.25	25.50	15.23	14.70
k, delay calibration	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.99	32.30	1.01	0.55
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.47	1.00	0.27	0.20
d, Delay for Lane Group [s/veh]	19.23	57.81	16.25	15.25
Lane Group LOS	B	F	B	B
Critical Lane Group	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	5.71	23.30	2.41	1.97
50th-Percentile Queue Length [ft/ln]	142.85	582.43	60.34	49.14
95th-Percentile Queue Length [veh/ln]	9.63	31.24	4.34	3.54
95th-Percentile Queue Length [ft/ln]	240.85	780.89	108.61	88.46

Movement, Approach, & Intersection Results

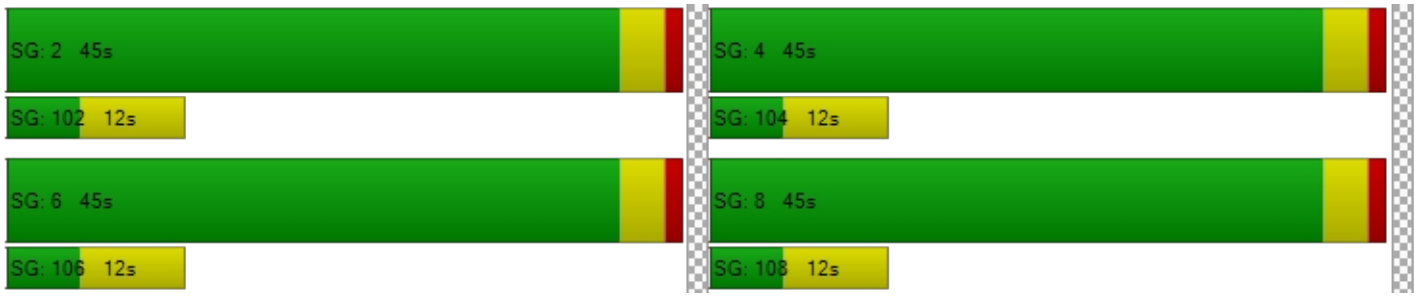
d_M, Delay for Movement [s/veh]	19.23	19.23	19.23	57.81	57.81	57.81	16.25	16.25	16.25	15.25	15.25	15.25
Movement LOS	B	B	B	E	E	E	B	B	B	B	B	B
d_A, Approach Delay [s/veh]	19.23			57.81			16.25			15.25		
Approach LOS	B			E			B			B		
d_I, Intersection Delay [s/veh]	38.66											
Intersection LOS	D											
Intersection V/C	0.678											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45	36.45
l_p,int, Pedestrian LOS Score for Intersection	2.254	2.477	1.926	1.852
Crosswalk LOS	B	B	A	A
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	911	911	911	911
d_b, Bicycle Delay [s]	13.34	13.34	13.34	13.34
l_b,int, Bicycle LOS Score for Intersection	2.187	2.860	1.858	1.817
Bicycle LOS	B	C	A	A

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Virginia Grdns

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Report File: J:\...\Future_No_Project_PM.pdf

Scenario 6 Future Without Project PM
4/6/2022

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Beverly Drive and Lexington Road	Signalized	HCM 6th Edition	SB Thru	0.769	46.2	D
2	North Crescent Drive and Lexington Road	All-way stop	HCM 6th Edition	WB Thru	0.434	10.6	B
3	Elden Way and North Crescent Drive	Two-way stop	HCM 6th Edition	SB Left	0.020	8.7	A
4	North Crescent Drive / Oxford Way and Lexington Road	Two-way stop	HCM 6th Edition	NB Left	0.048	14.7	B
5	Hartford Way and Lexington Road	All-way stop	HCM 6th Edition	WB Right	0.504	10.7	B
6	Hartford Way and Cove Way	Two-way stop	HCM 6th Edition	WB Left	0.058	11.7	B
7	Benedict Canyon Drive & North Roxbury Drive	Two-way stop	HCM 6th Edition	EB Left	2.067	855.3	F
8	Benedict Canyon Drive and Lexington Road	Signalized	HCM 6th Edition	NB Thru	0.674	27.8	C

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Beverly Drive and Lexington Road

Control Type:	Signalized	Delay (sec / veh):	46.2
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.769

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	11	496	7	59	454	115	120	68	8	5	124	36
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	11	496	7	59	454	115	120	68	8	5	124	36
Peak Hour Factor	0.8860	0.8860	0.8860	0.8580	0.8580	0.8580	0.8910	0.8910	0.8910	0.8250	0.8250	0.8250
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	140	2	17	132	34	34	19	2	2	38	11
Total Analysis Volume [veh/h]	12	560	8	69	529	134	135	76	9	6	150	44
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor stree	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	0	8	0	0	4	0	0	2	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	10	0	0	10	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	45	0	0	45	0	0	45	0	0	45	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	7	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
l1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
l2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	C	C
C, Cycle Length [s]	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	2.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	41	41	41	41
g / C, Green / Cycle	0.46	0.46	0.46	0.46
(v / s)_i Volume / Saturation Flow Rate	0.35	0.52	0.18	0.12
s, saturation flow rate [veh/h]	1647	1412	1209	1615
c, Capacity [veh/h]	791	687	615	777
d1, Uniform Delay [s]	20.38	25.48	16.47	15.22
k, delay calibration	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	5.96	53.08	1.62	0.80
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.73	1.07	0.36	0.26
d, Delay for Lane Group [s/veh]	26.34	78.56	18.09	16.02
Lane Group LOS	C	F	B	B
Critical Lane Group	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	10.82	24.54	3.22	2.62
50th-Percentile Queue Length [ft/ln]	270.38	613.60	80.47	65.51
95th-Percentile Queue Length [veh/ln]	16.21	34.24	5.79	4.72
95th-Percentile Queue Length [ft/ln]	405.22	855.92	144.85	117.92

Movement, Approach, & Intersection Results

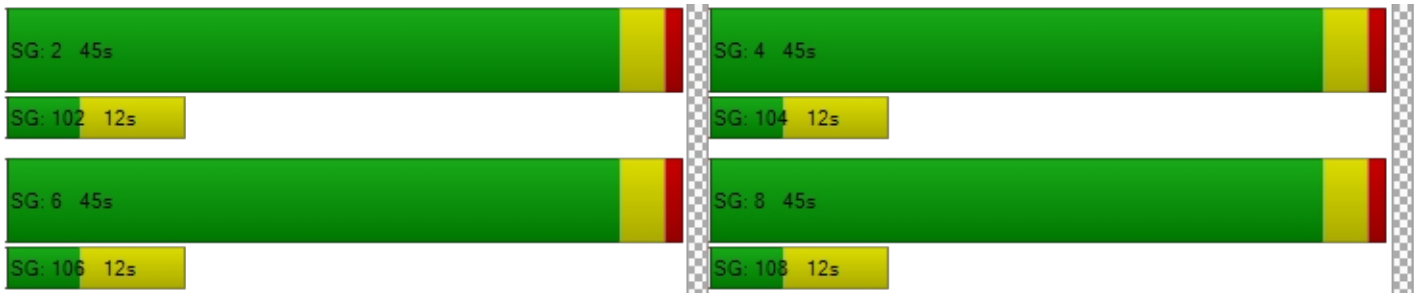
d_M, Delay for Movement [s/veh]	26.34	26.34	26.34	78.56	78.56	78.56	18.09	18.09	18.09	16.02	16.02	16.02
Movement LOS	C	C	C	E	E	E	B	B	B	B	B	B
d_A, Approach Delay [s/veh]	26.34			78.56			18.09			16.02		
Approach LOS	C			E			B			B		
d_I, Intersection Delay [s/veh]	46.17											
Intersection LOS	D											
Intersection V/C	0.769											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45	36.45
l_p,int, Pedestrian LOS Score for Intersection	2.273	2.626	1.985	1.987
Crosswalk LOS	B	B	A	A
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	911	911	911	911
d_b, Bicycle Delay [s]	13.34	13.34	13.34	13.34
l_b,int, Bicycle LOS Score for Intersection	2.517	2.767	1.923	1.890
Bicycle LOS	B	C	A	A

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: North Crescent Drive and Lexington Road

Control Type:	All-way stop	Delay (sec / veh):	10.6
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.434

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name												
Base Volume Input [veh/h]	130	6	11	8	11	3	1	162	49	27	228	4
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	130	6	11	8	11	3	1	162	49	27	228	4
Peak Hour Factor	0.9670	0.9670	0.9670	0.5000	0.5000	0.5000	0.8980	0.8980	0.8980	0.7990	0.7990	0.7990
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	34	2	3	4	6	2	0	45	14	8	71	1
Total Analysis Volume [veh/h]	134	6	11	16	22	6	1	180	55	34	285	5
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	653	646	753	747
Degree of Utilization, x	0.23	0.07	0.31	0.43

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.89	0.22	1.34	2.21
95th-Percentile Queue Length [ft]	22.24	5.47	33.56	55.13
Approach Delay [s/veh]	10.16	8.99	9.95	11.46
Approach LOS	B	A	A	B
Intersection Delay [s/veh]	10.58			
Intersection LOS	B			

Intersection Level Of Service Report
Intersection 3: Elden Way and North Crescent Drive

Control Type:	Two-way stop	Delay (sec / veh):	8.7
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.020

Intersection Setup

Name						
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	10	2	1	3	5	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	2	1	3	5	5
Peak Hour Factor	0.5000	0.5000	0.5000	0.5000	0.6250	0.6250
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	1	1	2	2	2
Total Analysis Volume [veh/h]	20	4	2	6	8	8
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.71	8.46	7.25	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.07	0.07	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	1.83	1.83	0.09	0.09	0.00	0.00
d_A, Approach Delay [s/veh]	8.67		1.81		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	4.64					
Intersection LOS	A					

Intersection Level Of Service Report

Intersection 4: North Crescent Drive / Oxford Way and Lexington Road

Control Type:	Two-way stop	Delay (sec / veh):	14.7
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.048

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name												
Base Volume Input [veh/h]	11	1	14	2	1	7	6	178	1	8	343	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	11	1	14	2	1	7	6	178	1	8	343	2
Peak Hour Factor	0.5910	0.5910	0.5910	0.6250	0.6250	0.6250	0.9440	0.9440	0.9440	0.9010	0.9010	0.9010
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	0	6	1	0	3	2	47	0	2	95	1
Total Analysis Volume [veh/h]	19	2	24	3	2	11	6	189	1	9	381	2
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.00	0.03	0.01	0.00	0.02	0.01	0.00	0.00	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	14.68	14.41	9.80	14.51	14.03	10.61	8.08	0.00	0.00	7.62	0.00	0.00
Movement LOS	B	B	A	B	B	B	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.26	0.26	0.26	0.09	0.09	0.09	0.02	0.02	0.02	0.02	0.02	0.02
95th-Percentile Queue Length [ft/ln]	6.59	6.59	6.59	2.25	2.25	2.25	0.38	0.38	0.38	0.49	0.49	0.49
d_A, Approach Delay [s/veh]	12.06			11.77			0.25			0.17		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	1.31											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 5: Hartford Way and Lexington Road

Control Type:	All-way stop	Delay (sec / veh):	10.7
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.504

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name												
Base Volume Input [veh/h]	5	44	4	90	5	13	27	93	4	3	119	247
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	44	4	90	5	13	27	93	4	3	119	247
Peak Hour Factor	0.6630	0.6630	0.6630	0.7710	0.7710	0.7710	0.8380	0.8380	0.8380	0.8870	0.8870	0.8870
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	17	2	29	2	4	8	28	1	1	34	70
Total Analysis Volume [veh/h]	8	66	6	117	6	17	32	111	5	3	134	278
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	657	656	707	824
Degree of Utilization, x	0.12	0.21	0.21	0.50

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.41	0.80	0.79	2.88
95th-Percentile Queue Length [ft]	10.35	20.10	19.63	72.06
Approach Delay [s/veh]	9.24	9.97	9.43	11.72
Approach LOS	A	A	A	B
Intersection Delay [s/veh]	10.72			
Intersection LOS	B			

Intersection Level Of Service Report
Intersection 6: Hartford Way and Cove Way

Control Type:	Two-way stop	Delay (sec / veh):	11.7
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.058

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	259	56	0	86	22	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	259	56	0	86	22	2
Peak Hour Factor	0.8650	0.8650	0.7680	0.7680	0.6670	0.6670
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	75	16	0	28	8	1
Total Analysis Volume [veh/h]	299	65	0	112	33	3
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.06	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	8.01	0.00	11.70	10.48
Movement LOS	A	A	A	A	B	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.20	0.20
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	4.94	4.94
d_A, Approach Delay [s/veh]	0.00		0.00		11.60	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.82					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 7: Benedict Canyon Drive & North Roxbury Drive

Control Type:	Two-way stop	Delay (sec / veh):	855.3
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	2.067

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name												
Base Volume Input [veh/h]	1	717	0	78	440	30	23	0	7	1	2	237
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	717	0	78	440	30	23	0	7	1	2	237
Peak Hour Factor	0.9160	0.9160	0.9160	0.9130	0.9130	0.9130	0.5360	0.5360	0.5360	0.8330	0.8330	0.8330
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	196	0	21	120	8	11	0	3	0	1	71
Total Analysis Volume [veh/h]	1	783	0	85	482	33	43	0	13	1	2	285
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.10	0.00	0.00	2.07	0.00	0.02	0.01	0.02	0.72
d_M, Delay for Movement [s/veh]	8.43	0.00	0.00	9.80	0.00	0.00	855.26	714.51	688.48	67.37	61.73	37.80
Movement LOS	A	A	A	A	A	A	F	F	F	F	F	E
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.34	0.34	0.34	6.76	6.76	6.76	6.05	6.05	6.05
95th-Percentile Queue Length [ft/ln]	0.07	0.07	0.07	8.47	8.47	8.47	168.96	168.96	168.96	151.18	151.18	151.18
d_A, Approach Delay [s/veh]	0.01			1.39			816.55			38.06		
Approach LOS	A			A			F			E		
d_I, Intersection Delay [s/veh]	33.29											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 8: Benedict Canyon Drive and Lexington Road

Control Type:	Signalized	Delay (sec / veh):	27.8
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.674

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	15	592	16	16	364	79	124	93	8	8	88	44
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	1	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	16	592	16	16	364	79	124	93	8	8	88	44
Peak Hour Factor	0.8800	0.8800	0.8800	0.9480	0.9480	0.9480	0.9380	0.9380	0.9380	0.7780	0.7780	0.7780
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	168	5	4	96	21	33	25	2	3	28	14
Total Analysis Volume [veh/h]	18	673	18	17	384	83	132	99	9	10	113	57
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor stree	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	10	0	0	10	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	45	0	0	45	0	0	45	0	0	45	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	7	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	C	C
C, Cycle Length [s]	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	2.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	41	41	41	41
g / C, Green / Cycle	0.46	0.46	0.46	0.46
(v / s)_i Volume / Saturation Flow Rate	0.43	0.31	0.19	0.11
s, saturation flow rate [veh/h]	1657	1583	1287	1578
c, Capacity [veh/h]	796	762	648	761
d1, Uniform Delay [s]	23.19	18.96	16.31	15.04
k, delay calibration	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	14.32	4.01	1.62	0.73
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.89	0.63	0.37	0.24
d, Delay for Lane Group [s/veh]	37.50	22.96	17.93	15.77
Lane Group LOS	D	C	B	B
Critical Lane Group	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	16.40	8.23	3.46	2.33
50th-Percentile Queue Length [ft/ln]	410.00	205.66	86.62	58.28
95th-Percentile Queue Length [veh/ln]	23.04	12.93	6.24	4.20
95th-Percentile Queue Length [ft/ln]	576.04	323.25	155.91	104.90

Movement, Approach, & Intersection Results

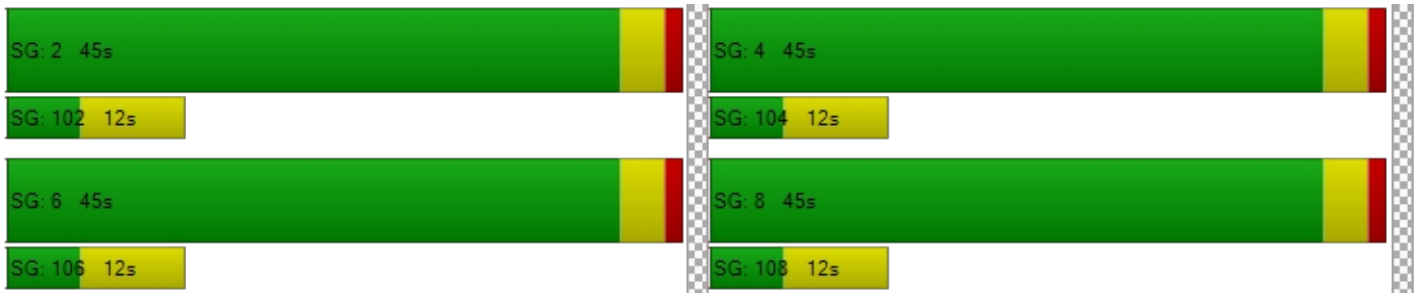
d_M, Delay for Movement [s/veh]	37.50	37.50	37.50	22.96	22.96	22.96	17.93	17.93	17.93	15.77	15.77	15.77
Movement LOS	D	D	D	C	C	C	B	B	B	B	B	B
d_A, Approach Delay [s/veh]	37.50			22.96			17.93			15.77		
Approach LOS	D			C			B			B		
d_I, Intersection Delay [s/veh]	27.80											
Intersection LOS	C											
Intersection V/C	0.674											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45	36.45
l_p,int, Pedestrian LOS Score for Intersection	2.273	2.560	1.963	1.894
Crosswalk LOS	B	B	A	A
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	911	911	911	911
d_b, Bicycle Delay [s]	13.34	13.34	13.34	13.34
l_b,int, Bicycle LOS Score for Intersection	2.729	2.358	1.956	1.857
Bicycle LOS	B	B	A	A

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



APPENDIX E
Future Post-Project LOS Worksheets

Vistro File: J:\...\BevV3.vistro
Report File: J:\...\Future_With_AM.pdf

Scenario 7 Future With Project AM
6/29/2022

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Beverly Drive and Lexington Road	Signalized	HCM 6th Edition	SB Thru	0.847	106.2	F
2	North Crescent Drive and Lexington Road	All-way stop	HCM 6th Edition	WB Thru	0.369	9.8	A
3	Elden Way and North Crescent Drive	Two-way stop	HCM 6th Edition	SB Left	0.017	8.9	A
4	North Crescent Drive / Oxford Way and Lexington Road	Two-way stop	HCM 6th Edition	NB Left	0.008	14.8	B
5	Hartford Way and Lexington Road	All-way stop	HCM 6th Edition	SB Left	0.417	10.5	B
6	Hartford Way and Cove Way	Two-way stop	HCM 6th Edition	WB Left	0.045	11.3	B
7	Benedict Canyon Drive & North Roxbury Drive	Two-way stop	HCM 6th Edition	EB Left	0.182	107.1	F
8	Benedict Canyon Drive and Lexington Road	Signalized	HCM 6th Edition	SB Thru	0.678	38.6	D

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Beverly Drive and Lexington Road

Control Type:	Signalized	Delay (sec / veh):	106.2
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.847

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	9	297	10	25	700	179	75	95	11	5	69	24
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	4	0	0	0	0	1	1	1	4	0	1	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	13	297	10	25	700	180	76	96	15	5	70	24
Peak Hour Factor	0.9190	0.9190	0.9190	0.9040	0.9040	0.9040	0.8700	0.8700	0.8700	0.7660	0.7660	0.7660
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	81	3	7	194	50	22	28	4	2	23	8
Total Analysis Volume [veh/h]	14	323	11	28	774	199	87	110	17	7	91	31
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor stree	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	0	8	0	0	4	0	0	2	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	10	0	0	10	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	45	0	0	45	0	0	45	0	0	45	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	7	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	C	C
C, Cycle Length [s]	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	2.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	41	41	41	41
g / C, Green / Cycle	0.46	0.46	0.46	0.46
(v / s)_i Volume / Saturation Flow Rate	0.22	0.62	0.15	0.08
s, saturation flow rate [veh/h]	1595	1607	1434	1598
c, Capacity [veh/h]	768	773	710	770
d1, Uniform Delay [s]	16.84	25.49	15.33	14.50
k, delay calibration	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.93	141.98	1.09	0.47
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.45	1.29	0.30	0.17
d, Delay for Lane Group [s/veh]	18.77	167.47	16.42	14.97
Lane Group LOS	B	F	B	B
Critical Lane Group	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	5.12	46.47	2.85	1.60
50th-Percentile Queue Length [ft/ln]	128.10	1161.74	71.29	40.11
95th-Percentile Queue Length [veh/ln]	8.84	68.42	5.13	2.89
95th-Percentile Queue Length [ft/ln]	220.91	1710.62	128.32	72.20

Movement, Approach, & Intersection Results

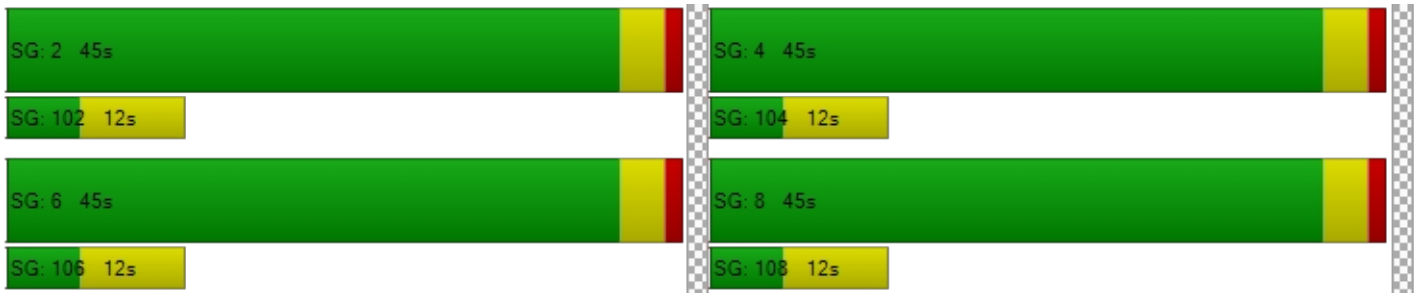
d_M, Delay for Movement [s/veh]	18.77	18.77	18.77	167.47	167.47	167.47	16.42	16.42	16.42	14.97	14.97	14.97
Movement LOS	B	B	B	F	F	F	B	B	B	B	B	B
d_A, Approach Delay [s/veh]	18.77			167.47			16.42			14.97		
Approach LOS	B			F			B			B		
d_I, Intersection Delay [s/veh]	106.15											
Intersection LOS	F											
Intersection V/C	0.847											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45	36.45
l_p,int, Pedestrian LOS Score for Intersection	2.285	2.543	1.989	1.892
Crosswalk LOS	B	B	A	A
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	911	911	911	911
d_b, Bicycle Delay [s]	13.34	13.34	13.34	13.34
l_b,int, Bicycle LOS Score for Intersection	2.134	3.211	1.913	1.772
Bicycle LOS	B	C	A	A

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: North Crescent Drive and Lexington Road

Control Type:	All-way stop	Delay (sec / veh):	9.8
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.369

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name												
Base Volume Input [veh/h]	40	10	5	5	6	1	0	176	85	30	223	8
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	1	0	6	1	0	0	0	0	0	0	6
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	40	11	5	11	7	1	0	176	85	30	223	14
Peak Hour Factor	0.8590	0.8590	0.8590	0.6000	0.6000	0.6000	0.8940	0.8940	0.8940	0.9060	0.9060	0.9060
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	12	3	1	5	3	0	0	49	24	8	62	4
Total Analysis Volume [veh/h]	47	13	6	18	12	2	0	197	95	33	246	15
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	668	662	829	797
Degree of Utilization, x	0.10	0.05	0.35	0.37

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.33	0.15	1.59	1.71
95th-Percentile Queue Length [ft]	8.18	3.80	39.87	42.69
Approach Delay [s/veh]	8.98	8.71	9.69	10.14
Approach LOS	A	A	A	B
Intersection Delay [s/veh]	9.77			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 3: Elden Way and North Crescent Drive

Control Type:	Two-way stop	Delay (sec / veh):	8.9
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.017

Intersection Setup

Name						
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	1	1	3	10	3	8
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	7	5	5	0	0	7
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	8	6	8	10	3	15
Peak Hour Factor	0.5000	0.5000	0.8130	0.8130	0.6880	0.6880
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	3	2	3	1	5
Total Analysis Volume [veh/h]	16	12	10	12	4	22
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.01	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.87	8.49	7.28	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.09	0.09	0.02	0.02	0.00	0.00
95th-Percentile Queue Length [ft/ln]	2.16	2.16	0.48	0.48	0.00	0.00
d_A, Approach Delay [s/veh]	8.70		3.31		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	4.16					
Intersection LOS	A					

Intersection Level Of Service Report

Intersection 4: North Crescent Drive / Oxford Way and Lexington Road

Control Type:	Two-way stop	Delay (sec / veh):	14.8
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.008

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name												
Base Volume Input [veh/h]	2	1	7	1	0	1	7	230	3	10	262	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	5	5	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	1	7	1	0	6	12	230	3	10	262	0
Peak Hour Factor	0.6250	0.6250	0.6250	0.5000	0.5000	0.5000	0.9090	0.9090	0.9090	0.8000	0.8000	0.8000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	3	1	0	3	3	63	1	3	82	0
Total Analysis Volume [veh/h]	3	2	11	2	0	12	13	253	3	13	328	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.01	0.01	0.01	0.00	0.02	0.01	0.00	0.00	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	14.79	14.48	9.76	14.77	14.46	10.18	7.95	0.00	0.00	7.78	0.00	0.00
Movement LOS	B	B	A	B	B	B	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.08	0.08	0.08	0.07	0.07	0.07	0.03	0.03	0.03	0.03	0.03	0.03
95th-Percentile Queue Length [ft/ln]	2.10	2.10	2.10	1.70	1.70	1.70	0.80	0.80	0.80	0.75	0.75	0.75
d_A, Approach Delay [s/veh]	11.29			10.83			0.38			0.30		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	0.84											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 5: Hartford Way and Lexington Road

Control Type:	All-way stop	Delay (sec / veh):	10.5
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.417

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name												
Base Volume Input [veh/h]	1	4	0	191	15	14	8	66	3	2	135	138
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	1	0	0	0	4	0	0	4	1
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	4	0	192	15	14	8	70	3	2	139	139
Peak Hour Factor	0.6250	0.6250	0.6250	0.8870	0.8870	0.8870	0.7130	0.7130	0.7130	0.8380	0.8380	0.8380
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	2	0	54	4	4	3	25	1	1	41	41
Total Analysis Volume [veh/h]	2	6	0	216	17	16	11	98	4	2	166	166
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	661	700	714	801
Degree of Utilization, x	0.01	0.36	0.16	0.42

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.04	1.61	0.56	2.07
95th-Percentile Queue Length [ft]	0.92	40.26	14.00	51.74
Approach Delay [s/veh]	8.51	10.95	8.99	10.66
Approach LOS	A	B	A	B
Intersection Delay [s/veh]	10.47			
Intersection LOS	B			

Intersection Level Of Service Report
Intersection 6: Hartford Way and Cove Way

Control Type:	Two-way stop	Delay (sec / veh):	11.3
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.045

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	130	20	0	192	22	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	1	0	0	1	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	131	20	0	193	22	1
Peak Hour Factor	0.7210	0.7210	0.9230	0.9230	0.8210	0.8210
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	45	7	0	52	7	0
Total Analysis Volume [veh/h]	182	28	0	209	27	1
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.04	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.65	0.00	11.27	9.54
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.14	0.14
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	3.61	3.61
d_A, Approach Delay [s/veh]	0.00		0.00		11.21	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.70					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 7: Benedict Canyon Drive & North Roxbury Drive

Control Type:	Two-way stop	Delay (sec / veh):	107.1
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.182

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name												
Base Volume Input [veh/h]	0	392	3	197	728	47	3	3	3	2	4	90
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	1	0	0	0	0	0	0	0	1
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	392	3	198	728	47	3	3	3	2	4	91
Peak Hour Factor	0.8820	0.8820	0.8820	0.9880	0.9880	0.9880	0.3750	0.3750	0.3750	0.7740	0.7740	0.7740
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	111	1	50	184	12	2	2	2	1	1	29
Total Analysis Volume [veh/h]	0	444	3	200	737	48	8	8	8	3	5	118
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.18	0.01	0.00	0.18	0.11	0.02	0.05	0.07	0.19
d_M, Delay for Movement [s/veh]	9.32	0.00	0.00	8.94	0.00	0.00	107.06	75.87	34.12	72.95	61.45	15.07
Movement LOS	A	A	A	A	A	A	F	F	D	F	F	C
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.65	0.65	0.65	1.17	1.17	1.17	1.35	1.35	1.35
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	16.33	16.33	16.33	29.15	29.15	29.15	33.68	33.68	33.68
d_A, Approach Delay [s/veh]	0.00			1.82			72.35			18.28		
Approach LOS	A			A			F			C		
d_I, Intersection Delay [s/veh]	3.68											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 8: Benedict Canyon Drive and Lexington Road

Control Type:	Signalized	Delay (sec / veh):	38.6
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.678

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	1	321	6	11	653	96	87	62	4	9	132	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	4	0	0	0	0	0	1	4	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	321	10	11	653	96	87	62	5	13	132	1
Peak Hour Factor	0.8630	0.8630	0.8630	0.9640	0.9640	0.9640	0.8500	0.8500	0.8500	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	93	3	3	169	25	26	18	1	4	36	0
Total Analysis Volume [veh/h]	1	372	12	11	677	100	102	73	6	14	145	1
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor stree	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	10	0	0	10	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	45	0	0	45	0	0	45	0	0	45	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	7	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	C	C
C, Cycle Length [s]	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	2.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	41	41	41	41
g / C, Green / Cycle	0.46	0.46	0.46	0.46
(v / s)_i Volume / Saturation Flow Rate	0.23	0.48	0.14	0.10
s, saturation flow rate [veh/h]	1675	1639	1317	1647
c, Capacity [veh/h]	803	787	663	794
d1, Uniform Delay [s]	17.32	25.50	15.25	14.74
k, delay calibration	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.05	32.31	1.02	0.57
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.48	1.00	0.27	0.20
d, Delay for Lane Group [s/veh]	19.37	57.82	16.27	15.31
Lane Group LOS	B	F	B	B
Critical Lane Group	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	5.82	23.30	2.42	2.02
50th-Percentile Queue Length [ft/ln]	145.50	582.46	60.42	50.57
95th-Percentile Queue Length [veh/ln]	9.78	31.24	4.35	3.64
95th-Percentile Queue Length [ft/ln]	244.41	780.95	108.75	91.03

Movement, Approach, & Intersection Results

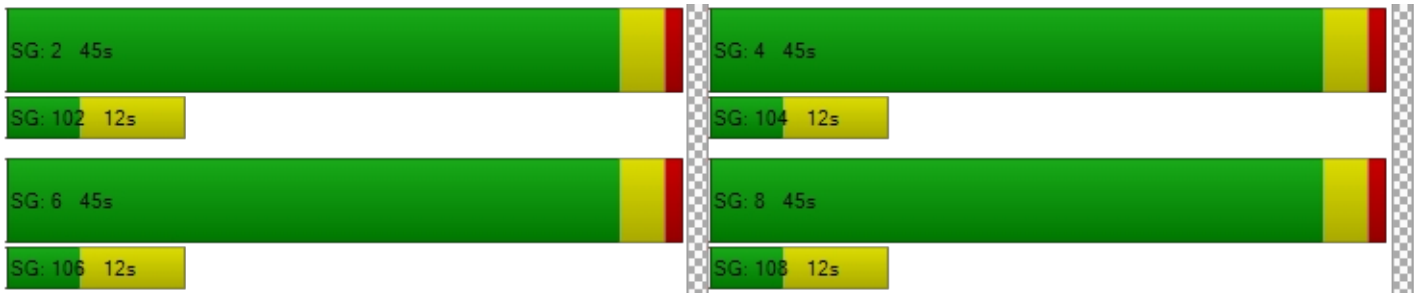
d_M, Delay for Movement [s/veh]	19.37	19.37	19.37	57.82	57.82	57.82	16.27	16.27	16.27	15.31	15.31	15.31
Movement LOS	B	B	B	E	E	E	B	B	B	B	B	B
d_A, Approach Delay [s/veh]	19.37			57.82			16.27			15.31		
Approach LOS	B			E			B			B		
d_I, Intersection Delay [s/veh]	38.58											
Intersection LOS	D											
Intersection V/C	0.678											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45	36.45
l_p,int, Pedestrian LOS Score for Intersection	2.264	2.477	1.926	1.857
Crosswalk LOS	B	B	A	A
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	911	911	911	911
d_b, Bicycle Delay [s]	13.34	13.34	13.34	13.34
l_b,int, Bicycle LOS Score for Intersection	2.195	2.860	1.858	1.824
Bicycle LOS	B	C	A	A

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



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Scenario 8 Future With Project PM
6/29/2022

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Beverly Drive and Lexington Road	Signalized	HCM 6th Edition	SB Thru	0.778	47.4	D
2	North Crescent Drive and Lexington Road	All-way stop	HCM 6th Edition	WB Thru	0.448	10.8	B
3	Elden Way and North Crescent Drive	Two-way stop	HCM 6th Edition	SB Left	0.036	9.0	A
4	North Crescent Drive / Oxford Way and Lexington Road	Two-way stop	HCM 6th Edition	NB Left	0.050	15.1	C
5	Hartford Way and Lexington Road	All-way stop	HCM 6th Edition	WB Right	0.514	10.9	B
6	Hartford Way and Cove Way	Two-way stop	HCM 6th Edition	WB Left	0.058	11.7	B
7	Benedict Canyon Drive & North Roxbury Drive	Two-way stop	HCM 6th Edition	EB Left	2.108	878.8	F
8	Benedict Canyon Drive and Lexington Road	Signalized	HCM 6th Edition	NB Thru	0.679	28.2	C

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Beverly Drive and Lexington Road

Control Type:	Signalized	Delay (sec / veh):	47.4
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.778

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	11	496	7	59	454	115	120	68	8	5	124	36
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	4	0	0	0	0	1	1	1	4	0	1	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	15	496	7	59	454	116	121	69	12	5	125	36
Peak Hour Factor	0.8860	0.8860	0.8860	0.8580	0.8580	0.8580	0.8910	0.8910	0.8910	0.8250	0.8250	0.8250
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	140	2	17	132	34	34	19	3	2	38	11
Total Analysis Volume [veh/h]	17	560	8	69	529	135	136	77	13	6	152	44
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor stree	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	0	8	0	0	4	0	0	2	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	10	0	0	10	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	45	0	0	45	0	0	45	0	0	45	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	7	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	C	C
C, Cycle Length [s]	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	2.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	41	41	41	41
g / C, Green / Cycle	0.46	0.46	0.46	0.46
(v / s)_i Volume / Saturation Flow Rate	0.36	0.52	0.19	0.13
s, saturation flow rate [veh/h]	1618	1403	1212	1615
c, Capacity [veh/h]	778	683	616	777
d1, Uniform Delay [s]	20.49	25.47	16.55	15.24
k, delay calibration	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	6.62	55.69	1.68	0.81
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.75	1.07	0.37	0.26
d, Delay for Lane Group [s/veh]	27.11	81.16	18.23	16.05
Lane Group LOS	C	F	B	B
Critical Lane Group	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	11.06	24.91	3.32	2.65
50th-Percentile Queue Length [ft/ln]	276.53	622.82	83.10	66.26
95th-Percentile Queue Length [veh/ln]	16.52	34.86	5.98	4.77
95th-Percentile Queue Length [ft/ln]	412.89	871.56	149.57	119.28

Movement, Approach, & Intersection Results

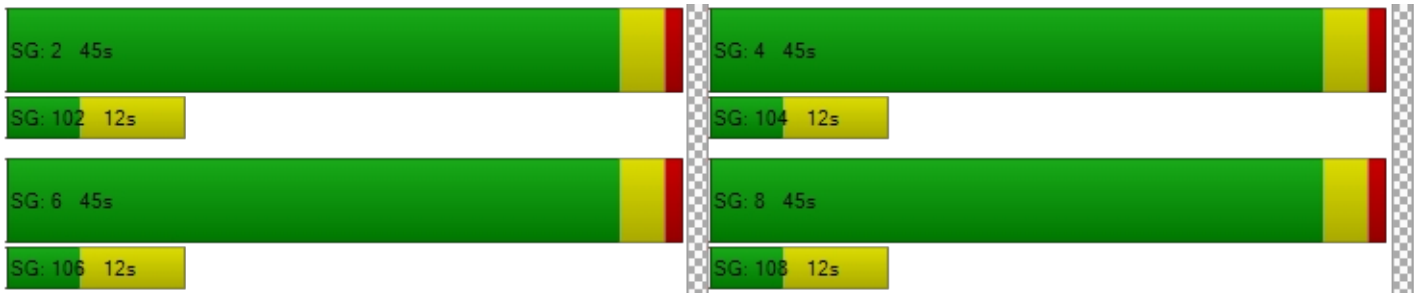
d_M, Delay for Movement [s/veh]	27.11	27.11	27.11	81.16	81.16	81.16	18.23	18.23	18.23	16.05	16.05	16.05
Movement LOS	C	C	C	F	F	F	B	B	B	B	B	B
d_A, Approach Delay [s/veh]	27.11			81.16			18.23			16.05		
Approach LOS	C			F			B			B		
d_I, Intersection Delay [s/veh]	47.37											
Intersection LOS	D											
Intersection V/C	0.778											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45	36.45
l_p,int, Pedestrian LOS Score for Intersection	2.277	2.628	1.999	1.988
Crosswalk LOS	B	B	A	A
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	911	911	911	911
d_b, Bicycle Delay [s]	13.34	13.34	13.34	13.34
l_b,int, Bicycle LOS Score for Intersection	2.525	2.769	1.933	1.893
Bicycle LOS	B	C	A	A

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: North Crescent Drive and Lexington Road

Control Type:	All-way stop	Delay (sec / veh):	10.8
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.448

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name												
Base Volume Input [veh/h]	130	6	11	8	11	3	1	162	49	27	228	4
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	1	0	6	1	0	0	0	0	0	0	6
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	130	7	11	14	12	3	1	162	49	27	228	10
Peak Hour Factor	0.9670	0.9670	0.9670	0.5000	0.5000	0.5000	0.8980	0.8980	0.8980	0.7990	0.7990	0.7990
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	34	2	3	7	6	2	0	45	14	8	71	3
Total Analysis Volume [veh/h]	134	7	11	28	24	6	1	180	55	34	285	13
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	646	635	742	740
Degree of Utilization, x	0.24	0.09	0.32	0.45

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.91	0.30	1.37	2.33
95th-Percentile Queue Length [ft]	22.75	7.50	34.26	58.30
Approach Delay [s/veh]	10.28	9.23	10.10	11.75
Approach LOS	B	A	B	B
Intersection Delay [s/veh]	10.78			
Intersection LOS	B			

Intersection Level Of Service Report
Intersection 3: Elden Way and North Crescent Drive

Control Type:	Two-way stop	Delay (sec / veh):	9.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.036

Intersection Setup

Name						
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	10	2	1	3	5	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	7	5	5	0	0	7
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	17	7	6	3	5	12
Peak Hour Factor	0.5000	0.5000	0.5000	0.5000	0.6250	0.6250
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	4	3	2	2	5
Total Analysis Volume [veh/h]	34	14	12	6	8	19
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.01	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.96	8.58	7.29	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.15	0.15	0.02	0.02	0.00	0.00
95th-Percentile Queue Length [ft/ln]	3.84	3.84	0.57	0.57	0.00	0.00
d_A, Approach Delay [s/veh]	8.85		4.86		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	5.51					
Intersection LOS	A					

Intersection Level Of Service Report

Intersection 4: North Crescent Drive / Oxford Way and Lexington Road

Control Type:	Two-way stop	Delay (sec / veh):	15.1
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.050

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name												
Base Volume Input [veh/h]	11	1	14	2	1	7	6	178	1	8	343	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	5	5	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	11	1	14	2	1	12	11	178	1	8	343	2
Peak Hour Factor	0.5910	0.5910	0.5910	0.6250	0.6250	0.6250	0.9440	0.9440	0.9440	0.9010	0.9010	0.9010
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	0	6	1	0	5	3	47	0	2	95	1
Total Analysis Volume [veh/h]	19	2	24	3	2	19	12	189	1	9	381	2
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.01	0.03	0.01	0.01	0.03	0.01	0.00	0.00	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	15.10	14.63	9.83	14.79	14.29	10.68	8.09	0.00	0.00	7.62	0.00	0.00
Movement LOS	C	B	A	B	B	B	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.27	0.27	0.27	0.13	0.13	0.13	0.03	0.03	0.03	0.02	0.02	0.02
95th-Percentile Queue Length [ft/ln]	6.78	6.78	6.78	3.24	3.24	3.24	0.77	0.77	0.77	0.49	0.49	0.49
d_A, Approach Delay [s/veh]	12.27			11.50			0.48			0.17		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	1.50											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 5: Hartford Way and Lexington Road

Control Type:	All-way stop	Delay (sec / veh):	10.9
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.514

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name												
Base Volume Input [veh/h]	5	44	4	90	5	13	27	93	4	3	119	247
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	1	0	0	0	4	0	0	4	1
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	44	4	91	5	13	27	97	4	3	123	248
Peak Hour Factor	0.6630	0.6630	0.6630	0.7710	0.7710	0.7710	0.8380	0.8380	0.8380	0.8870	0.8870	0.8870
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	17	2	30	2	4	8	29	1	1	35	70
Total Analysis Volume [veh/h]	8	66	6	118	6	17	32	116	5	3	139	280
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	652	651	705	821
Degree of Utilization, x	0.12	0.22	0.22	0.51

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.42	0.82	0.82	3.00
95th-Percentile Queue Length [ft]	10.43	20.44	20.55	74.94
Approach Delay [s/veh]	9.29	10.04	9.52	11.94
Approach LOS	A	B	A	B
Intersection Delay [s/veh]	10.87			
Intersection LOS	B			

Intersection Level Of Service Report
Intersection 6: Hartford Way and Cove Way

Control Type:	Two-way stop	Delay (sec / veh):	11.7
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.058

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	259	56	0	86	22	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	1	0	0	1	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	260	56	0	87	22	2
Peak Hour Factor	0.8650	0.8650	0.7680	0.7680	0.6670	0.6670
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	75	16	0	28	8	1
Total Analysis Volume [veh/h]	301	65	0	113	33	3
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.06	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	8.02	0.00	11.73	10.49
Movement LOS	A	A	A	A	B	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.20	0.20
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	4.96	4.96
d_A, Approach Delay [s/veh]	0.00		0.00		11.63	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.81					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 7: Benedict Canyon Drive & North Roxbury Drive

Control Type:	Two-way stop	Delay (sec / veh):	878.8
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	2.108

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name												
Base Volume Input [veh/h]	1	717	0	78	440	30	23	0	7	1	2	237
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	1	0	0	0	0	0	0	0	1
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	717	0	79	440	30	23	0	7	1	2	238
Peak Hour Factor	0.9160	0.9160	0.9160	0.9130	0.9130	0.9130	0.5360	0.5360	0.5360	0.8330	0.8330	0.8330
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	196	0	22	120	8	11	0	3	0	1	71
Total Analysis Volume [veh/h]	1	783	0	87	482	33	43	0	13	1	2	286
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.10	0.00	0.00	2.11	0.00	0.02	0.01	0.02	0.73
d_M, Delay for Movement [s/veh]	8.43	0.00	0.00	9.81	0.00	0.00	878.80	734.94	708.60	68.00	62.32	38.07
Movement LOS	A	A	A	A	A	A	F	F	F	F	F	E
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.35	0.35	0.35	6.80	6.80	6.80	6.10	6.10	6.10
95th-Percentile Queue Length [ft/ln]	0.07	0.07	0.07	8.69	8.69	8.69	170.06	170.06	170.06	152.45	152.45	152.45
d_A, Approach Delay [s/veh]	0.01			1.42			839.29			38.34		
Approach LOS	A			A			F			E		
d_I, Intersection Delay [s/veh]	34.05											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 8: Benedict Canyon Drive and Lexington Road

Control Type:	Signalized	Delay (sec / veh):	28.2
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.679

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	15	592	16	16	364	79	124	93	8	8	88	44
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	1	0	4	0	0	0	0	0	0	4	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	16	592	20	16	364	79	124	93	8	12	88	44
Peak Hour Factor	0.8800	0.8800	0.8800	0.9480	0.9480	0.9480	0.9380	0.9380	0.9380	0.7780	0.7780	0.7780
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	168	6	4	96	21	33	25	2	4	28	14
Total Analysis Volume [veh/h]	18	673	23	17	384	83	132	99	9	15	113	57
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor stree	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	10	0	0	10	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	45	0	0	45	0	0	45	0	0	45	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	7	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	C	C
C, Cycle Length [s]	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	2.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	41	41	41	41
g / C, Green / Cycle	0.46	0.46	0.46	0.46
(v / s)_i Volume / Saturation Flow Rate	0.43	0.31	0.19	0.12
s, saturation flow rate [veh/h]	1655	1580	1285	1567
c, Capacity [veh/h]	795	761	647	757
d1, Uniform Delay [s]	23.33	18.96	16.34	15.09
k, delay calibration	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	15.05	4.03	1.63	0.77
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.90	0.64	0.37	0.24
d, Delay for Lane Group [s/veh]	38.38	22.99	17.97	15.85
Lane Group LOS	D	C	B	B
Critical Lane Group	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	16.74	8.23	3.47	2.41
50th-Percentile Queue Length [ft/ln]	418.39	205.76	86.80	60.15
95th-Percentile Queue Length [veh/ln]	23.44	12.94	6.25	4.33
95th-Percentile Queue Length [ft/ln]	586.12	323.39	156.24	108.27

Movement, Approach, & Intersection Results

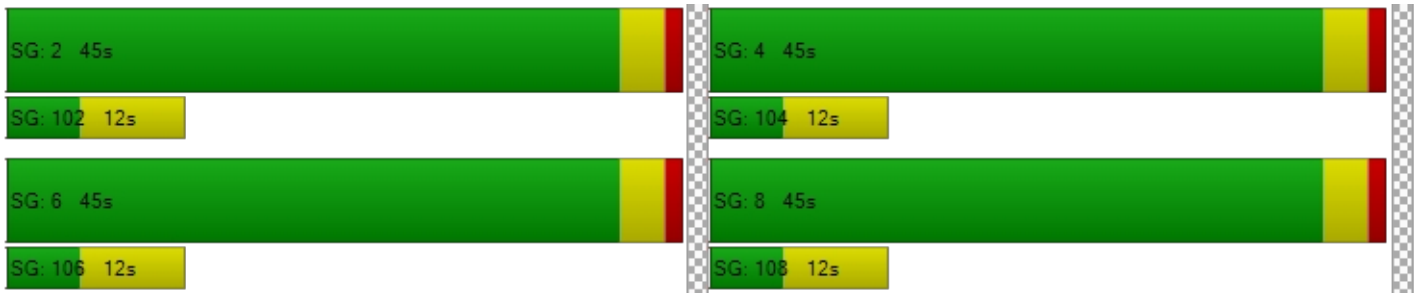
d_M, Delay for Movement [s/veh]	38.38	38.38	38.38	22.99	22.99	22.99	17.97	17.97	17.97	15.85	15.85	15.85
Movement LOS	D	D	D	C	C	C	B	B	B	B	B	B
d_A, Approach Delay [s/veh]	38.38			22.99			17.97			15.85		
Approach LOS	D			C			B			B		
d_I, Intersection Delay [s/veh]	28.20											
Intersection LOS	C											
Intersection V/C	0.679											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45	36.45
l_p,int, Pedestrian LOS Score for Intersection	2.285	2.560	1.963	1.899
Crosswalk LOS	B	B	A	A
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	911	911	911	911
d_b, Bicycle Delay [s]	13.34	13.34	13.34	13.34
l_b,int, Bicycle LOS Score for Intersection	2.738	2.358	1.956	1.865
Bicycle LOS	B	B	A	A

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



BOARD LETTER/MEMO
CLUSTER FACT SHEET

☒ Board Letter ☐ Board Memo ☐ Other

CLUSTER AGENDA REVIEW DATE	9/21/2022
BOARD MEETING DATE	10/4/2022
SUPERVISORIAL DISTRICT AFFECTED	☐ All ☒ 1st ☒ 2nd ☐ 3rd ☒ 4th ☒ 5th
DEPARTMENT(S)	Department of Parks and Recreation
SUBJECT	APPROVAL OF LANDSCAPE MAINTENANCE, PARK MAINTENANCE, AND MOWING SERVICES CONTRACTS FOR VARIOUS FACILITIES
PROGRAM	Prop A Service Contracts
AUTHORIZES DELEGATED AUTHORITY TO DEPT	☐ Yes ☒ No
SOLE SOURCE CONTRACT	☐ Yes ☒ No
	If Yes, please explain why:
DEADLINES/ TIME CONSTRAINTS	The current contracts for the Santa Clarita Area Parks and the South Whittier Area Parks expire October 31, 2022. The current contracts for the Antelope Valley Area Parks, Los Angeles/Compton Area Parks, and Veterans Memorial Park expire November 30, 2022. The current contract for the South Coast Botanic Garden expires December 31, 2022.
COST & FUNDING	Total cost: combined $1,449,159.53 annually / Funding source: General Fund
	TERMS (if applicable): each Contract Three (3) years, with two (2) 1-year options, six (6) month-to-month extensions
	Explanation:
PURPOSE OF REQUEST	Approval of the landscape maintenance, park maintenance, and mowing services contracts (Contracts) will enable the Department of Parks and Recreation (Department) to continue to maintain the various County Facilities (Facilities) using the services of private contractors. Quality landscape maintenance, park maintenance and mowing services, ensures visitors' enjoyment of parks, baseball fields, community centers, and other public areas, while also effectively setting a standard for the upkeep of the Facilities in a cost-effective manner. The Department's Prop A cost analysis, using a methodology approved by the Auditor-Controller, shows that the landscape maintenance, park maintenance, and mowing services can be performed more economically by an independent contractor than by County employees.
BACKGROUND (include internal/external issues that may exist including any related motions)	The current landscape maintenance, park maintenance, and mowing services have been contracted to private companies since 1984. Beginning February 1, 2022, in response to a Request for Proposals (RFP) posted on December 14, 2021, the Department of Parks and Recreation (Department) received 27 proposals to provide landscape maintenance, park maintenance, and mowing services at the Santa Clarita Area Parks (Santa Clarita Parks), Antelope Valley Area Parks (Antelope Valley Parks), South Whittier Area Parks (South Whittier Parks), Los Angeles/Compton Area Parks (LA/Compton Parks), South Coast Botanic Garden (South Coast), and Veterans Memorial Park (Veterans Park).

	The proposals were evaluated by a three-person Evaluation Committee (Committee) comprised of Department staff. The proposals were also reviewed by Department staff for cost-effectiveness and were compared to the lowest cost received and awarded points based on the comparison. Each proposal was evaluated based on a weighted evaluation of: (1) cost, 25%; (2) experience and organizational resources, 20%; (3) approach to contract requirements, 20%; (4) quality control plan, 20%; and (5) Living Wage Compliance, 15%. Upon review and evaluation of the proposals submitted for the South Whittier Parks, Santa Clarita Parks, Antelope Valley Parks, LA/Compton Parks, Veterans Park, and South Cost, the Committee determined that the following Contractors were the most responsive and responsible proposer for the respective facility, ranking their proposals as the highest of the proposals evaluated, and are recommending the Contractors for award of each Contract as follows: LandCare USA L.L.C. for park maintenance services at South Whittier Area Parks; Mariposa Landscapes, Inc. for mowing services at Santa Clarita Area Parks); Rich Meier's Landscaping, Inc. for park maintenance services at Veterans Memorial Park and for mowing services at Antelope Valley Area Parks; PRIDE Industries One, Inc. for mowing services at Los Angeles/Compton Area Parks; and Parkwood Landscape Maintenance, Inc. for landscape maintenance services at South Coast Botanic Garden. Each recommended Contractor received the highest aggregate scores in categories evaluated by the Committee, including approach to contract requirements, experience and organizational resources, quality control plan and Living Wage compliance, outperforming the other proposers.
EQUITY INDEX OR LENS WAS UTILIZED	☐ Yes ☒ No If Yes, please explain how:
SUPPORTS ONE OF THE NINE BOARD PRIORITIES	☐ Yes ☒ No If Yes, please state which one(s) and explain how:
DEPARTMENTAL CONTACTS	Name, Title, Phone # & Email: Ruben Lopez, Chief of Contracts and Procurement Division, 626-588-5300, rlopez@parks.lacounty.gov Dennis Morelos, Contracts Section Head, 626-588-5260 dmorelos@parks.lacounty.gov

COUNTY OF LOS ANGELES
DEPARTMENT OF PARKS AND RECREATION
"Parks Make Life Better!"
Norma E. García-González, Director Alina Bokde, Chief Deputy Director

October 4, 2022

The Honorable Board of Supervisors
County of Los Angeles
383 Kenneth Hahn Hall of Administration
500 West Temple Street
Los Angeles, California 90012

Dear Supervisors:

APPROVAL OF LANDSCAPE MAINTENANCE, PARK MAINTENANCE, AND MOWING SERVICES CONTRACTS FOR VARIOUS FACILITIES (SUPERVISORIAL DISTRICTS 1, 2, 4, AND 5) (3 VOTES)

SUBJECT

Approval of the recommended actions will allow the County of Los Angeles Department of Parks and Recreation to award six landscape maintenance, park maintenance, and/or mowing services contracts for various facilities within the County of Los Angeles.

IT IS RECOMMENDED THAT THE BOARD:

1. Find that the proposed actions are not a project under the California Environmental Quality Act for the reasons stated in this Board letter and the record.

2. Find that the landscape maintenance, park maintenance, and mowing services can be performed more economically by independent contractors than by County of Los Angeles employees.

3. Approve and instruct the Chair to execute six contracts for landscape maintenance, park maintenance, and/or mowing services for three years, with two one-year renewal options, and an additional six month-to-month extension periods, if needed, for a total term of five years and six months, with LandCare USA L.L.C. for park maintenance at South Whittier Area Parks at an annual cost not to exceed $395,749.00 and for a total maximum amount of $2,394,281.45; with Mariposa Landscapes, Inc. for mowing services at Santa Clarita Area Parks at an annual cost not to exceed $93,479.85 and for a total maximum amount of $565,553.09; with Rich Meier's Landscaping, Inc. for park maintenance services for Veterans Memorial Park at annual cost not to exceed $353,297.00 and for a total maximum amount of $2,137,446.85; and for mowing services for Antelope Valley Area Parks Park at an annual cost not to exceed $120,722.50 and for a total maximum amount of $730,371.13; with PRIDE Industries One, Inc., for mowing services for Los Angeles/Compton Area Parks at an annual cost not to exceed $319,511.14 for a total maximum amount of $1,933042.40; with Parkwood Landscape Maintenance, Inc. for landscape maintenance services for South Coast Botanic Garden at an annual cost not to exceed $166,400.04 and for a total maximum amount of $1,006,720.24. The total maximum amount for each contract is for the potential total term of 66 months and is inclusive of ten percent increases annually for unforeseen services.

4. Authorize the Director of Parks and Recreation, or her designee, to exercise two one-year contract renewal options for each contract, if, in her opinion, the Contractors have effectively performed the services during the previous contract period and the services are still required; and, if needed, the additional six month-to-month extensions for each contract; to approve and execute change notices and amendments to incorporate necessary changes within the scope of work; to assign rights or delegation of duties should the contracting entities merge, be acquired or otherwise change entities; and to suspend or terminate any contract if, in the opinion of the Director of Parks and Recreation, or her designee, it is in the best interest of the County of Los Angeles to do so.

5. Authorize the Director of Parks and Recreation, or her designee, to increase the contract amount for each contract by up to ten percent in any year, including any renewal option period, for any additional or unforeseen services within the scope of each contract.

6. Authorize the Director of Parks and Recreation, or her designee, to adjust the annual contracts sum for each option year to allow for an annual cost-of-living adjustment in accordance with County of Los Angeles policy and the terms of these contracts. And,

7. Authorize the Director of Parks and Recreation, or her designee, to decrease the contract amount for each contract in any year, including any renewal option period, as necessary to reflect required modifications in services and/or budget reductions.

PURPOSE/JUSTIFICATION OF RECOMMENDED ACTION

Approval of the landscape maintenance, park maintenance, and mowing services contracts (Contracts) (Attachments I-VI) will enable the Department of Parks and Recreation (Department) to continue to maintain the various County Facilities (Facilities) using the services of private contractors. Quality landscape maintenance, park maintenance, and mowing services ensures that parks, baseball fields, community centers, and other public areas are available for visitor use and are maintained to standardized conditions in a cost-effective manner. Landscape Maintenance, park maintenance, and mowing services have been contracted to private companies since 1984.

The commencement date for each Contract is indicated in the Award Schedule and Potential Maximum Contract Costs (Attachment VII). The current Contract at each facility will expire at the end of the month prior to the commencement date of the new Contract.

The Department's Proposition A cost analysis, using a methodology approved by the Auditor-Controller, shows that the landscape maintenance, park maintenance, and mowing services can be performed more economically by an independent contractor than by County employees (Attachment VIII, Proposition A Cost-Effectiveness Summary).

After an evaluation of the proposals received in response to a Request for Proposals (RFP) for landscape maintenance, park maintenance, and mowing services, the Department has determined that the aforementioned Contractors are the most responsible proposers.

Implementation of Strategic Plan Goals

The proposed Contracts will promote and further the Board-approved Strategic Plan Goal II, Strategy II.2.2, Expand Access to Recreational and Cultural Opportunities, by enabling the Department to provide the public with access to clean and well-maintained parks, and to Realize Tomorrow's Government Today by pursuing operational effectiveness, fiscal responsibility, and accountability, Goal III.3. The proposed Contracts will also promote Strategy II.3, Make Environmental Sustainability Our Daily Reality, by reducing waste generation and recycling and reusing waste resources (Strategy II.3.1).

FISCAL IMPACT/FINANCING

The costs for each year and the potential maximum Contract costs for each recommended Contract are identified in Attachment VII, Award Schedule and Potential Maximum Contract Costs.

The Proposition A cost analysis indicates that the recommended Contracts can be performed more economically by the private sector. The total County costs to provide landscape maintenance, park maintenance, and/or mowing services at these facilities by County staff is $2,314,191.38, annually. The recommended Contractors direct cost to perform similar services is $1,449,159.53, annually. These reflect an annual savings of $865,031.85. (Attachment VIII, Proposition A Cost-Effectiveness Summary).

The Department will not request that the Contractor perform services that will exceed the approved maximum Contract amount, which may include the ten percent contingency fee or Cost-of-Living Adjustment (COLA) increase, without the prior approval of the Board.

OPERATING BUDGET IMPACT

The recommended Contract costs will increase the current annual base costs by $329,557.42, from $1,119,602.11 to $1,449,159.53. Due to the varying expiration dates of the existing contracts in FY 2022-23, total increase for the six contracts for FY 2022-23 is $200,141.25 (Attachment IX, Recommended Contract Costs).

The Department will utilize existing resources to fund the prorated cost increase of $200,141.25 in FY 2022-23. The Department will submit a funding request to the Chief Executive Office for the annual cost increase of 329,557.42 beginning in FY 2023-24, as part of the annual budget process.

FACTS AND PROVISIONS/LEGAL REQUIREMENTS

In accordance with County policy, the Agreement contains a COLA provision, based on an annual rate, as determined by the Chief Executive Officer (CEO), whereby the Director of Parks and Recreation (Director), at her sole discretion, may increase the Contractors compensation during the option years. The COLA rate is capped at the lesser of the most recently published percentage change in the U.S. Department of Labor, Bureau of Labor Statistics' Consumer Price Index for Urban Consumers (CPI-U) for the Los Angeles-Long Beach-Anaheim Area for the 12-month period preceding the contract anniversary date; or the general salary movement percentage for County employees for the 12-month period preceding the prior July 1st.

The decision to include the COLA is based on the Department's experience, that the Contractor may incur an increase in costs, such as insurance premiums, fuel, etc., during the option years, which could impact its performance. As a result, this provision allows the Director to review cost information, during the option years, to determine if the COLA is justified, subject to approval by the CEO. The Department will comply with the Board policy to exclude the cost of labor from the base upon which a COLA is calculated, unless the Contractor can show that its labor cost will increase.

On December 14, 2021, the Department issued an RFP for landscape maintenance, park maintenance, and mowing services at the following facilities: East Los Angeles Area Parks, Santa Clarita Area Parks, Veterans Memorial Park, South Coast Botanic Garden, Antelope Valley Area Parks, South Whittier Area Parks, and the Los Angeles/Compton Area Parks. Based on the results of the RFP, the Department is requesting award of Contract(s) to the following: LandCare USA L.L.C. for park maintenance services at South Whittier Area Parks; Mariposa Landscapes, Inc. for mowing services at Santa Clarita Area Parks); Rich Meier's Landscaping, Inc. for park maintenance services at Veterans Memorial Park and for mowing services at Antelope Valley Area Parks; PRIDE Industries One, Inc. for mowing services at Los Angeles/Compton Area Parks; and Parkwood Landscape Maintenance, Inc. for landscape maintenance services at South Coast Botanic Garden. The Department has filed a separate Board Letter for the recommendation to award a contract with Mariposa Landscapes, Inc. for the mowing services at the East Los Angeles Area Parks.

The recommended Contract term for each of the Contracts is three years, with two one-year extension options and, if needed, an additional six month-to-month extensions that may be exercised at the discretion of the Director, or her designee. No layoffs or reductions in County workforce or other adverse impacts on employee relations will result from the award of each of the Contracts, as the work is presently contracted out.

The Department has evaluated and determined that each recommended Contractor fully complies with the requirements of the Living Wage Program, County Code Chapter 2.201, and have agreed to pay all employees providing these County services a living wage.

The Department, using a methodology approved by the Auditor-Controller, has calculated the cost-effectiveness of contracting for these services and has determined that these services continue to be more economically performed by an independent contractor than by County employees.

In addition, the award of each Contract fully complies with the mandatory Proposition A requirements contained in County Code Section 2.121.380. Award of the Contracts will not impair the County's ability to respond to emergencies or infringe upon the proper role of the County in its relationship to its citizens. No confidential information is involved in the performance of the Contracts; thus, award of the Contracts will not result in the unauthorized disclosure of confidential information. Alternative services are available in the event of a default by any of the Contractors; therefore, services will not be interrupted.

Pursuant to the Living Wage Ordinance requirements, a request for information regarding labor violations was sent to the State of California Division of Labor Standards Enforcement (DLSE) to review and assess any history of labor law violations. There were no DLSE findings of any Labor Law/Payroll violations by any of the Contractors.

The Contracts contain, and the Contractors have agreed to, the County's standard provisions, including consideration of hiring Gain/Grow participants, the Jury Service Program, the Defaulted Property Tax Reduction Program, Safely Surrendered Baby Law, Zero Tolerance Policy on Human Trafficking, Fair Chance Employment Practices, and the County Policy of Equity. The Contracts are also in compliance with all Board, CEO, and County Counsel requirements. The CEO's Risk Management Office has approved the insurance coverage, indemnification and liability provisions included in the Contracts.

The Contracts have been approved as to form by County Counsel.

On July 16, 2019, the Board adopted a motion to reduce the County's reliance on Proposition A contracts. The July 16, 2019, motion instructed the CEO to report back on the following:

- Survey departments to develop a prioritized listing of potential classifications that could be contracted in;
- Develop a five-year phase-in plan for bringing those positions in-house; and
- Develop a multi-year funding strategy to address any incremental cost increases associated with bringing in previously-contracted-out positions.

Approval of the Contracts will enable the Department to continue receiving landscape maintenance, park maintenance, and mowing services while the CEO's study is being conducted.

ENVIRONMENTAL DOCUMENTATION

The recommended actions are not subject to the California Environmental Quality Act (CEQA) because they are activities that are excluded from the definition of a project by section 21065 of the Public Resources Code and Section 15378(b) of the State CEQA Guidelines. The proposed actions to approve the landscape maintenance, park maintenance, and mowing services contracts are an organizational or administrative activity of government which will not result in direct or indirect physical changes to the environment.

CONTRACTING PROCESS

On December 14, 2021, the Department released an RFP for the landscape maintenance, park maintenance, and mowing services at various Facilities. The RFP was advertised in two local community newspapers: Antelope Valley Journal and Los Angeles Daily News. A notice was also posted on the County's "Doing Business with Us" website, including a link to download the RFP package and bilingual instructions on how to contact the Department regarding this RFP.

On January 5, 2022, a virtual Mandatory Proposers Conference/Site Visits was held and attended by sixteen 16 vendors. An additional mandatory site visit for South Coast Botanic Garden was conducted on January 6, 2022, and six vendors participated.

Beginning on February 1, 2022, the Department received 31 proposals from eight proposers in response to the RFP. Each proposal was reviewed by the Department's staff to ensure compliance with mandatory minimum requirements outlined in the RFP. Four proposals did not meet the minimum requirements of the RFP and were disqualified. The remaining proposals were evaluated by a three-person Evaluation Committee (Committee) comprised of Department staff. The proposals were also reviewed by Department staff for cost-effectiveness and were compared to the lowest cost received and awarded points based on the comparison. Each proposal was evaluated based on a weighted evaluation of: (1) cost, 25%; (2) experience and organizational resources, 20%; (3) approach to contract requirements, 20%; (4) quality control plan, 20%; and (5) Living Wage Compliance, 15%.

Upon review and evaluation of the proposals submitted for the South Whittier Area Parks, Santa Clarita Area Parks, Antelope Valley Area Parks, Los Angeles/Compton Area Parks, Veterans Memorial Park, and the South Cost Botanic Garden, which are the six contracts being recommended for award under this Board Letter, the Committee determined that the recommended Contractors were the most responsive and responsible proposer for the respective facility, ranking their proposals as the highest of the proposals evaluated. Each Contractor received the highest aggregate scores in categories evaluated by the Committee, including approach to contract requirements, experience and organizational resources, quality control plan and Living Wage compliance, outperforming the other proposers. Including in the evaluation process were the four proposals received for the East Los Angeles Area Parks Contract; however, recommendation for contract award for the East Los Angeles Area Parks was submitted via a separate Board letter and approved by your Board on September 13, 2022.

The Social Enterprise Program's (SE) provisions were applied in the evaluation of these proposals, with one proposer being awarded the 15 percent proposal price preference in accordance with the SE provisions.

The Department received six requests for debriefings from the non-selected proposers and there was no protest resulting from this solicitation.

It should be noted that upon final analysis and award, each Contractor was selected without regard to gender, race, creed, or color, (Attachment X, Recommended Contractors' Community Business Enterprise).

IMPACT ON CURRENT SERVICES (OR PROJECTS)

There will be no impact on current public services.

CONCLUSION

It is requested that three adopted copies of the action taken by your Board be forwarded to the Department.

Should you have any questions please contact: Mr. Matthew Green at (626) 588-5259 or via email at mgreen@parks.lacounty.gov, Mr. Dennis Morelos at (626) 588-5260 or via email at dmorelos@parks.lacounty.gov, or Ms. Kimberly Rios at (626) 588-5368 or via email at krios@parks.lacounty.gov.

Respectfully submitted,

NORMA E. GARCÍA-GONZÁLEZ
Director

NEGG:AB:MR
RL:DM:MG:rc

Enclosures (10)

c: Chief Executive Officer
County Counsel
Executive Officer, Board of Supervisors

LOS ANGELES COUNTY PARKS AND RECREATION
AWARD BOARD LETTER
MINORITY VERIFICATION SHEET

DIVISION	Parks and Recreation – Contracts and Procurement Division
AGENDA DATE	October 4, 2022

SUBJECT:
Recommendation to award Landscape Maintenance, Park Maintenance, and Mowing Services Contracts

How many of the proposers are certified local small business enterprises (LSBE) or certified minority, women, disadvantaged, or disabled veteran businesses (CBE)?

Answer:
One (1) proposer is certified as a minority owned business enterprise; and one (1) proposer is certified as a minority owned and disadvantaged owned business enterprise.

How many of the contract awards are going to certified local small business enterprises (LSBE) or certified minority, women, disadvantaged, or disabled veteran businesses (CBE)?

Answer:
One (1) contract is going to a certified minority owned business.

ATTACHMENT X

COUNTY OF LOS ANGELES DEPARTMENT OF PARKS AND RECREATION
RECOMMENDED CONTRACTORS' COMMUNITY BUSINESS ENTERPRISE

Area/Facilities	Contractor	Local SBE		Minority		Women		DisAdvantaged		DisabledVet	
		YES	NO	YES	NO	YES	NO	YES	NO	YES	NO
Santa Clarita Area Parks	Mariposa Landscapes, Inc.			X							
South Whittier Area Parks	LandCare USA L.L.C.										
Antelope Valley Area Parks	Rich Meier's Landscaping, Inc.										
Los Angeles/Compton Area Parks	PRIDE Industries One, Inc.										
Veterans Memorial Park	Rich Meier's Landscaping, Inc.										
South Coast Botanic Garden	Parkwood Landscape Maintenance										

ATTACHMENT IX

Recommended Contract Costs

	Operating Budget Impact			
Facilities/Parks	**Current Contract Costs**	**Recommended Contract Costs**	**Contract Increase Per FY**	**Total Contract Increas for FY 22-23**
Santa Clarita Area Parks	$81,349.21	$93,479.85	$12,130.64	$8,087.09
South Whittier Area Parks	$305,231.55	$395,749.00	$90,517.45	$60,344.97
Antelope Valley Area Parks	$74,252.82	$120,722.50	$46,469.68	$27,107.31
Los Angeles/Compton Area Parks	$289,809.65	$319,511.14	$29,701.49	$17,325.87
Veterans Memorial Park	$210,413.82	$353,297.00	$142,883.18	$83,348.52
South Coast Botanic Garden	$158,545.06	$166,400.04	$7,854.98	$3,927.49
Total	$1,119,602.11	$1,449,159.53	$329,557.42	$200,141.25

ATTACHMENT VIII

PROPOSITION A COST-EFFECTIVENESS SUMMARY MATRIX

Contract	Santa Clarita Area Parks	South Whittier Parks	Antelope Valley Parks	LA/Compton Parks	Veterans Park	South Coast Botanic Garden	Total
Overall County Cost to Provide Services	$ 208,702.23	$ 592,170.34	$ 242,353.32	$ 371,031.71	$ 442,244.51	$ 457,689.27	$ 2,314,191.38
Overall Cost of Contracting Services	$ 93,479.85	$ 395,749.00	$ 120,722.50	$ 319,511.14	$ 353,297.00	$ 166,400.04	$ 1,449,159.53
Difference in Costs	$ 115,222.38	$ 196,421.34	$ 121,630.82	$ 51,520.57	$ 88,947.51	$ 291,289.23	$ 865,031.85

ATTACHMENT VII

Award Schedule and the Maximum Potential Contract Costs

Landscape Maintenance, Park Maintenance, and/or Mowing Services for the Facilities/Parks (6 Contracts)

Facilities/Parks	Recommended Contractor	Contract Start Date	Annual Contract Sum *First Year Initial Term*	Annual Contract Sum *Second Year Initial Term*	Annual Contract Sum *Third Year Initial Term*	Annual Contract Sum *Option Year 1*	Annual Contract Sum *Option Year 2*	Month-to-Month Extension *Up to 6 Months*	Total Overall Contract Sum *No Contingency*	Maximum Potential Contract Sum *with 10% Contingency*
Santa Clarita Area Parks	Mariposa Landscapes, Inc.	11/1/2022	$93,479.85	$93,479.85	$93,479.85	$93,479.85	$93,479.85	$46,739.93	$514,139.18	$565,553.09
South Whittier Area Parks	LandCare USA LLC	11/1/2022	$395,749.00	$395,749.00	$395,749.00	$395,749.00	$395,749.00	$197,874.50	$2,176,619.50	$2,394,281.45
Antelope Valley Area Parks	Rich Meier's Landscaping, Inc.	12/1/2022	$120,722.50	$120,722.50	$120,722.50	$120,722.50	$120,722.50	$60,361.25	$663,973.75	$730,371.13
LA/Compton Area Parks	PRIDE Industries One, Inc.	12/1/2022	$319,511.14	$319,511.14	$319,511.14	$319,511.14	$319,511.14	$159,755.57	$1,757,311.27	$1,933,042.40
Veterans Memorial Park	Rich Meier's Landscaping, Inc.	12/1/2022	$353,297.00	$353,297.00	$353,297.00	$353,297.00	$353,297.00	$176,648.50	$1,943,133.50	$2,137,446.85
South Coast Botanic Garden	Parkwood Landscape Maintenance, Inc.	1/1/2023	$166,400.04	$166,400.04	$166,400.04	$166,400.04	$166,400.04	$83,200.02	$915,200.22	$1,006,720.24

BOARD LETTER/MEMO
CLUSTER FACT SHEET

☒ Board Letter ☐ Board Memo ☐ Other

CLUSTER AGENDA REVIEW DATE	9/21/2022	
BOARD MEETING DATE	10/4/2022	
SUPERVISORIAL DISTRICT AFFECTED	☒ All ☐ 1st ☐ 2nd ☐ 3rd ☐ 4th ☐ 5th	
DEPARTMENT(S)	Public Works	
SUBJECT	As-Needed Environmental Services for Water Resources Core Service Area	
PROGRAM	Flood Control District Fund	
AUTHORIZES DELEGATED AUTHORITY TO DEPT	☒ Yes ☐ No	
SOLE SOURCE CONTRACT	☐ Yes ☒ No	
	If Yes, please explain why:	
DEADLINES/ TIME CONSTRAINTS	The as-needed environmental services Public Works uses to implement projects and operation/maintenance activities related to dams/reservoirs and water conservation facilities has expired. If the Board does not approve of the item, Public Works may need to curtail or delay these projects and activities.	
COST & FUNDING	Total cost: $80,000,000-$100,000,000 ($8,000,000-$10,000,000 individually)	Funding source: The Flood Control District Fund; Road Fund; Public Works General Fund (unincorporated County Areas Urban Runoff and Stormwater Quality Program); Waterworks District Funds; and other various operating and special fund(s).
	TERMS (if applicable): These consultant services agreements will be for a 3-year term plus two single 1-year extension options.	
	Explanation: The Director of Public Works or his designee, at their discretion have the option to extend any or all of the contracts for one or both of the two, 1-year extension options and to increase the maximum contract amount by up to an additional $2,000,000 per agreement.	
PURPOSE OF REQUEST	Award and authorize ten agreements (3 small-, 3 medium-, and 4 large-sized consulting firms) for as-needed environmental services. The as-needed environmental services contracts will provide access to essential environmental services that are required to comply with local, State, and Federal environmental laws, rules, regulations, and permit conditions in the planning and implementation of projects undertaken by Public Works.	
BACKGROUND (include internal/external issues that may exist including any related motions)	Public Works oversees projects and maintenance for flood protection, stormwater capture, water quality enhancement, and water supply. Preparation and implementation of these activities requires environmental regulatory compliance, including specialty services for environmental documents, permit application, permit compliance, mitigation/habitat restoration, and related community outreach that involve expertise or workload beyond Public Works' staffing resources. Environmental regulatory compliance is becoming more challenging and increasingly extensive. The extent of these services will be utilized by different divisions within	

	Public Works. Public Works has utilized similar services through different agreements and does not hold the titled positions or the necessary training, knowledge, or experience to perform many of these essential services.
EQUITY INDEX OR LENS WAS UTILIZED	☐ Yes ☒ No If Yes, please explain how:
SUPPORTS ONE OF THE NINE BOARD PRIORITIES	☒ Yes ☐ No If Yes, please state which one(s) and explain how: Board Priority No. 5: Environmental Health Oversight and Monitoring Consultants provide services for flood protection, water conservation, water quality enhancement, and wastewater treatment projects. Services include environmental permitting, permit compliance, monitoring, community outreach, and mitigation/habitat restoration. Board Priority No. 7: Sustainability Consultants provide the support and guidance to carry out Public Works projects for stormwater capture, water supply, and watershed enhancement. Larger firms were highly encouraged to utilize small businesses as subconsultants on their teams.
DEPARTMENTAL CONTACTS	Name, Title, Phone # & Email: Keith A. Lilley, Deputy Director, (626) 458-4012, klilley@pw.lacounty.gov

October 4, 2022

The Honorable Board of Supervisors
County of Los Angeles
383 Kenneth Hahn Hall of Administration
500 West Temple Street
Los Angeles, California 90012

Dear Supervisors:

CONSTRUCTION-RELATED CONTRACT
WATER RESOURCES CORE SERVICE AREA
AWARD CONSULTANT SERVICES AGREEMENTS FOR
AS-NEEDED ENVIRONMENTAL SERVICES
(ALL SUPERVISORIAL DISTRICTS)
(3 VOTES)

SUBJECT

This action is to award consultant services agreements to AECOM Technical Services, Inc.; Aspen Environmental Group; Catalyst Environmental Solutions Corporation; Chambers Group, Inc.; ECORP Consulting, Inc.; ICF Jones & Stokes, Inc.; Psomas; Sapphos Environmental, Inc.; UltraSystems Environmental, Inc.; and Watearth, Inc. The agreements are for as-needed environmental services, such as assistance with compliance with local, State and Federal environmental laws, rules, regulations, and permit conditions related to the planning and implementation of water resources projects undertaken by Public Works. These agreements will support projects undertaken by Public Works for the County, the Los Angeles County Flood Control District, and the County of Los Angeles Waterworks Districts.

IT IS RECOMMENDED THAT THE BOARD:

1. Find that the proposed actions are not a project under the California Environmental Quality Act for reasons stated in this Board letter and the records of Los Angeles County Public Works.

2. Award consultant services agreements to the following three small-sized firms: Catalyst Environmental Solutions Corporation, UltraSystems Environmental, Inc., and Watearth, Inc.; three medium-sized firms: Aspen Environmental Group, Chambers Group, Inc., and Sapphos Environmental, Inc.; and four large-sized firms: AECOM Technical Services, Inc., ECORP Consulting, Inc., ICF Jones & Stokes, Inc., and Psomas to provide as-needed environmental services for various projects and maintenance activities implemented by Public Works for an initial not-

to-exceed amount of $8,000,000 individually with an initial aggregate program total of $80,000,000, for a 3-year term plus two single 1-year extension options, commencing upon full execution of the agreements.

3. Delegate authority to the Director of Public Works or his designee to execute agreements with each consulting firm, administer the agreements, and at the discretion of the Director of Public Works or his designee exercise one or both extension options for any or all of the contracts, if the Director or his designee determines that there is a demand for the services, and the services have been satisfactorily performed in the prior contract years.

4. Delegate authority to the Director of Public Works or his designee to extend the term of any of the agreements past the expiration date of the second option period and/or to increase the not-to-exceed amount of any of the agreements by up to an additional $2,000,000 per agreement, with a corresponding increase in the aggregate program total of $20,000,000, as necessary to allow for the completion of previously unforeseen additional services related to a previously assigned scope of work on a given project or maintenance activity that are necessary for the completion of that given project or maintenance activity.

PURPOSE/JUSTIFICATION OF RECOMMENDED ACTION

Approval of the recommended actions will find that they are not subject to the California Environmental Quality Act.

The purpose of the recommended actions is to retain ten consultants to provide as-needed environmental services to Public Works, including environmental documentation, regulatory permit acquisition, regulatory permit compliance, environmental impact mitigation planning and implementation, and related community outreach and public relations.

The consultants' services will be used in support of projects and maintenance activities of Los Angeles County Public Works (Public Works), Los Angeles County Flood Control District (Flood Control District), and Los Angeles County Waterworks Districts (Waterworks District).

Implementation of Strategic Plan Goals

These recommendations support the County Strategic Plan: Strategy II.1, Drive Economic and Workforce Development in the County and Objective II.1.2, Support Small

Businesses and Social Enterprises, Strategy II.3, Make Environmental Sustainability our Daily Reality and Objective II.3.1, Improve Water Quality, Reduce Water Consumption, and Increase Water Supplies, and Strategy III.3, Pursue Operational Effectiveness, Fiscal Responsibility, and Accountability. The recommended actions improve the environmental, economic and social well-being of our communities while maximizing and leveraging resources.

FISCAL IMPACT/FINANCING

The total cost of the as-needed consultant services shall not exceed an aggregate total of $100,000,000 for all 10 consulting firms over the 3-year period with two optional single 1-year extensions. The $100,000,000 includes an initial not-to-exceed amount of $8,000,000 per agreement with a contingency of $20,000,000 ($2,000,000 for each firm) for unforeseen additional services. It is expected that the initial 3-year term of the agreements will start during Fiscal Year 2022-23 and conclude in Fiscal Year 2024-25. The two single 1-year extension options, if exercised, would be operative through Fiscal Year 2025-26 and Fiscal Year 2026-27.

Total expenditures for these services will not exceed the amount approved by the Board. Sufficient funding for the services is available in various Public Works' funds (Services and Supplies) Fiscal Year 2022-23 Budgets, primarily from the Flood Control District Fund (B07), Road Fund (B03), Public Works General Fund (A01), Internal Service Fund (B04), and Waterworks Districts (N18, N32, N46, N49, N58, and N63). Funds to finance the remainder of the agreement term and optional years will be requested through the annual budget process.

FACTS AND PROVISIONS/LEGAL REQUIREMENTS

The firms will perform environmental services to support delivery of construction and maintenance projects by Public Works for the County and the Flood Control and Waterworks Districts. Public Works regularly requires the services of environmental firms to perform certain functions and studies associated with obtaining environmental evaluations and regulatory permitting. These consultant services agreements will provide Public Works with the needed resources and expertise.

A standard consultant services agreement, in the form previously approved by County Counsel, will be used. The consultant services agreements will contain terms and conditions in compliance with the Chief Executive Office and the Board's requirements. The consultant services agreements will contain terms and conditions in compliance with the Board's ordinances, policies, and programs. The agreement also

includes a provision requiring the consultant firms to track subcontractor's utilization of Local Small Business Enterprise (LSBE), Disabled Veterans Business Enterprise, and Social Enterprise Businesses (SEB).

The expiration of each of the consultant services agreements is subject to the following condition: When services for a given project have been authorized in writing by the County, but are not completed by the consultant prior to the stated expiration date, the expiration date will be automatically extended solely to allow for the completion of the services.

The enclosed spreadsheet reflects the consultants' minority participation. The consultants were selected upon final analysis and consideration without regard to race, creed, gender, or color. Community Business Enterprise participation data required certification forms and the 3-year contracted histories with the County are on file with Public Works for the ten consultants.

ENVIRONMENTAL DOCUMENTATION

The recommended actions are not a project pursuant to the California Environmental Quality Act (CEQA) because they are activities that are excluded from the definition of a project by Section 15378 (b) of the CEQA Guidelines. The proposed action, to award as-needed consultant services agreements for anticipated future projects and maintenance activities, is an administrative activity of government that will not result in direct or indirect changes to the environment. We will return to the Board as necessary for consideration of appropriate environmental documentation pursuant to CEQA prior to any commencement of any activities under the agreements that may constitute a project.

CONTRACTING PROCESS

On October 19, 2021, Public Works issued a Request for Proposals (RFPs) for the as-needed environmental services for Public Works and the Districts' projects and maintenance activities. The RFP was posted on the "Doing Business with Public Works" and "Public Works Contract Opportunities" websites, and advertised in the *Los Angeles Daily Journal, the Los Angeles Sentinel, and La Opinion*. Also, Public Works informed 2,069 LSBEs about this business opportunity. Public Works reached out to non-LSBE and SEB firms to inform them and their subcontractors of the benefits of being a certified LSBE and to encourage them to become an LSBE, if eligible.

The RFP solicited small-, medium-, or large-sized firms. Each firm was requested to certify its own size based on number of personnel for competition with other firms in the same size category. The RFP stated the County's objective to award contracts in a

not-to-exceed amount of $8,000,000 each to a total of ten firms as follows: three small-sized firms (with 25 or fewer personnel), three medium-sized firms (with 26 to 75 personnel), and four large-sized firms (with over 75 personnel). The RFP also stated that prior to award of the contract the County reserves the right, at its sole discretion, to increase or decrease the number of selected firms in any category or the total number of contracts; decrease the $8,000,000 not-to-exceed amount of any contract; and/or increase the $8,000,000 not-to-exceed amount of any contract by up to 25 percent.

On November 22, 2021, a total of 16 proposals were received. For the business-sized enterprise category, there were four proposals for the small sized, three proposals for the medium-sized, and nine proposals for the large-sized.

An evaluation committee composed of staff from Public Works evaluated the proposals based on criteria described in the RFP**,** including technical expertise, proposed work plan, experience, personnel qualifications, and understanding of the work requirements. The evaluations were completed without regard to race, creed, color, or gender, and in accordance with the informed averaging methodology. Based on the evaluation of the proposals, the following firms were selected: small-sized category – Catalyst Environmental Solutions Corporation, UltraSystems Environmental, Inc., and Watearth, Inc.; medium-sized category – Aspen Environmental Group, Chambers Group, Inc., and Sapphos Environmental, Inc.; and large sized category – AECOM Technical Services, Inc., ECORP Consulting, Inc., ICF Jones & Stokes, Inc., and Psomas. The selected firms represent the best qualified firms from each size category to provide the required services. Public Works has determined that the firms' proposed rates for performing the services are reasonable.

Public Works has evaluated and determined that the Los Angeles County Code, Chapter 2.201 (Living Wage Program) does not apply to the recommended agreements. These consultant services agreements are exempt from the requirements of Proposition A because the services are required on a part-time and intermittent basis.

The consultant services agreements include a cost-of-living adjustment provision in accordance with the Board policy, which was approved on January 29, 2002.

IMPACT ON CURRENT SERVICES (OR PROJECTS)

There will be no impact on current County services or projects as a result of authorizing the recommended consultant services agreements. These agreements will provide necessary as-needed environmental services in an efficient manner by enhancing the delivery of Public Works' and the Districts' projects.

CONCLUSION

Please return an adopted copy of this letter to Public Works, Stormwater Engineering Division.

Respectfully submitted,

MARK PESTRELLA, PE
Director of Public Works

MP:AA:KZ
P:\wrd\DIVISION SUPPORT\BOARD LETTERS\As-Needed Env BL\As-Needed Env Contracts Board Letter.doc

Enc.

c: Chief Executive Office (Chia-Ann Yen)
County Counsel (Mark Yanai)
Executive Office

PROPOSERS' UTILIZATION PARTICIPATION AND COMMUNITY BUSINESS ENTERPRISE PROGRAM INFORMATION FOR ON-CALL ENVIRONMENTAL SERVICES FOR WATER RESOURCES CORE SERVICE AREA

SELECTED FIRMS

	Small-Sized Business Category Proposer Name	**Local SBE**	**SBE**	**Minority**	**Women**	**Disadvantaged**	**DisabledVet**	**LGBTQQ**
1	Catalyst Environmental Solutions Corporation	**X**	N/A	N/A	N/A	N/A	N/A	N/A
2	Ultrasystems Environmental, Inc.	N/A	N/A	N/A	**X**	**X**	N/A	N/A
3	Watearth, Inc.	**X**	N/A	N/A	**X**	**X**	N/A	**X**
	Medium-Sized Business Category Proposer Name							
1	Aspen Environmental Group	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2	Chambers Group, Inc.	N/A	N/A	**X**	**X**	N/A	N/A	N/A
3	Sapphos Environmental, Inc.	**X**	N/A	**X**	**X**	**X**	N/A	N/A
	Large-Sized Business Category Proposer Name							
1	AECOM Technical Services, Inc.	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2	ECORP Consulting, Inc.	N/A	N/A	N/A	N/A	N/A	N/A	N/A
3	ICF Jones & Stokes, Inc.	N/A	N/A	N/A	N/A	N/A	N/A	N/A
4	PSOMAS	N/A	N/A	N/A	N/A	N/A	N/A	N/A

NON-SELECTED FIRMS

	Small-Sized Business Category Proposer Name	**Local SBE**	**SBE**	**Minority**	**Women**	**Disadvantaged**	**DisabledVet**	**LGBTQQ**
1	Ruth Villalobos & Associates, Inc.	N/A	N/A	N/A	**X**	**X**	N/A	N/A
	Medium-Sized Business Category Proposer Name							
	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Large-Sized Business Category Proposer Name							
1	Cardno, Inc.	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2	Dudek	N/A	N/A	N/A	N/A	N/A	N/A	N/A
3	Environmental Science Associates	N/A	N/A	N/A	N/A	N/A	N/A	N/A
4	Michael Baker International, Inc.	N/A	N/A	N/A	N/A	N/A	N/A	N/A
5	Stillwater Ecosystem Watershed & Riverine Sciences	N/A	N/A	N/A	**X**	N/A	N/A	N/A

*Information provided by proposers in response to the Request for Proposal. On final analysis and consideration of award, vendors were selected without regard to race, creed, gender, or color.

PROPOSERS' UTILIZATION PARTICIPATION AND COMMUNITY BUSINESS ENTERPRISE PROGRAM INFORMATION FOR ON-CALL ENVIRONMENTAL SERVICES FOR WATER RESOURCES CORE SERVICE AREA

FIRM INFORMATION*	Catalyst Environmental Solutions Corporation (Small)	Ultrasystems Environmental, Inc. (Small)	Watearth, Inc. (Small)	Aspen Environmental Group (Medium)	Chambers Group, Inc. (Medium)	Sapphos Environmental, Inc. (Medium)	AECOM Technical Services (Large)	ECORP Consulting (Large)	ICF Jones & Stokes (Large)	PSOMAS (Large)
BUSINESS STRUCTURE	Corporation	Corporation	Corporation	Corporation	Corporation	Corporation	Corporation	Corporation	Corporation	Corporation
CULTURAL/ETHNIC COMPOSITION	**NUMBER**				**NUMBER**					
OWNERS/PARTNER Black/African American										1
Hispanic/Latino				1		1		3		10
Asian or Pacific Islander										4
American Indian										1
Filipino										1
White	5	1	1	8				34		90
Female (included above)	1	1	1	5		1		14		26
	NUMBER				**NUMBER**				**NUMBER**	
MANAGER Black/African American				1			114			1
Hispanic/Latino					2	3	174		3	7
Asian or Pacific Islander			1	1	3		251	1	2	10
American Indian							3			
Filipino									5	1
White	2	1	4	14	8	5	2639	3	94	51
Female (included above)	1		4	7	9	5	741	1	51	30
STAFF Black/African American						2	963		2	10
Hispanic/Latino		2	2	4	11	8	1160	14	25	93
Asian or Pacific Islander	1	3	1	4	3	1	1602	3	28	48
American Indian				1			54	1	2	5
Filipino		1			3	1			36	17
White	9	17	12	35	24	17	10304		421	267
Female (included above)	6	11	9	24	19	19	4670	81	263	141
Total No. of Employees	17	25	21	69	54	40	17,264	140	608	617
COUNTY CERTIFICATION										
CBE	N	N	N	N	N	N	N	N	N	N
LSBE	Y	N	N	N	Y	N	N	N	N	N
OTHER CERTIFYING AGENCY										

*Information provided by proposers in response to the Request for Proposal. On final analysis and consideration of award, vendors were selected without regard to race, creed, gender, or color.

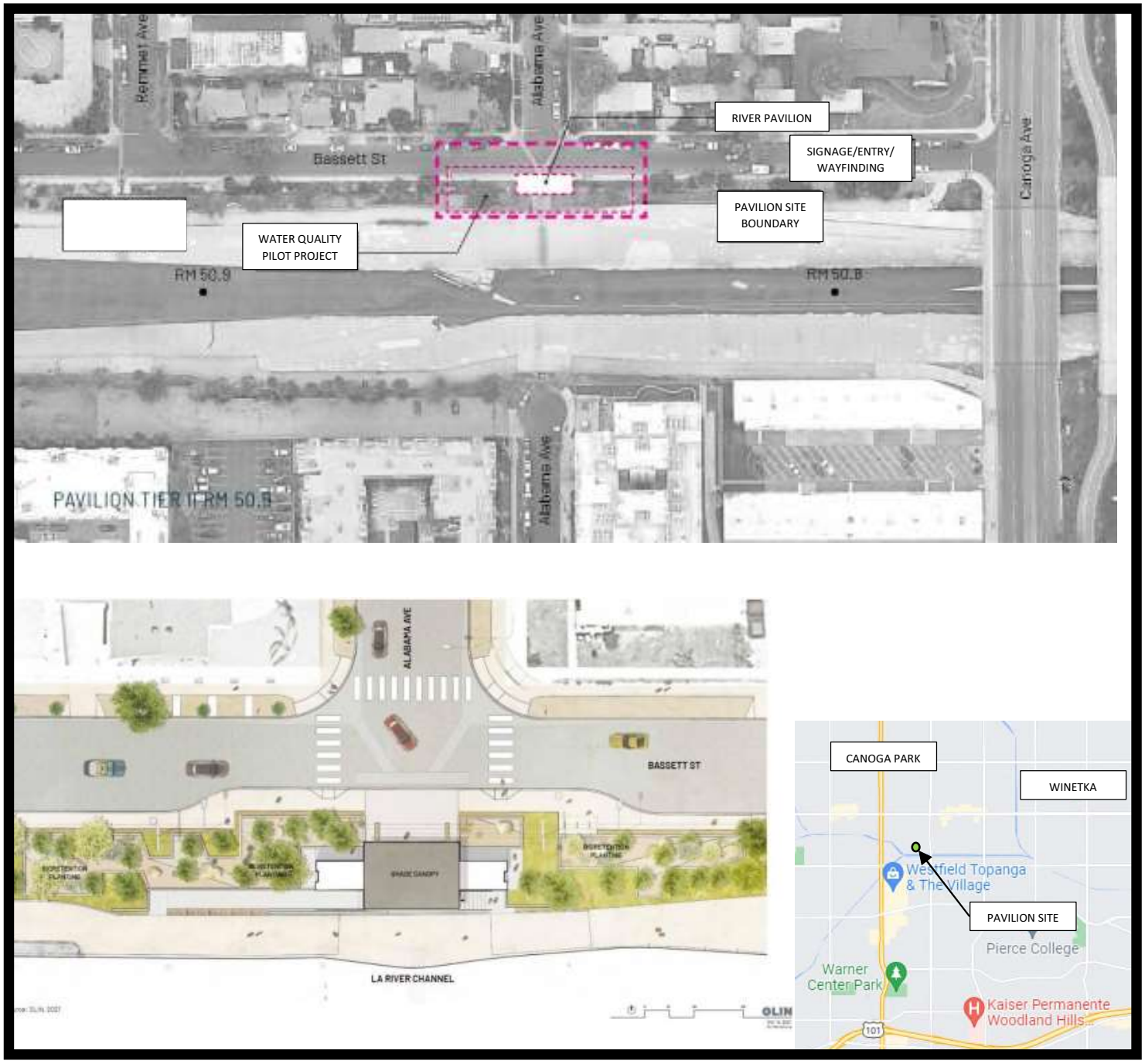
CLUSTER FACT SHEET

☒ Board Letter ☐ Board Memo ☐ Other

CLUSTER AGENDA REVIEW DATE	9/21/2022
BOARD MEETING DATE	10/4/2022
SUPERVISORIAL DISTRICT AFFECTED	☐ All ☐ 1st ☐ 2nd ☒ 3rd ☐ 4th ☐ 5th
DEPARTMENT(S)	Public Works
SUBJECT	Delegate Authority to Adopt, Advertise, and Award the Los Angeles River Headwaters Pavilion Project
PROGRAM	Flood Control District Fund
AUTHORIZES DELEGATED AUTHORITY TO DEPT	☒ Yes ☐ No
SOLE SOURCE CONTRACT	☒ Yes ☐ No
	If Yes, please explain why: To obtain a necessary item that is only available from one source.
DEADLINES/ TIME CONSTRAINTS	Per commitments to Supervisorial District 3, the project must be considered for Board approval before December 5, 2022.
COST & FUNDING	Total cost: $,8,000,000 | Funding source: Flood Control District Fund
	TERMS (if applicable): N/A
	Explanation: Up to $ 8,000,000 is the estimated construction contract cost not-to-exceed amount. The total project cost is $14,000,000 with County Services.
PURPOSE OF REQUEST	To obtain Board approval to procure a construction contract for the Los Angeles River Headwaters Pavilion Project in the City of Los Angeles.
BACKGROUND (include internal/external issues that may exist including any related motions)	This is the first project stemming from the updated Los Angeles River Master Plan, which was adopted by the Board on June 14, 2022. The project will include construction of a Tier II Pavilion near the Los Angeles River Headwaters in the City of Los Angeles, Canoga Park area. The project will also include a gateway, seating, educational signage, drinking fountains, restrooms, trash receptacles, and water quality improvements.
EQUITY INDEX OR LENS WAS UTILIZED	☒ Yes ☐ No If yes, please explain how: The project enhances open space and provides access to the existing Los Angeles River Trail for the Canoga Park area community. According to the State's Disadvantaged Communities Mapping Tool, the project area is located within communities that include disadvantaged populations.
SUPPORTS ONE OF THE NINE BOARD PRIORITIES	☒ Yes ☐ No If Yes, please state which one(s) and explain how: The Los Angeles River Headwaters Pavilion Project is in line with Board Priority #7: Sustainability, by providing an aspirational strategic vision for making Los Angeles County healthier, more livable, economically stronger, more equitable, and more resilient sustainable region.
DEPARTMENTAL CONTACTS	Name, Title, Phone # & Email: Keith Lilley, Deputy Director, (626) 458-4012, cell (626) 320-9841, klilley@pw.lacounty.gov

ENCLOSURE A
October 4, 2022

LOS ANGELES RIVER HEADWATERS AREA PAVILION PROJECT
PROJECT ID NO. FCC0001384



21500 Bassett Street, Los Angeles, CA 91303

COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

"To Enrich Lives Through Effective and Caring Service"

MARK PESTRELLA, Director

900 SOUTH FREMONT AVENUE
ALHAMBRA, CALIFORNIA 91803-1331
Telephone: (626) 458-5100
http://dpw.lacounty.gov

ADDRESS ALL CORRESPONDENCE TO:
P.O. BOX 1460
ALHAMBRA, CALIFORNIA 91802-1460

October 4, 2022

The Honorable Board of Supervisors
County of Los Angeles
383 Kenneth Hahn Hall of Administration
500 West Temple Street
Los Angeles, California 90012

Dear Supervisors:

CONSTRUCTION CONTRACT
WATER RESOURCES CORE SERVICE AREA
DELEGATED AUTHORITY TO ADOPT, ADVERTISE, AND AWARD
LOS ANGELES RIVER HEADWATERS PAVILION PROJECT
PROJECT ID NO. FCC0001384
IN THE CITY OF LOS ANGELES
(SUPERVISORIAL DISTRICT 3)
(3 VOTES)

SUBJECT

Public Works is seeking Board approval of the recommended actions that will approve the proposed Los Angeles River Headwaters Pavilion Project, delegate authority to adopt the plans and specifications, and procure and execute a construction contract for the proposed project located in the City of Los Angeles.

IT IS RECOMMENDED THAT THE BOARD:

1. Find that the Los Angeles River Headwaters Pavilion Project is within the scope of the previously certified Final Program Environmental Impact Report for the Los Angeles River Master Plan under the California Environmental Quality Act for the reasons stated in this Board letter and in the record of the project; find, pursuant to Section 15162 of the State California Environmental Quality Act Guidelines, that no subsequent Environmental Impact Report nor further environmental documents are required and that the Board's previously adopted

Findings, Statement of Overriding Consideration, and Mitigation Monitoring and Reporting Program continue to apply, as applicable, to the proposed project.

2. Approve the Los Angeles River Headwaters Pavilion Project and delegate to the Director of Public Works or his designee the authority to adopt the plans and specifications and advertise for bids at an estimated construction contract cost between $5,250,000 and $8,000,000 for the Los Angeles River Headwaters Pavilion Project.

3. Delegate authority to the Director of Public Works or his designee, to instruct the Executive Officer of the Board of Supervisors to advertise for bids in accordance with the Instruction Sheet for Publishing Legal Advertisement in accordance with the Notice Inviting Bids, when ready to advertise this project.

4. Find pursuant to State Public Contract Code, Section 3400, that it is necessary to specify the designated items, identified in this Board letter, by specific brand name in order to match other products in use on a particular public improvement either completed or in the course of completion and to obtain a necessary item that is only available from one source for Los Angeles River Headwaters Pavilion Project.

5. Delegate authority to the Director of Public Works or his designee to determine whether the bid of the apparent responsible contractor with the lowest apparent responsive bid is, in fact, responsive and, if not responsive, to determine which apparent responsible contractor submitted the lowest responsive bid.

6. Delegate authority to the Director of Public Works or his designee to award and execute a construction contract with the responsible contractor with the lowest responsive bid within or less than the estimated cost range of $5,250,000 and $8,000,000 or exceeds the estimated cost range by no more than 15 percent, if additional and appropriate funds have been identified.

7. Delegate to the Director of Public Works or his designee the following authority in connection with this contract: (1) extend the date and time for the receipt of bids consistent with the requirements of State Public Contract Code, Section 4104.5; (2) allow substitution of subcontractors and relief of bidders upon demonstration of the grounds set forth in State Public Contract Code, Sections 4100 et seq. and 5100 et seq., respectively; (3) approve and execute change orders within the same monetary limits delegated to the Director of Public Works or his designee under Section 2.18.050 of the Los Angeles County Code; (4) accept the project upon its

final completion; and (5) release retention money withheld consistent with the requirements of State Public Contract Code, Sections 7107 and 9203.

8. Approve an agreement with the Los Angeles County Flood Control District and the County authorizing the use of property owned by the District for the Los Angeles River Headwaters Pavilion Project.

PURPOSE/JUSTIFICATION OF RECOMMENDED ACTION

Approval of the recommended actions will find that the County's Los Angeles River Headwaters Pavilion Project is within the scope of the previously certified Final Program Environmental Impact Report (PEIR) for the Los Angeles River Master Plan under the California Environmental Quality Act (CEQA); find, pursuant to Section 15162 of the State CEQA Guidelines, that no subsequent Environmental Impact Report (EIR) nor further environmental documents are required and that the Board's previously adopted Findings, Statement of Overriding Consideration, and Mitigation Monitoring and Reporting Program (MMRP) continue to apply, as applicable to the proposed project, approve the project, and allow Public Works to improve street-level access to the Los Angeles River Headwaters Pavilion at Alabama Avenue and Basset Street, as well as construct a shade structure and sitting area, restrooms, and other pertinent items, such as bike racks, water fountains, a ramp or sloped walkway down to the Los Angeles River Trail, and limited water quality improvements (see Enclosure A).

The Los Angeles River Headwaters Pavilion includes signage and wayfinding based on the Los Angeles River Master Plan Design Guidelines, including up to two interpretive signs; code-required signage for the Pavilion; and informational, regulation, and wayfinding signs. Nature-based solutions would be incorporated through native plantings and irrigation for approximately one acre of total site area around the Pavilion.

Delegating to the Director of Public Works the authority to adopt the plans and specifications for this project will allow Public Works to deliver this project in an expedited manner as advertising documents are finalized.

It is anticipated that plans and specifications will be completed by December 2022 and that work will start in March 2023 and be completed in December 2023.

A portion of the project is proposed to be located on property owned by the Los Angeles County Flood Control District. In order for the County to use the District's property for the project, the County would need to enter into a recreational use agreement with the District for this purpose.

Implementation of Strategic Plan Goals

These recommendations support the County Strategic Plan: Strategy II.2, Support the Wellness of our Communities, Objective II.2.2, Expand Access to Recreational and Cultural Opportunities, and Objective II.2.4, Promote Active and Healthy Lifestyles.

FISCAL IMPACT/FINANCING

There will be no impact to the County General Fund.

The estimated construction contract cost to complete this project is in the range of $5,250,000 to $8,000,000. The total project cost is estimated to be $14,000,000. In addition to the construction contract cost, the total project cost includes the preparation of plans and specifications, construction engineering, inspection, contract administration, change order contingency, environmental compliance, and other County services.

Funding for this project is included in the Flood Control District Fund (B07) Fiscal Year 2022-23 Budget. Funding for future years will be requested through the annual budget process.

FACTS AND PROVISIONS/LEGAL REQUIREMENTS

This project will be advertised in accordance with Section 20125 of the State Public Contract Code.

State Public Contract Code Section 3400 allows a product to be designated by specific brand name for several purposes, one of which is to obtain a necessary item that is only available from one source, if the awarding authority makes a finding and includes language to that effect in the Notice Inviting Bids. The Notice Inviting Bids will include language describing an architectural mesh panel design to be incorporated in the artwork for the project, which uses a proprietary process of computerized numerical control to weld wires of stainless steel into panels. No other inventor or provider of this technology is known.

A list of specific brand names and qualified purposes in accordance with the State Public Contract Code is provided (see Enclosure B).

The contract award will comply with applicable Federal and State requirements and Board policies and mandates. The contract documents will require the contractor to comply with

these same requirements, policies, and mandates. The construction contract will be in the form previously reviewed and approved by County Counsel.

As required by Board Policy No. 5.140, information such as defaulted contracts with the County, complaints filed with the Contractors State License Board, labor violations, and debarment actions will be considered before a contract is awarded.

Public Contract Code Section 20124 allows the Board of Supervisors of the County of Los Angeles to delegate approval of plans and specifications to the Director of Public Works on a project-by-project basis.

Documents related to award of this contract will be available at Los Angeles County Public Works, Project Management Division III, 900 South Fremont Avenue, 8th Floor, Alhambra, CA 91803.

The District will be contributing funds towards the construction of the project, as the project enhances recreational opportunities related to the District's adjacent Los Angeles River Channel. The County will be responsible for all operation and maintenance costs for the project.

The agreement between the County and District will be consistent with the District's standard template agreement for recreational uses of District property.

ENVIRONMENTAL DOCUMENTATION

On June 14, 2022, the Board certified the Final PEIR (State Clearinghouse No. 2020070128) for the Los Angeles River Master Plan pursuant to CEQA and adopted Findings and a Statement of Overriding Consideration for the Master Plan Project. A Notice of Determination was filed with the Registrar-Recorder/County Clerk on June 14, 2022.

Pursuant to the environmental evaluation completed by Public Works, the Los Angeles River Headwaters Pavilion Project is within the scope of the previously certified Final PEIR. The proposed Los Angeles River Headwaters Pavilion Project is within the assumptions for environmental impacts from construction and operation of the Master Plan project analyzed in the certified Final PEIR. The County has determined that none of the conditions in the State CEQA Guidelines, including Section 15162, would require preparation of a subsequent EIR or further environmental documentation under CEQA. Pursuant to Section 15168 (c) of the State CEQA Guidelines, the proposed project was examined in light of the certified Final PEIR, and it was determined that no

further environmental document must be prepared as described by the following: (1) all effects of the proposed project were previously examined in the certified Final PEIR and the proposed project analysis tiers from the certified Final PEIR; (2) the project is located in Canoga Park, which is within the geographic area analyzed for the certified Final PEIR, and the project components are as described in the certified Final PEIR; (3) the MMRP adopted with the certified Final PEIR would continue to apply and is incorporated to the proposed project, as applicable, and ensures that no new or substantially more severe impacts would occur than analyzed in the certified Final PEIR; (4) the environmental evaluation contains a checklist to document the evaluation of the site and the proposed project to determine whether the environmental effects of the operation were within the scope of the certified Final PEIR; and (5) the certified Final PEIR adequately describes planned activities included in the project.

Upon the Board's approval of the project, the County will file a Notice of Determination with the Registrar-Recorder/County Clerk in accordance with Section 21152 of the California Public Resources Code and will post the Notice to its website in accordance with Section 21092.2. The required fee to the California Department of Fish and Wildlife was paid for the previously certified EIR.

The certified Final PEIR, Findings, Statement of Overriding Consideration, and MMRP are publicly available online and can be viewed at: https://pw.lacounty.gov/swq/peir/. The location and custodian of the documents upon which the Board's decision is based in this matter can be viewed online at https://pw.lacounty.gov/swp/HeadwatersAreaProject/ or in person at Public Works, Project Management Division III, 900 South Fremont Avenue, 8th Floor, Alhambra, CA 91803.

CONTRACTING PROCESS

In accordance with the Board's consolidated Local and Targeted Worker Hire Policy, the contract documents will require that at least 30 percent of the total California craft worker hours for construction of the project be performed by Local Residents and at least 10 percent be performed by Targeted Workers facing employment barriers.

To increase contractor awareness of Public Works' program to contract work out to the private sector, this project will be listed on both the County's "Doing Business with the County" and "Do Business with Public Works" websites for open bids:

http://www.lacounty.gov/business/doing-business-with-la-county

http://pw.lacounty.gov/general/contracts/opportunities

Also, the contract solicitation will be advertised through web-based and social media platforms, including Twitter.

In addition, in order to increase opportunities for small businesses, Public Works will be coordinating with the Office of Small Business at the Department of Consumer and Business Affairs to maximize outreach, as well as offering preferences to Local Small Business Enterprises, Social Enterprises, and Disabled Veteran Business Enterprises in compliance with Los Angeles County Code; Chapters 2.204, 2.205, and 2.211.

IMPACT ON CURRENT SERVICES (OR PROJECTS)

When the project is completed, it will have a positive impact by creating a gateway to the Los Angeles River trail, providing amenities for public use, implementing water quality improvements, and celebrating local culture and history through architectural elements.

CONCLUSION

Please return an adopted copy of this letter to Public Works, Project Management Division III.

Respectfully submitted,

MARK PESTRELLA, PE
Director of Public Works

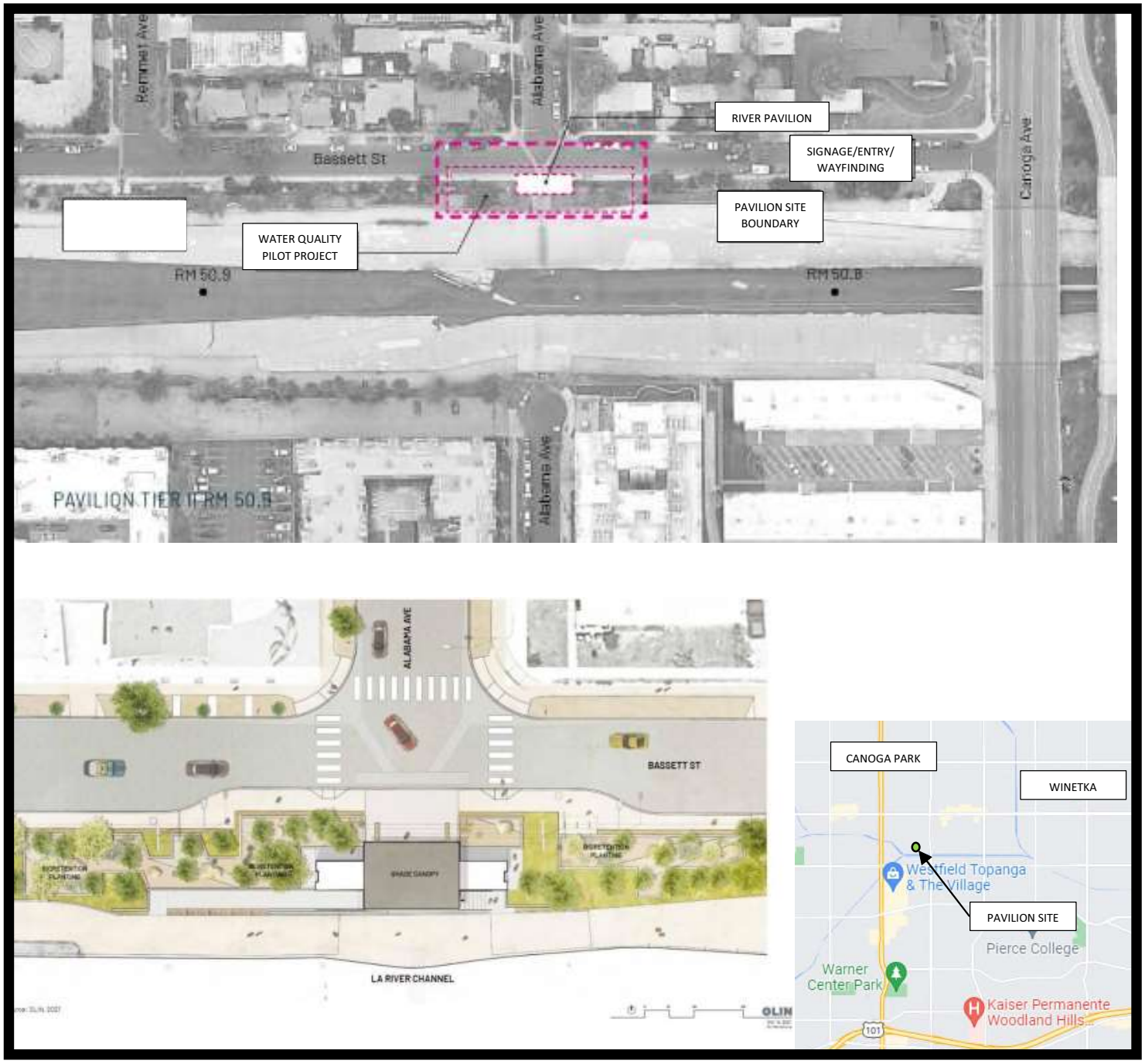
Enclosures

MP:RLG:ja

c: Chief Executive Office (Chia-Ann Yen)
County Counsel
Executive Office
Internal Services Department (Countywide Contract Compliance)

ENCLOSURE A
October 4, 2022

LOS ANGELES RIVER HEADWATERS AREA PAVILION PROJECT
PROJECT ID NO. FCC0001384



21500 Bassett Street, Los Angeles, CA 91303

ENCLOSURE B
October 4, 2022

CONSTRUCTION CONTRACT
WATER RESOURCES CORE SERVICE AREA
DELEGATED AUTHORITY TO ADOPT, ADVERTISE, AND AWARD
LOS ANGELES RIVER HEADWATERS PAVILION PROJECT
PROJECT ID NO. FCC0001384
IN THE CITY OF LOS ANGELES

LIST OF SPECIFIC BRAND NAMES IN ACCORDANCE WITH STATE PUBLIC CONTRACT CODE SECTION 3400

	Item/Category	Manufacturer	Model	Purpose
1	Pavilion Main Façade Mesh Panels	Tomas Osinski	N/A	(Purpose Item No. 3) In order to obtain a necessary item that is only available from one source.

BOARD LETTER/MEMO
CLUSTER FACT SHEET

☒ Board Letter ☐ Board Memo ☐ Other

CLUSTER AGENDA REVIEW DATE	9/21/2022
BOARD MEETING DATE	10/4/2022
SUPERVISORIAL DISTRICT AFFECTED	☐ All ☐ 1st ☒ 2nd ☐ 3rd ☐ 4th ☐ 5th
DEPARTMENT(S)	Public Works
SUBJECT	Interim Service Agreement Amendment between Liberty Utilities (Park Water) Corporation and the County of Los Angeles for water sale to the Sativa Water System.
PROGRAM	
AUTHORIZES DELEGATED AUTHORITY TO DEPT	☒ Yes ☐ No
SOLE SOURCE CONTRACT	☐ Yes ☒ No
	If Yes, please explain why:
DEADLINES/ TIME CONSTRAINTS	N/A
COST & FUNDING	Total cost: $3,000 per acre-foot | Funding source: Sativa Water System Fund (CN3 – Services and Supplies)
	TERMS (if applicable):
	Explanation:
PURPOSE OF REQUEST	To request delegated authority to the Director of Public Works to execute an amendment to the Interim Service Agreement between Liberty Utilities (Park Water) Corporation (Liberty) and the County of Los Angeles, changing Liberty's purchase price of water from $1,800 to $3,000 per acre-foot.
BACKGROUND (include internal/external issues that may exist including any related motions)	This would allow the County of Los Angeles to continue to purchase water from Liberty to supply customers of the Sativa Water System (Sativa). The renegotiated price of $3,000 per acre-foot will allow Liberty to continue selling water to Sativa while ensuring financial accountability to Liberty customers and meeting regulatory requirements from the California Public Utilities Commission (CPUC). While Sativa's resiliency has improved under the County's operation, the interconnection with Liberty continues to be necessary until improvements to Well No. 5 can be completed to remove naturally occurring manganese from said well. Due to the continuing need for Liberty's interconnection, on May 24, 2022, Liberty requested a second revision to the current price of $1,800 to $3,000 per acre-foot, which is a price closer to Liberty's commercial rate for an 8-inch service connection. This price has been mutually agreed on by both parties based on Liberty's assertion that it is needed for compliance with CPUC's pricing requirements.
EQUITY INDEX OR LENS WAS UTILIZED	☒ Yes ☐ No If Yes, please explain how: The agreement will improve water supply resiliency in a community ranked in the LA County Healthy Places Index 25th Percentile (includes 60 health indicators, including demographics, social and economic characteristics, health conditions, and health behaviors).
SUPPORTS ONE OF THE NINE BOARD PRIORITIES	☒ Yes ☐ No If Yes, please state which one(s) and explain how: Board Priority #7 Sustainability. The ability to purchase water through the agreement with Liberty will provide residents with a reliable source of drinking water until upgrades to Well No. 5 can be completed, thereby making the County more resilient.
DEPARTMENTAL CONTACTS	Name, Title, Phone # & Email: Keith Lilley, Deputy Director, (626) 458-4012, cell (626) 320-9841, klilley@pw.lacounty.gov.

October 4, 2022

The Honorable Board of Supervisors
County of Los Angeles
383 Kenneth Hahn Hall of Administration
500 West Temple Street
Los Angeles, CA 90012

Dear Supervisors:

WATER RESOURCES CORE SERVICE AREA
INTERIM SERVICE AGREEMENT AMENDMENT
BETWEEN LIBERTY UTILITIES (PARK WATER) CORPORATION AND THE COUNTY OF LOS ANGELES FOR WATER SALE TO THE SATIVA WATER SYSTEM
(SUPERVISORIAL DISTRICT 2)
(3 VOTES)

SUBJECT

Public Works is seeking Board approval to authorize the Director of Public Works to execute an amendment to the current Interim Service Agreement between Liberty Utilities (Park Water) Corporation and the County of Los Angeles, changing the purchase price of Liberty Utilities (Park Water) Corporation's water from $1,800 to $3,000 per acre-foot.

IT IS RECOMMENDED THAT THE BOARD ACTING AS THE INTERIM ADMINISTRATOR AND SUCCESSOR AGENCY OF THE SATIVA WATER SYSTEM:

1. Find that the proposed action is not a project in accordance with the California Environmental Quality Act for the reasons stated in this Board letter.

2. Delegate authority to the Director of Public Works or his designee to execute an amendment to the Interim Service Agreement between Liberty Utilities (Park Water) Corporation and the County of Los Angeles, changing the purchase price of Liberty Utilities (Park Water) Corporation's water from $1,800 to $3,000 per acre-foot.

PURPOSE/JUSTIFICATION OF RECOMMENDED ACTION

These actions would find that the recommended actions are not a project and are exempt under the California Environmental Quality Act (CEQA) and allow the County of Los Angeles to continue to purchase water from Liberty Utilities (Park Water) Corporation (Liberty) to supply the customers of Sativa Water System (Sativa). The renegotiated price

of $3,000 per acre-foot will allow Liberty to continue selling water to Sativa while ensuring financial accountability to Liberty customers and meeting regulatory requirements from the California Public Utilities Commission (CPUC).

While Sativa's water system resiliency has improved under the County's operation, the interconnection with Liberty continues to be necessary until improvements to Well No. 5 can be completed to remove naturally occurring manganese from the well. Due to this continuing need for Liberty's interconnection, on May 24, 2022, Liberty requested a second revision to the current price of $1,800 per acre-foot to $3,000 per acre-foot, which is a price closer to Liberty's commercial rate for an 8-inch service connection. This price has been mutually agreed on by both parties based on Liberty's assertion that it is needed for compliance with CPUC's pricing requirements.

Implementation of Strategic Plan Goals

These recommendations support the County Strategic Plan: Strategy III.3, Pursue Operational Effectiveness, Fiscal Responsibility, and Accountability. The recommended action will ensure a reliable and affordable water supply source for Sativa customers.

FISCAL IMPACT/FINANCING

Water purchases as well as other Sativa operating costs will continue to be funded by Sativa's water sales revenue and operating transfers from the County General Fund until Sativa is sold to Suburban Water Systems (Suburban) via the Asset Purchase Agreement that was entered into as of April 20, 2021. On April 7, 2022, CPUC approved the sale of Sativa to Suburban, subject to the issuance of a new operating permit from the State Division of Drinking Water (DDW) to Suburban. Public Works anticipates Suburban will receive the required DDW permit by the end of 2022. The sale and transfer of Sativa will then be completed, with the exception of Well No. 5, which will not be transferred to Suburban until construction of the manganese treatment improvement work on that well is finished. Sufficient funding for water purchases from Liberty is included in the Sativa Water System Fund (CN3 – Services and Supplies) Fiscal Year 2022-23 Budget. Funding for subsequent years will be requested through the annual budget process.

FACTS AND PROVISIONS/LEGAL REQUIREMENTS

On February 13, 2019, the Local Agency Formation Commission (LAFCO) for the County of Los Angeles adopted Resolution No. 2019-02RMD (LAFCO Resolution), which among other things (1) dissolved Sativa and (2) appointed the County as the "successor agency" for Sativa, succeeding to all of the rights, duties, and obligations of Sativa with respect to

enforcement, performance, or payment of outstanding bonds or other contracts and obligations of Sativa and winding up the affairs of Sativa pursuant to Government Code Sections 56886(m) and 57451(c) and subject to Health and Safety Code Section 116687, including the power to exchange, sell, or otherwise dispose of all property, real and personal, of Sativa.

The enclosed amendment to the Interim Service Agreement has been approved as to form by County Counsel.

ENVIRONMENTAL DOCUMENTATION

Approval of the recommended actions does not constitute a project pursuant to Public Resources Code Sections 21065 and 15378(b) and are excluded from the definition of a project and are exempt pursuant to Section 15061(b)(3) of the CEQA Guidelines. The actions are organizational or administrative activities of government. Upon the Board's approval of the recommended actions, Public Works will file a Notice of Exemption with the Los Angeles County Registrar-Recorder/County Clerk in accordance with Section 21152 of the California Public Resources Code.

IMPACT ON CURRENT SERVICES (OR PROJECTS)

There will be no impact on current County services or projects as a result of this action.

CONCLUSION

Please return an adopted copy of this letter to Public Works, Waterworks Division.

Respectfully submitted,

MARK PESTRELLA, PE
Director of Public Works

MP:RB:sb

Enclosure

c: Chief Executive Office (Chia-Ann Yen)
County Counsel (Warren Wellen, Michael Simon)
Executive Office

LIBERTY UTILITIES (PARK WATER) CORP. – SATIVA LOS ANGELES COUNTY WATER DISTRICT

INTERIM SERVICE AGREEMENT

AMENDMENT NO. THREE

This Interim Service Agreement Amendment ("Amendment") is made and entered into by and between Liberty Utilities (Park Water) Corp., a California corporation ("Liberty Park Water") and Sativa Los Angeles County Water District, a special district ("Sativa") (each a "Party" and, collectively, the "Parties"). The County of Los Angeles, by and through its Department of Public Works, is the interim administrator for Sativa.

RECITALS

WHEREAS the Parties have entered into a Liberty Utilities (Park Water) Corp. - Sativa Los Angeles County Water District Interim Service Agreement ("Agreement") on January 29, 2019, for the sale and delivery of water by Liberty Park Water to Sativa for use in Sativa's water system;

WHEREAS Section 15 of the Agreement provides that the Agreement may be modified by mutual consent in writing;

WHEREAS the Parties wish to revise certain obligations set forth in the Agreement;

NOW, THEREFORE, for and in consideration of the mutual promises, covenants, and conditions herein contained, the Parties hereto agree as follows:

AMENDMENT

1. Paragraph 6 is amended to read:

6.1. Water furnished through the Service shall be measured by a water meter that Liberty Park Water will read monthly. Liberty Park Water will bill Sativa, and Sativa agrees to pay Liberty Park Water, **$3,000 per acre foot** of water measured by the water meter. The revised rate will be effective **October 4, 2022**. Liberty Park Water will total the water consumption for the meter in preparing its monthly billing to Sativa, and Sativa shall pay Liberty Park Water monthly for the metered usage during the term of this Agreement. The Parties do not assert, and Sativa expressly denies, that the California Public Utilities Commission has any jurisdiction over Sativa, including, but not limited to, water rate settings.

6.2. Liberty Park Water will provide Sativa an invoice no later than five (5) working days after the close of the month. Sativa will pay the invoice in full within fifteen (15) days of receipt.

The payment of the invoice will be considered late if the payment is not received within thirty (30) days. Late payments will be subject to a 10% late fee.

2. All other paragraphs in the Agreement remain in full force and effect.

IN WITNESS WHEREOF, the Parties hereto have caused this Amendment to be executed on the date hereinafter respectively set forth.

LIBERTY UTILITIES (PARK WATER) CORP.		**SATIVA LOS ANGELES COUNTY WATER DISTRICT**	
By:	_____	By:	_____
Name:	**Edward Jackson**	Name:	_____
Title:	**President, California**	Title:	_____
Date:	_____	Date:	_____

APPROVED AS TO FORM:

DAWYN R. HARRISON
Acting County Counsel

By _____
Michael S. Simon
Senior Deputy County Counsel

BOARD LETTER/MEMO
CLUSTER FACT SHEET

☒ Board Letter ☐ Board Memo ☐ Other

CLUSTER AGENDA REVIEW DATE	9/21/2022
BOARD MEETING DATE	10/4/2022
SUPERVISORIAL DISTRICT AFFECTED	☒ All ☐ 1st ☐ 2nd ☐ 3rd ☐ 4th ☐ 5th
DEPARTMENT(S)	Public Works
SUBJECT	Board approval to authorize the Department of Public Works to execute 20 consultant services agreements
PROGRAM	Safe, Clean Water
AUTHORIZES DELEGATED AUTHORITY TO DEPT	☒ Yes ☐ No
SOLE SOURCE CONTRACT	☐ Yes ☒ No
	If Yes, please explain why:
DEADLINES/ TIME CONSTRAINTS	
COST & FUNDING	Total cost: $125,000,000 / Funding source: Various Public Works funds/annual budget process
	TERMS (if applicable):
	Explanation:
PURPOSE OF REQUEST	Public Works is seeking Board approval to authorize Los Angeles County Public Works to execute 21 consultant services agreement.
BACKGROUND (include internal/external issues that may exist including any related motions)	Public Works is seeking Board approval to authorize Los Angeles County Public Works to execute 21 consultant services agreements. The agreements are for on-call consultant services to assist with the implementation of and to provide other support for the Safe, Clean Water Program. The purpose of the recommended actions is to retain 21 consultants to provide Los Angeles County Public Works and the Los Angeles County Flood Control District with as-needed consultant services in the areas of water resources, flood hazard mitigation, and related engineering and telemetry systems, to assist Public Works with the implementation of and provide other support related to the Safe, Clean Water Program.
EQUITY INDEX OR LENS WAS UTILIZED	☐ Yes ☒ No If Yes, please explain how:
SUPPORTS ONE OF THE NINE BOARD PRIORITIES	☒ Yes ☐ No If Yes, please state which one(s) and explain how: Adoption of the Safe, Clean Water On-Call Board letter supports Board Priorities #5 (Environmental Health Oversight and Monitoring and #7 (Sustainability). These agreements will help advance the SCW Program, which provides a dedicated funding source to improve water quality, increase water supply, and provide community investments as well as prioritize Nature-Based Solutions and Disadvantaged Community Benefits.

	The implementation of the program will help capture and clean urban and stormwater runoff, reducing the risk that polluted runoff poses to communities and protecting public health. The recommended actions will strengthen the County's capacity to effectively prepare for emergent environmental and natural hazards and address the threat of climate change.
DEPARTMENTAL CONTACTS	Name, Title, Phone # & Email: Keith A. Lilley, Deputy Director, Office Phone: (626) 458-4012; klilley@pw.lacounty.gov

COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

"To Enrich Lives Through Effective and Caring Service"

900 SOUTH FREMONT AVENUE
ALHAMBRA, CALIFORNIA 91803-1331
Telephone: (626) 458-5100
http://dpw.lacounty.gov

MARK PESTRELLA, Director

ADDRESS ALL CORRESPONDENCE TO:
P.O. BOX 1460
ALHAMBRA, CALIFORNIA 91802-1460

IN REPLY PLEASE
REFER TO FILE: SWP-2

October 4, 2022

The Honorable Board of Supervisors
County of Los Angeles
383 Kenneth Hahn Hall of Administration
500 West Temple Street
Los Angeles, California 90012

Dear Supervisors:

WATER RESOURCES CORE SERVICE AREA
AWARD CONSULTANT SERVICES AGREEMENTS
FOR ON-CALL SAFE, CLEAN WATER PROGRAM IMPLEMENTATION
AND OTHER SUPPORT CONTRACTS
(ALL SUPERVISORIAL DISTRICTS)
(3 VOTES)

SUBJECT

Public Works is seeking Board approval to authorize Public Works to execute 21 consultant services agreements for on-call consultant services to assist with the implementation of and to provide other support related to the Safe, Clean Water Program.

IT IS RECOMMENDED THAT THE BOARD:

1. Find that the proposed action is not a project in accordance with the California Environmental Quality Act for reasons stated in this Board letter.

2. Award and authorize the Director of Public Works or his designee to execute consultant services agreements with the following seven small-sized firms: Mikhail Ogawa Engineering, Catalyst Environmental Solutions Corporation, Paradigm Environmental, Inc., DRP Engineering, Inc., Craftwater Engineering, Inc., Watearth, Inc., CG Resource Management and Engineering, Inc.; five mediumsized firms: CWE, Larry Walker Associates, Inc., Pacific Advanced Civil Engineering, Inc., CASC Engineering and Consulting, Inc., MARRS Services, Inc.; and nine large-sized firms: Brown and Caldwell, Geosyntec Consultants, Inc., Stantec Consulting Services, Inc., Michael Baker International, Inc., HDR

Engineering, Inc., Wood Environment & Infrastructure Solutions, Inc., Burns & McDonnell Engineering Company, Inc., TRC, Inc., and Woodard & Curran, Inc., for an initial aggregate maximum program amount of $100,000,000 for a term of 3-years plus two 1-year extension options, commencing upon full execution of the respective agreements. These consultant services agreements will be subject to the additional extension provisions specified below.

3. Delegate authority to the Director of Public Works or his designee to execute agreements with each consulting firm, administer the agreements and program, including determining and allocating work among the 21 consulting firms and, at the discretion of the Director of Public Works or his designee, exercise one or both extension options for any or all of the contracts, if the Director or his designee determines that there is a demand for the services and the services have been satisfactorily performed in the prior contract years.

4. Delegate authority to the Director of Public Works or his designee to authorize additional services and extend the contract expiration date as necessary to complete those additional services when those additional services are: (1) previously unforeseen, (2) related to a previously assigned scope of work on a given project, and (3) are necessary for the completion of that given project.

5. Delegate authority to the Director of Public Works or his designee to supplement the initial not to exceed aggregate program amount of $100,000,000 by up to 25 percent for a maximum not to exceed amount of $125,000,000 as necessary to allow for the completion of unforeseen additional services.

PURPOSE/JUSTIFICATION OF RECOMMENDED ACTION

Approval of the recommended actions will find that they are not subject to the California Environmental Quality Act (CEQA).

The purpose of the recommended actions is to retain 21 consultants to provide Public Works and Los Angeles County Flood Control District with on-call consultant services in the areas of water resources, flood hazard mitigation, and related engineering and telemetry systems, to assist Public Works with the implementation of and provide other support related to the Safe, Clean Water (SCW) Program. The services could include tasks related to water related studies, planning, engineering, project concepts, design engineering, project management, and public meeting facilitation and presentation.

The recommended actions will help achieve SCW Program Goals that improve water quality, increase water supply, and enhance our communities. Additionally, these actions

will help maximize investments in infrastructure projects that provide multiple benefits, prioritize Nature Based Solutions, and invest in Disadvantage Communities.

Implementation of Strategic Plan Goals

These recommendations support County Strategic Plan: Strategy II.3, Make Environmental Sustainability our Daily Reality and Objective II.3.1, Improve Water Quality, Reduce Water Consumption, and Increase Water Supplies; Objective II.3.2, Foster a Cleaner, More Efficient, and More Resilient Energy System; and Objective II.3.3, Address the Serious Threat of Global Climate Change.

The recommended actions will strengthen the County's capacity to improve water quality and increase water supplies, effectively prepare for emergent environmental and natural hazards, and address the threat of climate change.

FISCAL IMPACT/FINANCING

There will be no impact to the County General Fund.

The total cost of the on-call consultant services shall not exceed an aggregate total of $125,000,000 for all 21 consulting firms over the 3-year period with two optional 1-year extensions. The $125,000,000 includes an initial aggregate maximum program amount of $100,000,000 and a contingency of an additional $25,000,000 for unforeseen additional services. It is expected that the initial 3-year term of the agreements will start during Fiscal Year (FY) 2022-23 and conclude in FY 2024-25. The two 1-year extension options, if exercised, would be operative through FY 2025-26 and FY 2026-27.

Total expenditures for these services will not exceed the amount approved by the Board. Funding for the required services is available in Services and Supplies in the Flood Control District Fund (B07 and the Safe, Clean Water Funds (B42, B43, B44, B45, B46, B47, B48, B49, B50, B51) FY 2022-23 Budgets. Funding for the required services in the Measure W-SCW Municipal Program County Unincorporated Area Fund will be requested through the annual budget process when the need arises. Funds to finance the remainder of the agreement term and optional year will be requested through the annual budget process.

When the 25 percent supplement is exercised by Public Works, notification to the Board will be provided.

FACTS AND PROVISIONS/LEGAL REQUIREMENTS

On July 17, 2018, the Board approved a resolution amending the Los Angeles County Flood Control District Code by adding Chapter 16 establishing the SCW Program

contingent on voter approval of the special parcel tax. Measure W was approved in the November 6, 2018, election and authorized the District to begin collecting the annual parcel tax on the tax bills for FY 2019-20.

On August 6, 2019, following a very extensive outreach and engagement process including regional agencies, organizations, and stakeholders, the Board adopted an ordinance to implement the SCW Program by adding Chapter 18 of the Los Angeles County Flood Control District Code.

The consultant services are necessary to augment Public Works staff in implementing and administering the Safe, Clean Water Program and performing other support activities related to the Safe, Clean Water Program.

The selected firms represent the best qualified firms from each sized category to provide the required services. Public Works has determined that the firms' proposed rates for performing the services are reasonable to provide as-needed SCW Program implementation and other support services for Public Works and the District.

A standard consultant services agreement, in the form previously approved by County Counsel, will be used. The consultant services agreements will contain terms and conditions in compliance with the Chief Executive Office's and the Board's requirements. The expiration of each of the consultant services agreements is subject to the following condition: where services for a given project have been authorized in writing by the County but are not completed by the consultant prior to the stated expiration date, the expiration date will be automatically extended solely to allow for the completion of such services.

The consultants were selected upon final analysis and consideration without regard to race, creed, gender, or color. Enclosure A reflects the consultants' minority participation.

ENVIRONMENTAL DOCUMENTATION

The recommended actions are not a project pursuant to the CEQA because they are activities that are excluded from the definition of a project by Section 15378(b) of the CEQA Guidelines. The proposed action, to award on-call consultant services agreements to assist Public Works with the implementation of and provide other support related to the Safe, Clean Water Program, is an administrative activity of government that will not result in direct or indirect changes to the environment. We will return to the Board as necessary for consideration of appropriate environmental documentation pursuant to CEQA prior to commencement of activities under the agreements that constitute a project under CEQA.

CONTRACTING PROCESS

On January 12, 2022, Public Works issued a Request for Proposals (RFP). The RFP was posted on Public Works' websites at "Doing Business with Us" and "Business Opportunities" and in the *Los Angeles Daily Journal*, *Los Angeles Sentinel*, *La Opinion, Daily Breeze, The Signal (Santa Clarita), Santa Monica Daily Press, Pasadena Star News, Press Telegrams (Long Beach), San Gabriel Valley Tribune, and World Journal (Monterey Park)* newspapers. Also, Public Works informed over 1,300 local small business enterprises about this business opportunity. Eighty-six firms registered on Public Works website for this RFP.

The RFP allowed firms to compete as primes in one of three categories: small-sized firms (with 25 or fewer personnel), medium-sized firms (with 26 to 75 personnel), or large-sized firm (with over 75 personnel). Each firm was requested to certify its own size based on number of personnel for competition with other firms in the same size category.

A total of 34 proposals were received; 10 small sized firms, 5 medium-sized firms, and 19 large-sized firms passed the requirements.

An evaluation committee composed of staff from Public Works evaluated the proposals based on criteria described in the RFP, including technical expertise, proposed work plan, experience, personnel qualifications, and understanding of the work requirements. The evaluations were completed without regard to race, creed, color, or gender, and in accordance with the Board-approved informed averaging methodology. Based on the evaluation of the proposals, the following firms were selected: small-sized category were Mikhail Ogawa Engineering, Catalyst Environmental Solutions Corporation, Paradigm Environmental, Inc., DRP Engineering, Inc., Craftwater Engineering, Inc., Watearth, Inc., CG Resource Management and Engineering, Inc.; medium-sized category were CWE, Larry Walker Associates, Inc., Pacific Advanced Civil Engineering, Inc., CASC Engineering and Consulting, Inc., MARRS Services, Inc.; and large-sized category were Brown and Caldwell, Geosyntec Consultants, Inc., Stantec Consulting Services, Inc., Michael Baker International, Inc., HDR Engineering, Inc., Wood Environment & Infrastructure Solutions, Inc., Burns & McDonnell Engineering Company, Inc., TRC, Inc., and Woodard & Curran, Inc. The selected firms represent the best qualified firms from each sized category to provide the required services. Public Works has determined that the firms' proposed rates for performing the services are reasonable.

The Community Business Enterprises participation data and 3-year contracting history for the 21 selected firms are on file with Public Works.

The expiration of each of the consultant services agreements is subject to the following condition: where services for a given project have been authorized in writing by the County but are not completed by the consultant prior to the stated expiration date, the

expiration date will be automatically extended solely to allow for the completion of such services.

Public Works has evaluated and determined that the County of Los Angeles Code, Chapter 2.201 (Living Wage Program) does not apply to the recommended agreements. These consultant services agreements are exempt from the requirements of Proposition A because the services are required on a part-time and intermittent basis. Public Works notified the Union on this solicitation.

The consultant services agreements include a cost-of-living adjustment provision in accordance with the Board policy, which was approved on January 29, 2002.

IMPACT ON CURRENT SERVICES (OR PROJECTS)

There will be a positive impact on current services and projects as a result of authorizing the recommended consultant services agreements. These agreements will provide necessary on-call engineering and project management services in an efficient manner by enhancing the delivery of Public Works' and the Districts' missions.

CONCLUSION

Please return an adopted copy of this letter to the Los Angeles County Public Works, Stormwater Planning Division.

Respectfully submitted,

MARK PESTRELLA, PE
Director of Public Works

MP:KL:sw

Enclosure

c: Chief Executive Office (Chia-Ann Yen)
County Counsel (Simon and Yanai)
Executive Office

PROPOSERS' UTILIZATION PARTICIPATION AND COMMUNITY BUSINESS ENTERPRISE PROGRAM INFORMATION FOR ON-CALL CONSULTANT SERVICES FOR IMPLEMENTATION AND OTHER SUPPORT FOR SAFE, CLEAN WATER PROGRAM

SELECTED FIRMS

	Small-Sized Business Category Proposer N/Ame	Local SBE	SBE	Minority	Women	Disadvantaged	DisabledVet	LGBTQQ
1	Catalyst Environmental Solutions	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2	Paradigm Environmental	N/A	N/A	N/A	N/A	N/A	N/A	N/A
3	DRP Engineering	x		x		x		
4	Craftwater Engineering					x	x	
5	Watearth	x	x		x	x		x
6	CG Resources				x			
7	MOE		x	x		x		
	Medium-Sized Business Category Proposer N/Ame							
1	Pacific Advanced Civil Engineering	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2	CWE	N/A	N/A	N/A	N/A	N/A	N/A	N/A
3	Larry Walker		x					
4	CASC Engineering and Consulting	N/A	N/A	N/A	N/A	N/A	N/A	N/A
5	MARRS Services			x	x			
	Large-Sized Business Category Proposer N/Ame							
1	Brown and Caldwell	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2	Geosyntec	N/A	N/A	N/A	N/A	N/A	N/A	N/A
3	Michael Baker InterN/AtioN/Al	N/A	N/A	N/A	N/A	N/A	N/A	N/A
4	HDR	N/A	N/A	N/A	N/A	N/A	N/A	N/A
5	Stantec	N/A	N/A	N/A	N/A	N/A	N/A	N/A
6	Wood Environment	N/A	N/A	N/A	N/A	N/A	N/A	N/A
7	Burns & McDonnell	N/A	N/A	N/A	N/A	N/A	N/A	N/A
8	TRC	N/A	N/A	N/A	N/A	N/A	N/A	N/A
9	Woodard & Curran	N/A	N/A	N/A	N/A	N/A	N/A	N/A

NON-SELECTED FIRMS

	Small-Sized Business Category Proposer N/Ame	Local SBE	SBE	Minority	Women	Disadvantaged	DisabledVet	LGBTQQ
1	FMF Pandion	x	x	x		x	x	
2	SEITec			x		x		
3	Uniplan Engineering, Inc.	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Medium-Sized Business Category Proposer N/Ame	**Local SBE**	**SBE**	**Minority**	**Women**	**Disadvantaged**	**DisabledVet**	**LGBTQQ**
1	**All Selected**	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Large-Sized Business Category Proposer N/Ame	**Local SBE**	**SBE**	**Minority**	**Women**	**Disadvantaged**	**DisabledVet**	**LGBTQQ**
1	Psomas	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2	WSP USA Inc	N/A	N/A	N/A	N/A	N/A	N/A	N/A
3	Arcadis-US	N/A	N/A	N/A	N/A	N/A	N/A	N/A
4	Tetra Tech, Inc.	N/A	N/A	N/A	N/A	N/A	N/A	N/A
5	CDM Smith	N/A	N/A	N/A	N/A	N/A	N/A	N/A
6	GHD Services, Inc.	N/A	N/A	N/A	N/A	N/A	N/A	N/A
7	Jacobs Engineering Group Inc.	N/A	N/A	N/A	N/A	N/A	N/A	N/A
8	Weston Solutions, Inc.	N/A	N/A	N/A	N/A	N/A	N/A	N/A
9	Atkins North America	N/A	N/A	N/A	N/A	N/A	N/A	N/A
10	NV5	N/A	N/A	N/A	N/A	N/A	N/A	N/A
FIRM INFORMATION*		CRAFTWATER	CG Resources	CWE	CASC	Marrs	Larry Walker	PACE
BUSINESS STRUCTURE		CORP	Corp	Corp	Corp	Corp	Corp	Corp

	CULTURAL/ETHNIC COMPOSITION	NUMBER/% OF OWNERSHIP						
OWNERS/PARTNERS	Black/African American	0						
	Hispanic/Latino	0		49				
	Asian or Pacific Islander	0		50		100		
	American Indian	0						
	Filipino	0						
	White	100	100	1	100%		100	100
	Female (included above)	0				100	75	
		NUMBER of Employees						
MAN/AGER	Black/African American					0	0	0
	Hispanic/Latino				2	0	0	4
	Asian or Pacific Islander	1		2		1	0	5
	American Indian					0	0	0
	Filipino	1		1		0	0	0
	White	4	1	4	6	0	11	9
	Female (included above)	2	1		2	0	6	4
STAFF	Black/African American				1	5	0	0
	Hispanic/Latino	1		6	17	9	6	11
	Asian or Pacific Islander	3		7	3	13	5	13
	American Indian					0	0	0
	Filipino			2		3	0	0
	White	2		13	21	27	29	25
	Female (included above)	1		8	16	24	26	14
Total No. of Employees		12		35	50	58	51	67

COUNTY CERTIFICATION							
CBE	X	N/A	N/A	N/A	N/A	N/A	N/A
LSBE	X	N/A	N/A	N/A	N/A	N/A	N/A
OTHER CERTIFYING AGENCY		California Public Utilities Commission			Supplier Clearing House	Women's Business Enterprise N/AtioN/Al Counsel	

PROPOSERS' UTILIZATION PARTICIPATION AND COMMUNITY BUSINESS ENTERPRISE PROGRAM INFORMATION FOR ON-CALL CONSULTANT SERVICES FOR IMPLEMENTATION AND OTHER SUPPORT FOR SAFE, CLEAN WATER PROGRAM

FIRM INFORMATION*		Catalyst	Paradigm	DRP	MOE	Watearth	Brown and Caldwell	Geosyntec
BUSINESS STRUCTURE		CORP	Corp	Corp	Corp	Corp	Corp	Corp
CULTURAL/ETHNIC COMPOSITION		NUMBER/% OF OWNERSHIP						
OWNERS/PARTNERS	Black/African American	0	24				N/A	5
	Hispanic/Latino	0					N/A	5
	Asian or Pacific Islander	0		75	75		N/A	6
	American Indian	0					N/A	
	Filipino	0					N/A	
	White	100	76	25	25	100	N/A	84
	Female (included above)	10			25	100	N/A	30
		Number of Employees						
MAN/AGER	Black/African American						16	7
	Hispanic/Latino			2	1		21	9
	Asian or Pacific Islander		2	1	1	1	37	3
	American Indian						1	
	Filipino		1					
	White	1	2		1	4	363	92
	Female (included above)	1		1	1	4	149	30
STAFF	Black/African American			1			54	93
	Hispanic/Latino			8		2	100	85
	Asian or Pacific Islander	1	2	5	1	1	117	119
	American Indian						7	1
	Filipino							
	White		7	4	3	11.5	1002	1092
	Female (included above)	1	3	9	1	9	526	563
Total No. of Employees		2	14	21	7	20	1,718	1,501
COUNTY CERTIFICATION								
	CBE	N/A	N/A	X	N/A	x	N/A	N/A
	LSBE	N/A	N/A	X	N/A	x	N/A	N/A
OTHER CERTIFYING AGENCY				Supplier Clearinghouse CPUC	CPUC, Caltrans			

FIRM INFORMATION*		Michael Baker	HDR	Stantec	Wood Environment	Burns & McDonnell	TRC	Woodard & Curran
BUSINESS STRUCTURE		CORP	Corp	Corp	Corp	Corp	Corp	Corp
CULTURAL/ETHNIC COMPOSITION		NUMBER/% OF OWNERSHIP						
OWNERS/PARTNERS	Black/African American	N/A	1	N/A	N/A	4	2	1
	Hispanic/Latino	N/A	4	N/A	N/A	7	3	1
	Asian or Pacific Islander	N/A	7	N/A	N/A	7	4	1
	American Indian	N/A	0.12	N/A	N/A	.16	0.54	
	Filipino	N/A		N/A	N/A			
	White	N/A	87	N/A	N/A	80	90	95
	Female (included above)		18	N/A		26	24	32
		Number of Employees						
MAN/AGER	Black/African American	26	34	28	23	Employee owned	11	3
	Hispanic/Latino	61	136	74	46	N/A	32	4
	Asian or Pacific Islander	87	151	70	26	N/A	36	12
	American Indian	2	8	2	3	N/A	4	
	Filipino		281			N/A	3	
	White	956	1,919	1421	904	N/A	706	299
	Female (included above)	271	714	393	241	N/A	215	107
STAFF	Black/African American	102	214	169	159	N/A	195	23
	Hispanic/Latino	198	527	510	270	N/A	420	34
	Asian or Pacific Islander	218	913	516		N/A	283	29
	American Indian	3	12	17	22	N/A	29	2
	Filipino		1,132			N/A	4	
	White	1,695	5,585	4633	2385	N/A	3892	670
	Female (included above)	776	1,167	2160	902	N/A	1365	242
Total No. of Employees		3,348	10,912	7,440	3,838	0	5,615	1,076
COUNTY CERTIFICATION								
	CBE	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	LSBE	N/A	N/A	N/A	N/A	N/A	N/A	N/A
OTHER CERTIFYING AGENCY		N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Information provided by proposers in response to the Request for Proposal. On fiN/Al aN/Alysis and consideration of award, vendors were selected without regard to race, creed, gender, or color.

BOARD LETTER/MEMO
CLUSTER FACT SHEET

☒ Board Letter ☐ Board Memo ☐ Other

CLUSTER AGENDA REVIEW DATE	9/21/2022
BOARD MEETING DATE	10/4/2022
SUPERVISORIAL DISTRICT AFFECTED	☒ All ☐ 1st ☐ 2nd ☐ 3rd ☐ 4th ☐ 5th
DEPARTMENT(S)	Public Works
SUBJECT	Board approval to authorize the Los Angeles County Public Works to execute 18 consultant services agreements
PROGRAM	Flood Control District
AUTHORIZES DELEGATED AUTHORITY TO DEPT	☒ Yes ☐ No
SOLE SOURCE CONTRACT	☐ Yes ☒ No
	If Yes, please explain why:
DEADLINES/ TIME CONSTRAINTS	
COST & FUNDING	Total cost: $75,000,000 / Funding source: Various Public Works funds/annual budget process
	TERMS (if applicable):
	Explanation:
PURPOSE OF REQUEST	Public Works is seeking Board approval to authorize Los Angeles County Public Works to execute 18 consultant services agreement.
BACKGROUND (include internal/external issues that may exist including any related motions)	Public Works is seeking Board approval to authorize the Department of Public Works to execute 18 consultant services agreements. The agreements are for on-call engineering and project management services in areas such as water resources, flood hazard mitigation, waterworks and related engineering, and telemetry systems. These agreements will enable Public Works and the Los Angeles County Flood Control District; and the County of Los Angeles Waterworks Districts to plan, develop, and complete projects and assignments to fulfill its missions, as well as comply with local, State, and Federal rules, regulations, and mandates.
EQUITY INDEX OR LENS WAS UTILIZED	☐ Yes ☒ No If Yes, please explain how:
SUPPORTS ONE OF THE NINE BOARD PRIORITIES	☒ Yes ☐ No If Yes, please state which one(s) and explain how: Adoption of the Engineering and Project Management Board letter supports Board Priorities #5 (Environmental Health Oversight and Monitoring and #7 (Sustainability). These agreements will facilitate resilient regional water resources, water conservation, and flood hazard mitigation, all of which support environmental compliance, public health, and sustainability.

	The recommended actions will strengthen the County's capacity to effectively prepare for emergent environmental and natural hazards and address the threat of climate change.
DEPARTMENTAL CONTACTS	Name, Title, Phone # & Email: Keith A. Lilley, Deputy Director, Office Phone: (626) 458-4012; klilley@pw.lacounty.gov

COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

"To Enrich Lives Through Effective and Caring Service"

900 SOUTH FREMONT AVENUE
ALHAMBRA, CALIFORNIA 91803-1331
Telephone: (626) 458-5100
http://dpw.lacounty.gov

MARK PESTRELLA, Director

ADDRESS ALL CORRESPONDENCE TO:
P.O. BOX 1460
ALHAMBRA, CALIFORNIA 91802-1460

IN REPLY PLEASE
REFER TO FILE: SWP-2

October 4, 2022

The Honorable Board of Supervisors
County of Los Angeles
383 Kenneth Hahn Hall of Administration
500 West Temple Street
Los Angeles, California 90012

Dear Supervisors:

WATER RESOURCES CORE SERVICE AREA
AWARD CONSULTANT SERVICES AGREEMENTS FOR
ON-CALL ENGINEERING AND PROJECT MANAGEMENT SERVICES
(ALL SUPERVISORIAL DISTRICTS)
(3 VOTES)

SUBJECT

Public Works is seeking Board approval to authorize Los Angeles County Public Works to execute 18 consultant services agreements. The agreements are for on-call engineering and project management services in areas such as water resources, flood hazard mitigation, waterworks and related engineering, and telemetry systems. These agreements will be used by Los Angeles County Public Works to assist with the implementation of projects and activities of the Los Angeles County Flood Control District; and the County of Los Angeles Waterworks Districts.

IT IS RECOMMENDED THAT THE BOARD:

1. Find that the proposed action is not a project under the California Environmental Quality Act for the reasons stated in this Board letter.

2. Award and authorize the Director of Public Works or his designee to execute consultant services agreements with the following five small-sized firms: Craftwater Engineering, Inc., DRP Engineering, Inc., FMF Pandion, Paradigm Environmental, Inc., and Watearth, Inc.; three medium-sized firms: CWE, Larry Walker Associates, Inc., and Pacific Advanced Civil Engineering, Inc.; ten large-sized firms: Burns & McDonnell Engineering Company, Inc., Geosyntec

Consultants, Inc., GHD Inc., HDR Engineering, Inc., Jacobs Engineering Group, Inc., Stantec Consulting Services Inc., Tetra Tech, Inc., Wood Environment & Infrastructure Solutions, Inc., Woodard & Curran, Inc., and WSP USA Inc. for an initial aggregate maximum program amount of $60,000,000 for 3-year terms plus two 1-year extension options, commencing upon full execution of the respective agreements. These consultant services agreements will be subject to the additional extension provisions specified below.

3. Delegate authority to the Director of Public Works or his designee to execute agreements with each consulting firm, administer the agreements and program, including determining and allocating work among the 18 consulting firms and, at the discretion of the Director of Public Works or his designee, exercise one or both extension options for any or all of the contracts, if the Director or his designee determines that there is a demand for the services and the services have been satisfactorily performed in the prior contract years.

4. Delegate authority to the Director of Public Works or his designee to authorize additional services and extend the contract expiration date as necessary to complete those additional services when those additional services are: (1) previously unforeseen, (2) related to a previously assigned scope of work on a given project, and (3) are necessary for the completion of that given project.

5. Delegate authority to the Director of Public Works or his designee to supplement the initial not to exceed aggregate program amount of $60,000,000 by up to 25 percent for a maximum not to exceed amount of $75,000,000 as necessary to allow for the completion of unforeseen additional services.

PURPOSE/JUSTIFICATION OF RECOMMENDED ACTION

Approval of the recommended actions will find that they are not subject to the California Environmental Quality Act (CEQA).

The purpose of the recommended actions is to retain 18 consultants to provide the Los Angeles County Public Works with on-call engineering and project management services in the areas of water resources, flood hazard mitigation, and related engineering and telemetry systems. The services would be used in connection with the planning, design, and implementation of projects and activities for the Los Angeles County Flood Control District and the County of Los Angeles Waterworks Districts and could include tasks related to water related studies, planning, engineering, project concepts, design engineering, project management, drilling and construction of water wells, equipping of water wells, and public meeting facilitation and presentation.

The recommended actions will enhance Public Works' ability to plan and design a variety of necessary projects, including those related to water resilience, meeting the latest regulatory requirements, multi-benefit community enhancements, and equity in infrastructure. The recommended actions will also enable Public Works to manage the increase in studies and project development resulting from the increased emphasis on aging infrastructure and multiuse within the Flood Control District.

Implementation of Strategic Plan Goals

These recommendations support County Strategic Plan: Strategy II.1, Drive Economic and Workforce Development in the County and Objective II.1.2 Support Small Businesses and Social Enterprises; Strategy II.3, Make Environmental Sustainability on Daily Reality and Objective II.3.1, Improve Water Quality, Reduce Water Consumption, and Increase Water Supplies; and Strategy III.3, Pursue Operational Effectiveness, Fiscal Responsibility, and Accountability. The recommended actions improve the environmental, economic, and social well-being of our communities while maximizing and leveraging resources.

FISCAL IMPACT/FINANCING

The total cost of the on-call consultant services shall not exceed an aggregate total of $75,000,000 for all 18 consulting firms over the 3-year period with two optional 1-year extensions. The $75,000,000 includes an initial aggregate maximum program amount of $60,000,000 and a contingency amount of $15,000,000 for unforeseen additional services. It is expected that the initial 3-year term of the agreements will start during Fiscal Year (FY) 2022-23 and conclude in FY 2024-25. The two 1-year extension options, if exercised, would be operative through FYs 2025-26 and 2026-27.

Funds will be encumbered in the following Public Works administered funds: Flood Control District Fund (B07); Road Fund (B03); Public Works General Fund (unincorporated County Areas Urban Runoff and Stormwater Quality Program (A01)); Waterworks Districts Funds (N18, N32, N46, N49, N58, N63); and the Internal Service Fund (B04), which will be reimbursed by the Flood Control District Fund (B07). Funds will be encumbered prior to the consultant being directed to provide services. Total expenditures for these services will not exceed the amount approved by the Board. Funding for the services that are required in FY 2022-23 is included in the FY 2022-23 budgets of the administering funds. Funds to finance the remainder of the agreement term and optional years will be requested through the annual budget process.

FACTS AND PROVISIONS/LEGAL REQUIREMENTS

The selected firms represent the best qualified firms from each sized category to provide the required services. Public Works has determined that the firms' proposed rates for performing the services are reasonable.

A standard consultant services agreement, in the form previously approved by County Counsel, will be used. The consultant services agreements will contain terms and conditions in compliance with the Chief Executive Office's and the Board's requirements. The expiration of each of the consultant services agreements is subject to the following condition: where services for a given project have been authorized in writing by the County but are not completed by the consultant prior to the stated expiration date, the expiration date will be automatically extended solely to allow for the completion of such services.

The consultants were selected upon final analysis and consideration without regard to race, creed, gender, or color. The enclosed spreadsheet reflects the consultants' minority participation.

ENVIRONMENTAL DOCUMENTATION

The recommended actions are not a project pursuant to CEQA because they are activities that are excluded from the definition of a project by Section 15378(b) of the CEQA Guidelines. The proposed action, to award on-call consultant services agreements to assist Public Works with the implementation of planning, design and implementation of projects and activities for the Los Angeles County Flood Control District and the County of Los Angeles Waterworks Districts, is an administrative activity of government that will not result in direct or indirect changes to the environment. We will return to the Board as necessary for consideration of appropriate environmental documentation pursuant to CEQA prior to commencement of activities under the agreements that constitute a project under CEQA.

CONTRACTING PROCESS

On March 31, 2022, Public Works issued a Request for Proposals (RFP). The RFP was posted on Public Works' websites at "Doing Business with Us" and "Business Opportunities" and in the *Los Angeles Daily Journal*, *Los Angeles Sentinel*, *La Opinion, Daily Breeze, The Signal (Santa Clarita), Santa Monica Daily Press, Pasadena Star News, Press Telegrams (Long Beach), San Gabriel Valley Tribune, and World Journal (Monterey Park)* newspapers. Also, Public Works informed over 1,300 local small business enterprises about this business opportunity. Seventy-six firms registered on Public Works website for this RFP.

The RFP allowed firms to compete as primes in one of three categories: small-sized firms (with 25 or fewer personnel), medium-sized firms (with 26 to 75 personnel), or large-sized firm (with over 75 personnel). Each firm was requested to certify its own size based on number of personnel for competition with other firms in the same size category.

A total of 25 proposals were received; all 5 small-sized firms, 3 medium-sized firms, and 17 large-sized firms passed the requirements.

An evaluation committee composed of staff from Public Works evaluated the proposals based on criteria described in the RFP, including technical expertise, proposed work plan, experience, personnel qualifications, and understanding of the work requirements. The evaluations were completed without regard to race, creed, color, or gender, and in accordance with the Board-approved informed averaging methodology. Based on the evaluation of the proposals, the following firms were selected: small-sized category were: Craftwater Engineering, Inc., DRP Engineering, Inc., FMF Pandion, Paradigm Environmental, Inc., and Watearth, Inc.; medium-sized category were: CWE, Larry Walker Associates, Inc., and Pacific Advanced Civil Engineering, Inc.; large-sized category were: Burns & McDonnell Engineering Company, Inc., Geosyntec Consultants, Inc., GHD Inc., HDR Engineering, Inc., Jacobs Engineering Group, Inc., Stantec Consulting Services Inc., Tetra Tech, Inc., Wood Environment & Infrastructure Solutions, Inc., Woodard & Curran, Inc., and WSP USA Inc.

The selected firms represent the best qualified firms from each sized category to provide the required services. Public Works has determined that the firms' proposed rates for performing the services are reasonable.

The Community Business Enterprises participation data and 3-year contracting history for the 18 selected firms are on file with Public Works.

The expiration of each of the consultant services agreements is subject to the following condition: where services for a given project have been authorized in writing by the County but are not completed by the consultant prior to the stated expiration date, the expiration date will be automatically extended solely to allow for the completion of such services.

Public Works has evaluated and determined that the County of Los Angeles Code, Chapter 2.201 (Living Wage Program) does not apply to the recommended agreements. These consultant services agreements are exempt from the requirements of Proposition A because the services are required on a part-time and intermittent basis. Public Works notified the Union on this solicitation. The consultant services agreements include a cost-of-living adjustment provision in accordance with the Board policy, which was approved on January 29, 2002.

IMPACT ON CURRENT SERVICES (OR PROJECTS)

There will be a positive impact on current services and projects as a result of authorizing the recommended consultant services agreements. These agreements will provide necessary on-call engineering and project management services in an efficient manner by enhancing the delivery of Public Works' and the Districts' missions.

CONCLUSION

Please return an adopted copy of this letter to the Los Angeles County Public Works, Stormwater Planning Division.

Respectfully submitted,

MARK PESTRELLA, PE
Director of Public Works

MP:KL:tr

Enclosure

c: Chief Executive Office (Chia-Ann Yen)
County Counsel
Executive Office

PROPOSERS' UTILIZATION PARTICIPATION AND COMMUNITY BUSINESS ENTERPRISE PROGRAM INFORMATION FOR ON-CALL ENGINEERING AND PROJECT MANAGEMENT SUPPORT SERVICES

SELECTED FIRMS

	Small-Sized Business Category Proposer Name	Local SBE	SBE	Minority	Women	Disadvantaged	DisabledVet	LGBTQQ
1	**Craftwater Engineering, Inc.**					X	X	
	Active San Gabriel Valley							
	Arcadis							
	Burns & McDonnell							
	CDM Smith, Inc.							
	Digital Mapping, Inc.		X	X	X			
	Dietz Structural & Civil Engineering, Inc.		X					
	Dudek							
	GHD, Inc.							
	HDR Engineering, Inc.							
	Moore Iacofano Goltsman, Inc.							
	Murakawa Communications	X	X	X	X	X		
	Myriad Engineering, Inc.		X		X	X		
	Ninyo & Moore			X				
	P.A. Arca Engineering, Inc.	X	X	X		X		
	ProjectLine Technical Services	X	X	X	X	X		
	Psomas							
	Richard C. Slade & Associates LLC							
	Villa Civil		X		X	X		
	Willdan Engineering							
	Woodard & Curran, Inc.							
	Yao Engineering, Inc.	X	X	X		X		
2	**DRP Engineering, Inc.**	X				X		
	AEC Consultants	X	X			X		
	The Alliance Group	X	X	X		X		
	Black & Veatch							
	Brown and Caldwell							
	Geosyntec							
	Gruen Associates			X				
	Haley and Aldrich							
	HDR Engineering, Inc.							
	HKLA	X	X	X		X		
	KYLE Groundwater, Inc							
	Murakawa			X	X	X		
	Ninyo & Moore			X				
	PACE							
	Project Partners, Inc.			X				
	Rival Creative LLC							
	Stantec Consulting Services Inc.							
	Tetra Tech, Inc.							
	Uniplan Engineering, Inc.		X					
	VCA Engineers, Inc	X	X	X		X		
	Wagner Engineering & Survey, Inc	X			X	X		
	Woodard & Curran, Inc.							
	WSP USA Inc.							
	Z&K Consultants		X		X	X		
3	**FMF Pandion**	X		X		X	X	
	Burns & McDonnell							
	CASC		X					
	Dudek							
	Michael Baker International							
	Mikhail Ogawa Engineering		X	X				
	NV5							
	Scout Environmental		X			X		
	Simpson and Simpson Management		X		X			
	Tetra Tech, Inc.							
	Wood Environment and Infrastructure							
4	**Paradigm Environmental, Inc.**							
	Tetra Tech, Inc.							
	Brown and Caldwell							
	Jacobs Engineering Group							
	CDM Smith, Inc.							
	WSP USA Inc.							
	Michael Baker International							
	GHD, Inc.							
	Weston							
	Larry Walker Associates		X		X			
	Stillwater Sciences	X	X		X			
	Psomas							
	Ninyo & Moore			X				
	Lotus Water		X					
	Herrera Environmental Consultants							
	Simpson and Simpson Management	X		X				
	Stephen Groner Associates	X	X					
5	**Watearth, Inc.**	X			X	X		X
	Atkins North America, Inc.							
	GHD, Inc.							
	GSI Water Solutions, Inc.							
	HDR Engineering, Inc.							
	LSA Associates, Inc.							
	Michael Baker International							
	MNS Engineers, Inc.							

PROPOSERS' UTILIZATION PARTICIPATION AND COMMUNITY BUSINESS ENTERPRISE PROGRAM INFORMATION FOR ON-CALL ENGINEERING AND PROJECT MANAGEMENT SUPPORT SERVICES

	NUVIS		X			X		
	Tetra Tech, Inc.							
	UltraSystems Environmental, Inc.		X		X	X		
	Parsons Corporation							
	Medium-Sized Business Category Proposer Name	**Local SBE**	**SBE**	**Minority**	**Women**	**Disadvantaged**	**DisabledVet**	**LGBTQQ**
1	**CWE**							
	C Below, Inc.							
	CG Resource Management and Engineering	X			X			
	Daniel B. Stephens & Associates, Inc.							
	Digital Mapping, Inc.		X	X	X			
	HDR Engineering, Inc.							
	JC Chang & Associates	X	X					
	LSA Associates, Inc.							
	MIG, Inc.							
	Psomas							
	Stantec Consulting Services Inc.							
	Studio-MLA	X	X	X	X	X		
	SWA Group, Inc.							
	Terracon Consultants, Inc.							
	Thompson & Thompson Real Estate Valuation and Consultion, Inc.							
	TreePeople							
	Woodard & Curran, Inc.							
	WSP USA Inc.							
2	**Larry Walker Associates, Inc.**				X			
	Blackhawk Environmental		X				X	
	Blaine Tech				X			
	Catalyst Environmental Solutions		X					
	CDM Smith, Inc.							
	Eyasco		X					
	FMF Pandion	X	X	X		X	X	
	Fuscoe Engineering							
	Grades of Green							
	Hazen and Sawyer							
	Herrera Environmental Consultants							
	Integrated Engineering Management		X		X	X		
	Jacobs Engineering Group							
	MBC Aquatic Sciences		X					
	Mikhail Ogawa Engineering		X	X		X		
	Ninyo & Moore			X		X		
	NUVIS		X	X		X		
	Paradigm Environmental		X					
	Project Partners, Inc.		X	X		X		
	Psomas							
	S. Groner Associates		X					
	SLR Consulting							
	Stantec Consulting Services Inc.							
	Todd Groundwater		X		X	X		
	Weston Solutions							
	Will Lewis Consulting							
	Wildan Engineering							
	Wood Environment and Infrastructure							
3	**Pacific Advanced Civil Engineering, Inc.**							
	DRP Engineering	X		X		X		
	OhanaVets, Inc.	X	X				X	
	MLA Green, Inc. dba Studio-MLA	X	X	X	X	X		
	Ninyo & Moore			X				
	Guida Surveying, Inc.		X		X			
	Wagner Engineering & Survey, Inc	X	X		X	X		
	VCS Environmental		X		X	X		
	Geoscience Support Services, Inc.		X					
	Project Partners, Inc.		X	X		X		
	Large-Sized Business Category Proposer Name	**Local SBE**	**SBE**	**Minority**	**Women**	**Disadvantaged**	**DisabledVet**	**LGBTQQ**
1	**Burns & McDonnell Engineering Company, Inc.**							
	Craftwater Engineering, Inc.		X				X	
	FMF Pandion	X	X	X		X	X	
	Watearth, Inc.	X	X		X	X		X
	Diaz Consultants, Inc.		X	X		X		
	The Converse Professional Group	X	X	X				
	Cornerstone Studios, Inc.		X	X		X		
	Calveda Surveying, Inc.		X					
	ProjectLine Technical Services	X	X	X	X	X		
2	**Geosyntec Consultants, Inc.**							
	ABC Liovin Drilling		X					
	American Integrated Services			X				
	Beyaz & Patel		X	X		X		
	Calvada Surveying, Inc.		X				X	
	DRP Water	X		X		X	X	
	Drummond Carpenter						X	
	Environmental Incentives		X					
	GEOVision, Inc.		X					
	Integrated Engineering Management		X		X			
	KMA Architecture		X					
	Leland Saylor						X	

PROPOSERS' UTILIZATION PARTICIPATION AND COMMUNITY BUSINESS ENTERPRISE PROGRAM INFORMATION FOR ON-CALL ENGINEERING AND PROJECT MANAGEMENT SUPPORT SERVICES

	Martini Drilling Corporation			X		X		
	MugenKioku Corporation	X						
	Murakawa Communications		X		X			
	OLIN				X			
	Pamela Burton & Company	X	X		X			
	ProjectLine Technical Services			X	X	X		
	RVA				X			
	S Groner Associates		X					
	Subsurface Surveys & Associates		X					
	TGR Geotechnical	X	X	X		X		
	VCA Engineers, Inc	X	X					
	Wagner Engineering & Survey, Inc	X	X	X	X	X		
	Central Geotechnical Service						X	
3	**GHD Inc.**							
	Aquario Engineering LLC		X		X			
	Aztec Firm	X						
	Belshire Environmental Services, Inc.		X		X			
	C Below, Inc.	X						
	Calvada Surveying, Inc.			X		X		
	Cornerstone Studios, Inc.		X	X		X		
	Craftwater Engineering		X			X		
	GSI Water Solutions, Inc.							
	Leland Saylor					X		
	Maddaus Water Management, Inc.		X		X			
	The Morcos Group, Inc.	X	X		X	X		
	Murakawa Communications	X	X	X	X	X		
	Ninyo & Moore			X				
	NUVIS		X			X		
	Paradigm Environmental		X					
	SLR International Corporation							
	Stylo Group	X	X	X	X			
	The Robert Group	X	X	X	X	X		
	Watearth	X	X		X	X		
4	**HDR Engineering, Inc.**							
	AirX Utility Surveyors (AirX)		X		X	X		
	Craftwater Engineering		X			X		
	CWE		X					
	Dake Landscape	X						
	Digital Mapping, Inc.		X	X	X			
	DRP Engineering	X	X	X		X		
	Geo-Advantec, Inc.	X	X					
	Guida Surveying, Inc.	X	X		X			
	Studio-MLA	X	X	X	X	X		
	Murakawa Communications	X	X	X	X	X		
	Pacific Advanced Civil Engineering, Inc.							
	Stephen Groner Associates	X						
	Urban Semillas							
	Watearth	X	X		X	X		
5	**Jacobs Engineering Group, Inc.**							
	AP Engineering and Testing, Inc.	X	X	X		X		
	Armand Resource Group, Inc.		X	X		X		
	BC2 Environmental, LLC		X					
	C Below, Inc.		X					
	Effect Strategies, LLC		X			X		
	GEOVision, Inc.		X					
	Katz & Associates, Inc.		X		X			
	Kinnetic Environmental, Inc.		X					
	Larry Walker Associates				X			
	Lee & Ro, Inc.			X				
	Lynn Capouya				X			
	Pacifica Services, Inc.	X		X				
	Paradigm Environmental, Inc.		X					
	Wagner Engineering & Survey, Inc	X	X		X	X	X	
6	**Stantec Consulting Services Inc.**							
	AirX Utility Surveyors (AirX)		X		X			
	Impact Infrastructure, Inc							
	Beyaz & Patel		X	X		X		
	Casamae Group, LLC	X	X	X		X	X	
	The Converse Professional Group	X	X	X				
	CWE	X	X					
	Digital Mapping, Inc.		X	X	X			
	DRP Engineering	X	X	X		X		
	Flow Science Incorporated	X	X					
	Fugro USA Land, Inc.							
	Fresh Coast Capital, LLC				X			
	Geo-Advantec, Inc.		X		X			
	Geosyntec Consultants, Inc.							
	Kana Subsurface Engineering			X			X	
	Katz & Associates, Inc.		X		X			
	Kayuga Solution, Inc.		X	X				
	Kounkuey Design Initiative, Inc.							
	KYLE Groundwater, Inc							
	Larry Walker Associates				X			
	Lee & Ro, Inc.			X			X	
	Leland Saylor							
	Ninyo & Moore			X				

PROPOSERS' UTILIZATION PARTICIPATION AND COMMUNITY BUSINESS ENTERPRISE PROGRAM INFORMATION FOR ON-CALL ENGINEERING AND PROJECT MANAGEMENT SUPPORT SERVICES

	PacRim Engineering, Inc.	X	X	X		X		
	Paradigm Environmental		X					
	Paul Hansen Engineering, LLC	X	X					
	Pax Environmental, Inc.						X	
	Project Partners, Inc.		X	X				
	S. Groner Associates	X	X					
	MLA Green, Inc. dba Studio-MLA	X	X	X	X	X		
	The Morcos Group, Inc.	X	X		X	X		
	Vandelay Industries LLC				X			
7	**Tetra Tech, Inc.**							
	Beyaz & Patel		X	X		X		
	DRP Engineering, Inc.	X	X	X		X		
	FMF Pandion	X	X	X		X	X	
	Geoscience Support Services, Inc.		X					
	Moore Iacofano Goltsman, Inc.							
	Murakawa Communications	X	X	X	X	X		
	Paradigm Environmental, Inc.		X					
	Richard Watson & Associates, Inc.							
	Sustainable Landesign		X	X				
	Watearth, Inc.	X	X		X	X		X
8	**Wood Environment & Infrastructure Solutions, Inc.**							
	Action Research		X		X	X		
	ADV-SOC, Inc.		X	X		X	X	
	Belshire Environmental Services, Inc.							
	Calvada Surveying, Inc.		X	X			X	
	Coast Surveying		X	X		X		
	Craftwater Engineering		X				X	
	Environmental Treatment and Technology	X		X	X	X		
	Eyasco		X					
	FMF Pandion	X	X	X		X	X	
	GEOVision, Inc.		X					
	Fresh Coast Capital, LLC				X			
	Gregg Drilling LLC			X				
	Larry Walker Associates		X		X			
	Lynn Capouya			X				
	OCMI, Inc.		X				X	
	Pacific Surveys LLC							
	Glenn A. Rick Engineering and Development							
	Subsurvey Surveys		X					
	Yellow Jacket Drilling Services, Inc.							
9	**Woodard & Curran, Inc.**							
	Black & Veatch							
	Craftwater Engineering		X				X	
	CWE	X	X					
	DRP Engineering	X	X	X		X		
	Fraser Communications	X	X		X			
	Green Translations, LLC	X	X	X				
	Hernandez, Kroone & Associates, Inc.		X		X			
	Ninyo & Moore			X				
	Pacific Engineers Group	X	X	X				
	Pamela Burton & Company	X	X		X			
	Probolsky Research LLC		X					
	Psomas							
	Raftelis Financial Consultants, Inc.							
	Sapphos Environmental, Inc.	X	X	X	X	X		
10	**WSP USA Inc.**							
	Apex Companies, LLC							
	Aztec Firm	X						
	Black and Veatch							
	Catalyst Environmental Solutions		X					
	CWE		X					
	DRP Engineering	X	X	X		X		
	GENTERRA Consultants, Inc.	X	X					
	Pacific Advanced Civil Engineering, Inc.							
	Paradigm Environmental		X					
	Studio-MLA	X	X	X	X	X		
	The Sierra Group	X	X		X	X		

NON-SELECTED FIRMS

	Small-Sized Business Category Proposer Name	**Local SBE**	**SBE**	**Minority**	**Women**	**Disadvantaged**	**DisabledVet**	**LGBTQQ**
1	**All Selected**	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Medium-Sized Business Category Proposer Name	**Local SBE**	**SBE**	**Minority**	**Women**	**Disadvantaged**	**DisabledVet**	**LGBTQQ**
1	**All Selected**	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Large-Sized Business Category Proposer Name	**Local SBE**	**SBE**	**Minority**	**Women**	**Disadvantaged**	**DisabledVet**	**LGBTQQ**
1	**AECOM Technical Services, Inc.**	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2	**Arcadis-US**	N/A	N/A	N/A	N/A	N/A	N/A	N/A
3	**CDM Smith, Inc.**	N/A	N/A	N/A	N/A	N/A	N/A	N/A
4	**Cannon Corporation**	N/A	N/A	N/A	N/A	N/A	N/A	N/A
5	**Michael Baker International**	N/A	N/A	N/A	N/A	N/A	N/A	N/A
6	**PSOMAS**	N/A	N/A	N/A	N/A	N/A	N/A	N/A
7	**Weston Solutions, Inc.**	N/A	N/A	N/A	N/A	N/A	N/A	N/A

FIRM INFORMATION*	Craftwater Engineering, Inc.	DRP Engineering, Inc.	FMF Pandion	Paradigm Environmental, Inc.	Watearth, Inc.		
BUSINESS STRUCTURE	CORP	CORP	CORP	CORP	CORP		

PROPOSERS' UTILIZATION PARTICIPATION AND COMMUNITY BUSINESS ENTERPRISE PROGRAM INFORMATION FOR ON-CALL ENGINEERING AND PROJECT MANAGEMENT SUPPORT SERVICES

CULTURAL/ETHNIC COMPOSITION		NUMBER/% OF OWNERSHIP						
OWNERS/PARTNERS	Black/African American	0	0	0	1	0		
	Hispanic/Latino	0	0	0	0	0		
	Asian or Pacific Islander	0	1	0	0	0		
	American Indian	0	0	1	0	0		
	Filipino	0	0	0	0	0		
	White	2	1	0	4	1		
	Female (included above)	0	0	0	0	1		
		NUMBER of Employees						
MANAGER	Black/African American	0	0	1	0	0		
	Hispanic/Latino	0	2	0	0	0		
	Asian or Pacific Islander	1	1	0	4	1		
	American Indian	0	0	0	0	0		
	Filipino	1	0	0	0	0		
	White	4	1	2	5	5		
	Female (included above)	2	1	2	4	4		
STAFF	Black/African American	0	1	0	0	1		
	Hispanic/Latino	1	8	1	0	1		
	Asian or Pacific Islander	3	5	0	1	2		
	American Indian	0	0	0	0	0		
	Filipino	0	0	0	0	0		
	White	2	4	4	6	9.5		
	Female (included above)	2	9	3	3	7		
Total No. of Employees		12	22	8	16	20		

COUNTY CERTIFICATION							
CBE	N/A	X	X	N/A	X		
LSBE	X	X	X	N/A	X		
OTHER CERTIFYING AGENCY	CA DGS	Supplier Clearinghouse	CA DGS	N/A	N/A		

PROPOSERS' UTILIZATION PARTICIPATION AND COMMUNITY BUSINESS ENTERPRISE PROGRAM INFORMATION FOR ON-CALL ENGINEERING AND PROJECT MANAGEMENT SUPPORT SERVICES

FIRM INFORMATION*	CWE	Larry Walker Associates, Inc.	Pacific Advanced Civil Engineering, Inc.				
BUSINESS STRUCTURE	CORP	CORP	CORP				
CULTURAL/ETHNIC COMPOSITION	**NUMBER/% OF OWNERSHIP**						
OWNERS/PARTNERS Black/African American	0	0	0				
Hispanic/Latino	1	0	0				
Asian or Pacific Islander	2	0	0				
American Indian	0	0	0				
Filipino	0	0	0				
White	1	4	5				
Female (included above)	1	3	0				
	Number of Employees						
MANAGER Black/African American	0	0	0				
Hispanic/Latino	0	0	4				
Asian or Pacific Islander	1	0	6				
American Indian	1	0	0				
Filipino	1	0	0				
White	7	11	8				
Female (included above)	0	6	5				
STAFF Black/African American	0	0	0				
Hispanic/Latino	7	7	11				
Asian or Pacific Islander	9	6	12				
American Indian	0	0	0				
Filipino	0	0	0				
White	24	30	26				
Female (included above)	18	27	14				
Total No. of Employees	50	54	67				
COUNTY CERTIFICATION							
CBE	X	N/A	N/A				
LSBE	X	N/A	N/A				
OTHER CERTIFYING AGENCY	N/A	N/A	N/A				

FIRM INFORMATION*	Burns & McDonnell Engineering Company, Inc.	Geosyntec Consultants, Inc.	GHD Inc.	HDR Engineering, Inc.	Jacobs Engineering Group, Inc.	Stantec Consulting Services Inc.	Tetra Tech, Inc.
BUSINESS STRUCTURE	CORP	CORP	CORP	CORP	CORP	CORP	CORP
CULTURAL/ETHNIC COMPOSITION	**NUMBER/% OF OWNERSHIP**						
OWNERS/PARTNERS Black/African American	270	24	3	0	2	0	0
Hispanic/Latino	492	26	1	0	2	0	0
Asian or Pacific Islander	505	32	2	0	8	0	0
American Indian	12	0	0	0	0	0	0
Filipino	0	0	0	0	0	0	0
White	5680	461	98	0	54	0	0
Female (included above)	1807	161	28	0	24	0	0
	NUMBER of Employees						
MANAGER Black/African American	0	6	8	34	40	18	55
Hispanic/Latino	0	14	11	136	46	74	69
Asian or Pacific Islander	0	5	21	151	59	70	87
American Indian	0	0	3	8	5	2	6
Filipino	0	0	0	281	0	0	0
White	0	134	309	1,919	690	1421	1,326
Female (included above)	0	45	79	714	250	393	414
STAFF Black/African American	0	89	9	214	452	169	2,072
Hispanic/Latino	0	85	26	626	641	530	708
Asian or Pacific Islander	0	124	36	913	698	516	599
American Indian	0	2	1	12	21	17	72
Filipino	0	0	0	1,132	0	0	0
White	0	1050	225	5,585	4797	4633	5,908
Female (included above)	0	572	126	3,060	2130	2160	3,479
Total No. of Employees	0	1,509	649	11,011	7,449	7,450	10,902
COUNTY CERTIFICATION							
CBE	N/A	N/A	N/A	N/A	N/A	N/A	N/A
LSBE	N/A	N/A	N/A	N/A	N/A	N/A	N/A
OTHER CERTIFYING AGENCY	N/A	N/A	N/A	N/A	N/A	N/A	N/A

FIRM INFORMATION*	Wood Environment & Infrastructure	Woodard & Curran, Inc.	WSP USA Inc.				
BUSINESS STRUCTURE	CORP	CORP	CORP				
CULTURAL/ETHNIC COMPOSITION	**NUMBER/% OF OWNERSHIP**						
OWNERS/PARTN Black/African American	0	1	0				
Hispanic/Latino	0	7	0				
Asian or Pacific Islander	0	10	0				
American Indian	0	0	0				
Filipino	0	0	0				
White	0	371	0				
Female (included above)	0	132	0				
	Number of Employees						
MANAGER Black/African American	16	3	74				
Hispanic/Latino	46	4	103				
Asian or Pacific Islander	28	12	219				
American Indian	2	0	3				
Filipino	0	0	0				
White	661	299	1704				
Female (included above)	215	107	539				
Black/African American	126	23	416				
Hispanic/Latino	221	34	545				

PROPOSERS' UTILIZATION PARTICIPATION AND COMMUNITY BUSINESS ENTERPRISE PROGRAM INFORMATION FOR ON-CALL ENGINEERING AND PROJECT MANAGEMENT SUPPORT SERVICES

STAFF	Asian or Pacific Islander	165	29	810				
	American Indian	12	2	25				
	Filipino	0	0	0				
	White	2059	670	4312				
	Female (included above)	747	244	2365				
Total No. of Employees		3,336	1,076	8,211				

COUNTY CERTIFICATION							
CBE	N/A	N/A	N/A				
LSBE	N/A	N/A	N/A				

OTHER CERTIFYING AGENCY	N/A	N/A	N/A				

*Information provided by proposers in response to the Request for Proposal. On final analysis and consideration of award, vendors were selected without regard to race, creed, gender, or color.

BOARD LETTER/MEMO
CLUSTER FACT SHEET

☒ Board Letter ☐ Board Memo ☐ Other

CLUSTER AGENDA REVIEW DATE	9/21/2022
BOARD MEETING DATE	10/4/2022
SUPERVISORIAL DISTRICT AFFECTED	☒ All ☐ 1st ☐ 2nd ☐ 3rd ☐ 4th ☐ 5th
DEPARTMENT(S)	Public Works
SUBJECT	On-Call Consultant Services Agreements for Water Quality Monitoring and Related Services
PROGRAM	
AUTHORIZES DELEGATED AUTHORITY TO DEPT	☒ Yes ☐ No
SOLE SOURCE CONTRACT	☐ Yes ☒ No
	If Yes, please explain why:
DEADLINES/ TIME CONSTRAINTS	Timely execution of these agreements by October 2022 will facilitate a cost-effective mechanism to provide monitoring services, which are needed to meet regulatory requirements.
COST & FUNDING	Total cost: $31,250,000 / Funding source: Various Public Works administered funds
	TERMS (if applicable): The total cost of the as-needed consultant services will not exceed $31,250,000, for the duration of 3 years with two optional 1-year extensions. This total cost includes a $25,000,000 estimated program amount plus a 25 percent supplement.
	Explanation: Funding for the services that are required in Fiscal Year 2022-23 is included in Fiscal Year 2022-23 Budgets of various Public Works funds. Additional funds to finance the remainder of the agreement term and optional years will be requested through the annual budget process.
PURPOSE OF REQUEST	Public Works is seeking Board approval to authorize the Director of Public Works or his designee to execute consultant services agreements with ten consultants to provide as-needed water quality monitoring and related services.
BACKGROUND (include internal/external issues that may exist including any related motions)	The previously authorized consultant services agreements are expiring. Public Works continues to need the expertise and support services of this contract in order to fulfill its water quality mission and comply with local, State, and Federal rules and regulations.
EQUITY INDEX OR LENS WAS UTILIZED	☒ Yes ☐ No If Yes, please explain how: The selection of small firms was prioritized in the selection of firms as well as firms owned by women and other minorities.
SUPPORTS ONE OF THE NINE BOARD PRIORITIES	☒ Yes ☐ No If Yes, please state which one(s) and explain how: These consultant services support Board Priority No. 5: Environmental Health by providing critical resources for water quality monitoring that can help alleviate negative public health impacts.
DEPARTMENTAL CONTACTS	Name, Title, Phone # & Email: Keith Lilley, Deputy Director, Office (626) 458-4012, Cell (626) 320-9841, klilley@pw.lacounty.gov

COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

"To Enrich Lives Through Effective and Caring Service"

900 SOUTH FREMONT AVENUE
ALHAMBRA, CALIFORNIA 91803-1331
Telephone: (626) 458-5100
http://dpw.lacounty.gov

MARK PESTRELLA, Director

ADDRESS ALL CORRESPONDENCE TO:
P.O. BOX 1460
ALHAMBRA, CALIFORNIA 91802-1460

IN REPLY PLEASE
REFER TO FILE: SWQ-3

October 4, 2022

The Honorable Board of Supervisors
County of Los Angeles
383 Kenneth Hahn Hall of Administration
500 West Temple Street
Los Angeles, California 90012

Dear Supervisors:

WATER RESOURCES CORE SERVICE AREA
AWARD CONSULTANT SERVICES AGREEMENTS FOR
ON-CALL CONSULTANT SERVICES FOR WATER QUALITY MONITORING
AND RELATED SERVICES
(ALL SUPERVISORIAL DISTRICTS)
(3 VOTES)

SUBJECT

Public Works is seeking Board approval to authorize the Director of Public Works or his designee to execute ten consultant service agreements for water quality monitoring and related services that will enable Public Works to fulfill its missions, and comply with local, State, and Federal regulations.

IT IS RECOMMENDED THAT THE BOARD:

1. Find that the proposed action is not a project under the California Environmental Quality Act for reasons stated in this Board letter.

2. Award and authorize the Director of Public Works or his designee to execute consultant services agreements with the following: four small-sized firms – CG Resource Management and Engineering, Inc., Craftwater Engineering, Inc., FMF Pandion, and Paradigm Environmental, Inc.; three medium-sized firms – CASC Engineering and Consulting, Inc., CWE, and Larry Walker Associates, Inc.; and three large-sized firms – Tetra Tech, Inc., Weston Solutions, Inc., and

Wood Environment & Infrastructure Solutions, Inc., to provide water quality monitoring and related services for Public Works for a total aggregate not-to-exceed program amount of $25,000,000 for a 3-year term plus two additional 1-year extension options, commencing upon full execution of the agreements. These contracts will be subject to the additional extension provisions specified below.

3. Delegate authority to the Director of Public Works or his designee to supplement the initial not-to-exceed program amount of $25,000,000 by up to 25 percent, which is an additional aggregate amount of $6,250,000 of the original program amount, for these ten agreements, as necessary to allow for the completion of previously unforeseen additional services related to a previously assigned scope of work on a given project or maintenance activity that are necessary for the completion of that given project or maintenance activity.

4. Delegate authority to the Director of Public Works or his designee to authorize additional services and extend the contract expiration dates as necessary to complete those additional services when those additional services are: 1) previously unforeseen; 2) related to a previously assigned Scope of Work on a given project or assignments; and 3) are necessary for the completion of that given project or assignment.

5. Delegate authority to the Director of Public Works or his designee to administer the above-referenced agreements and at the discretion of the Director of Public Works, to exercise the option to extend any or all the contracts for two additional 1-year terms, based upon project demands and the level of satisfaction with the services provided, for a total duration of 5 years.

PURPOSE/JUSTIFICATION OF RECOMMENDED ACTION

The purpose of the recommended actions is to retain ten consultants to provide Public Works with as-needed water quality monitoring and related services within Los Angeles County. The services include, but are not limited to: tasks related to surface water quality monitoring, groundwater monitoring, best management practices monitoring and optimization, developing planning documents, developing California Environmental Quality Act (CEQA) documents, compliance assessment and reporting, conducting scientific studies, data analysis and reporting, database development and management, regulatory support, grant and loan support, and public meeting facilitation and presentation. The recommended actions will enable Public Works to fulfill its missions as well as comply with local, State, and Federal rules, regulations, and mandates.

Implementation of Strategic Plan Goals

These recommendations support the County Strategic Plan directs the provisions of Strategy II.1, Drive Economic and Workforce Development in the County and Objective II.1.2 Support Small Businesses and Social Enterprises; Strategy 11.3, Make Environmental Sustainability our Daily Reality and Objective II.3.1, Improve Water Quality, Reduce Water Consumption, and Increase Water Supplies; and Strategy III.3, Pursue Operational Effectiveness, Fiscal Responsibility, and Accountability. The recommended actions enable Public Works to improve water quality and the environmental, economic, and social well-being of our communities.

FISCAL IMPACT/FINANCING

The total cost of the as-needed consultant services will not exceed an aggregate total program amount of $25,000,000 plus a 25 percent supplement (totaling $31,250,000) for ten consulting firms over a 3-year period with two optional 1-year extensions. It is expected that the initial 3-year term of the agreements will start during Fiscal Year (FY) 2022-23 and conclude in FY 2025-26. The two 1-year extension options, if exercised, would be operative through FY 2026-27 and FY 2027-28.

Total expenditures for these services will not exceed the amount approved by the Board. Sufficient funding for the services is included in various Public Works' funds (Services and Supplies) FY 2022-23 Budgets. Funds to finance the remainder of the agreement term and optional years will be requested through the annual budget process.

When the 25 percent supplement is exercised by Public Works, notification to the Board will be provided.

FACTS AND PROVISIONS/LEGAL REQUIREMENTS

A standard consultant services agreement, in the form previously approved by County Counsel, will be used. The consultant services agreements will contain terms and conditions in compliance with the Chief Executive Officer and the Board's requirements. The agreements also include a provision requiring that the consultant firms track subcontractors' utilization of Local Small Business Enterprise, Disabled Veteran Business Enterprise, and Social Enterprise businesses.

The term of each consultant services agreement shall commence on the date of the full execution of the contract and shall extend for a period of 3 years from such commencement date, plus two 1-year extension options for each firm, for a maximum

contract duration of 5 years. The expiration of each of the consultant services agreements is subject to the following condition: where services for a given project have been authorized in writing by the County but are not completed by the consultant prior to the stated expiration date, the expiration date will be automatically extended solely to allow for the completion of such services.

The consultants' minority participation and the Community Business Enterprise participation data are reflected in the enclosed.

ENVIRONMENTAL DOCUMENTATION

The recommended actions are not a project pursuant to CEQA because they are activities that are excluded from the definition of a project by Section 15378(b) of the CEQA Guidelines. The proposed action, to award as-needed consultant services agreements for anticipated future projects and maintenance activities, is an administrative activity of government that will not result in direct or indirect changes to the environment. We will return to the Board as necessary for consideration of appropriate environmental documentation pursuant to CEQA prior to commencement of activities under the agreements.

CONTRACTING PROCESS

On November 10, 2021, Public Works released a Request for Proposals (RFP). The RFP was posted on Public Works' website under "Doing Business with Us" and "Business Opportunities," and in the *Los Angeles Daily Journal, Los Angeles Sentinel*, and *La Opinion* newspapers. Also, Public Works informed over 1,613 Local Small Business Enterprises, 188 Disabled Veteran Business Enterprises, and 173 Social Enterprises about this business opportunity. Twenty-three firms registered on Public Works' website for this RFP.

The RFP allowed firms to compete as primes in one of three categories: small-sized firms (with 25 or fewer personnel), medium-sized firms (with 26 to 75 personnel), or large-sized firms (with over 75 personnel). Each firm was requested to certify its own size based on number of personnel for competition with other firms in the same size category. The RFP stated that a total of eight firms would be awarded contracts as follows: three small-sized firms, three medium-sized firms, and two large-sized firms. The RFP also stated that prior to the award, the County reserves the right to increase or decrease the number of selected firms in any size category or the total number of contracts. Due to the increased needs for large scale projects in the coming year(s), Public Works has opted to increase the original number of total contracts to ten contracts.

On December 27, 2021, a total of 12 proposals were received: six small-sized firms, three medium-sized firms, and three large-sized firms. All proposals met the proposal submission requirements of the RFP.

An evaluation committee, composed of Public Works' staff, evaluated the proposals based on criteria described in the RFP, including technical expertise, proposed work plan, experience, personnel qualifications, and understanding of the work requirements. The evaluations were completed without regard to race, creed, color, or gender, and in accordance with the Board-approved informed averaging methodology. Based on the evaluation of the proposals, the following firms were selected: four small-sized firms – CG Resource Management and Engineering, Inc., Craftwater Engineering, Inc., FMF Pandion, and Paradigm Environmental, Inc.; three medium-sized firms – CASC Engineering and Consulting, Inc., CWE, and Larry Walker Associates, Inc.; and three large-sized firms – Tetra Tech, Inc., Weston Solutions, Inc., and Wood Environment & Infrastructure Solutions, Inc. The selected firms represent the best qualified firms from each size category to provide the required services. Public Works has determined that the firms' proposed rates for performing the services are reasonable. The 3-year contracting history for the ten selected firms are on file with Public Works.

Public Works has evaluated and determined that the County Code, Chapter 2.201 (Living Wage Program) does not apply to the recommended agreements. These consultant services agreements are exempt from the requirements of Proposition A because the services are required on a part-time and intermittent basis. Public Works notified the unions on this solicitation and had no follow-up questions.

The consultant services agreements include a cost-of-living adjustment provision in accordance with the Board Policy No. 5.070 – Multi-Year Services Contract Cost of Living Adjustments, which was approved on January 29, 2002.

IMPACT ON CURRENT SERVICES (OR PROJECTS)

There will be no impact on current County services or projects as a result of authorizing the recommended consultant service agreements. These agreements will provide necessary as-needed water quality monitoring and related services in an efficient manner by enhancing the delivery of Public Works' missions.

CONCLUSION

Please return one adopted copy of this letter to Public Works, Stormwater Quality Division.

Respectfully submitted,

MARK PESTRELLA, PE
Director of Public Works

MP:ML:rc

Enclosure

c: Chief Executive Office (Chia-Ann Yen)
County Counsel (Michael Simon)
Executive Office

PROPOSERS' UTILIZATION PARTICIPATION AND COMMUNITY BUSINESS ENTERPRISE PROGRAM INFORMATION FOR ON-CALL CONSULTANT SERVICES FOR WATER QUALITY MONITORING AND RELATED SERVICES

SELECTED FIRMS

	Small-Sized Business Category Proposer Name	Local SBE	SBE	Minority	Women	Disadvantaged	DisabledVet	LGBTQQ
1	**CG Resource Management and Engineering, Inc.**	**x**	**x**		**x**			
1	Aspen Environmental Group	x	x					
2	Aquatic Bioassay and Consulting Labs, Inc.							
3	CWE		x					
4	Enthalpy Analytical, LLC							
5	Eurofins Calscience, LLC							
6	GEI Consultants, Inc.							
7	Oneida Engineering Solutions, LLC							
2	**Craftwater Engineering, Inc.**		**x**				**x**	
1	2NDNATURE Software, Inc.				x			
2	CASC Engineering and Consulting, Inc.		x					
3	Dudek							
4	Environmental Treatment & Technology, Inc. DBA Advanced Technology Laboratories	x	x	x		x		
5	Fluidion US, Inc.							
6	GHD							
7	Murakawa Communications		x	x	x	x		
8	Moore Iacofano Goltsman, Inc., dba MIG, Inc.							
9	Phase 5 Environmental	x	x					
10	Physis Environmental Laboratories, Inc.							
11	ProjectLine Technical Services							
12	Richard C. Slade and Associates, LLC							
13	Richard Watson & Associates							
14	Villa Civil		x		x	x		
15	Wood Environment & Infrastructure Solutions, Inc.							

PROPOSERS' UTILIZATION PARTICIPATION AND COMMUNITY BUSINESS ENTERPRISE PROGRAM INFORMATION FOR ON-CALL CONSULTANT SERVICES FOR WATER QUALITY MONITORING AND RELATED SERVICES

3	**FMF Pandion**	**x**	**x**	**x**		**x**	**x**	
1	Alta Environmental, LP/NV5							
2	Anchor QEA, LLC							
3	Burns & McDonnell Engineering Company, Inc.							
4	CASC Engineering and Consulting, Inc.		x					
5	Eurofins Calscience, LLC							
6	Pacific Advanced Civil Engineering, Inc. (PACE)							
7	PERC Water Corporation							
8	Scout Environmental, Inc.		x				x	
9	Tetra Tech, Inc.							
10	Weck Analytical Environmental Services, Inc. dba Weck Laboratories, Inc.	x	x	x				
11	Wood Environment & Infrastructure Solutions, Inc.							
4	**Paradigm Environmental, Inc.**		**x**					
1	GHD							
2	Herrera Environmental Consultants							
3	Kinnetic Environmental		x					
4	Larry Walker Associates		x		x			
5	MBC Aquatic Sciences		x					
6	Mikhail Ogawa Engineering		x	x		x		
7	Ninyo & Moore Geotechnical & Environmental Sciences			x				
8	Pacific EcoRisk		x					
9	Physis Environmental Laboratories, Inc.		x					
10	Psomas							
11	Southern California Coastal Water Research Project							
12	S Groner Associates		x					
13	Stillwater Sciences	x	x		x			
14	Sustainable Watershed Designs, Inc. dba Lotus Water		x					

PROPOSERS' UTILIZATION PARTICIPATION AND COMMUNITY BUSINESS ENTERPRISE PROGRAM INFORMATION FOR ON-CALL CONSULTANT SERVICES FOR WATER QUALITY MONITORING AND RELATED SERVICES

15	Villa Civil		x		x	x		
16	Vista Analystical Laboratory							
17	Weck Analytical Environmental Services, Inc. dba Weck Laboratories, Inc.	x	x	x				
18	Weston Solutions							
	Medium-Sized Business Category Proposer Name	**Local SBE**	**SBE**	**Minority**	**Women**	**Disadvantaged**	**DisabledVet**	**LGBTQQ**
1	**CASC Engineering and Consulting, Inc.**		**x**					
1	Ackerman Law PL							
2	Anchor QEA, LLC							
3	Blue Ocean Civil Consulting		x	x	x	x		
4	Craftwater Engineering, Inc.		x				x	
5	Diaz Consultants, Inc. dba Diaz Yourman & Associates		x	x		x		
6	Enthalpy Analytical, LLC							
7	FMF Pandion	x	x	x		x	x	
8	Geoscience Support Services, Inc.		x					
9	H&T Cultural Resource Management, Inc. dba CRM Tech		x					
10	M.S. Hatch Consulting, LLC		x		x			
11	Michael Baker International, Inc.							
12	Pat-Chem Laboratories		x					
13	S Groner Associates		x					
14	Urban Crossroads, Inc.							
15	Vandermost Consulting Services, Inc. dba VCS Environmental		x		x	x		
2	**CWE**		**x**	**x**				
1	Apex Companies, LLC							
2	Aquatic Bioassy & Consulting Laboratories, Inc.							
3	CG Resource Management and Engineering	x	x		x			
4	Enthalpy Analytical, LLC							
5	Eurofins Calscience							
6	GEI Consultants, Inc.							

PROPOSERS' UTILIZATION PARTICIPATION AND COMMUNITY BUSINESS ENTERPRISE PROGRAM INFORMATION FOR ON-CALL CONSULTANT SERVICES FOR WATER QUALITY MONITORING AND RELATED SERVICES

7	Geo-Logic Associates, Inc.							
8	MIG							
9	Psomas							
10	Weston Solutions							
3	**Larry Walker Associates**		**x**		**x**			
1	ABC Laboratories							
2	Blackhawk Environmental		x				x	
3	Blaine Tech Services				x			
4	Catalyst Environmental Solutions		x					
5	CDM Smith							
6	EMSL Analytical							
7	FMF Pandion	x	x	x		x	x	
8	Herrera Environmental							
9	Kinnetic Environmental		x					
10	MBC Aquatic Sciences		x					
11	Mikhail Ogawa Engineering		x	x		x		
12	Pacific EcoRisk		x					
13	Paradigm Environmental		x					
14	Physis Environmental Laboratories, Inc.		x					
15	Psomas							
16	Rincon Consultants							
17	S Groner Associates		x					
18	Somach Simmons and Dunn							
19	Vista Analytical Laboratory							
20	Weck Analytical Environmental Services, Inc. dba Weck Laboratories, Inc.		x	x				
21	Weston Solutions							
22	Will Lewis Consulting							
23	Windward Environmental							
24	Wood Environment & Infrastructure Solutions, Inc.							

PROPOSERS' UTILIZATION PARTICIPATION AND COMMUNITY BUSINESS ENTERPRISE PROGRAM INFORMATION FOR ON-CALL CONSULTANT SERVICES FOR WATER QUALITY MONITORING AND RELATED SERVICES

	Large-Sized Business Category Proposer Name	Local SBE	SBE	Minority	Women	Disadvantaged	DisabledVet	LGBTQQ
1	**Tetra Tech, Inc.**							
1	Civil Environmental Survey Group, Inc. (dba CES Group)		x			x		
2	Enthalpy Analytical, LLC							
3	Eurofins Calscience LLC							
4	FMF Pandion	x	x	x		x	x	
5	John L Hunter & Associates							
6	Kayuga Solution, Inc.			x				
7	M2 Resource Consulting, Inc		x		x	x		
8	Moore Iacofano Goltsman, Inc., dba MIG, Inc.							
9	Physis Environmental Laboratories, Inc.		x					
10	Richard Watson & Associates							
11	Six Scientific Service		x					
12	Soller Environmental, LLC		x					
13	Watearth, Inc	x	x		x	x		
2	**Weston Solutions**							
1	Applied Microbiological Services (AMS)		x					
2	Aztec Film		x					
3	Burns & McDonnell Engineering Company, Inc.							
4	CWE		x	x				
5	Dancing Coyote Environmental		x					
6	EcoAnalysis, Inc.							
7	Enthalpy Analytical, LLC.							
8	Environmental Science Associates							
9	Eurofins Calscience, LLC							
10	Herrera Environmental Consultants							
11	Larry Walker Associates		x		x			
12	Marine Taxonomic Services		x					
13	MBC Aquatic Sciences		x					

PROPOSERS' UTILIZATION PARTICIPATION AND COMMUNITY BUSINESS ENTERPRISE PROGRAM INFORMATION FOR ON-CALL CONSULTANT SERVICES FOR WATER QUALITY MONITORING AND RELATED SERVICES

14	Moore Iacofano Goltsman, Inc., dba MIG, Inc.							
15	Paradigm Environmental, Inc.		x					
16	Physis Environmental Laboratories, Inc.		x					
17	Rhithron							
18	Six Scientific Service		x					
19	Vista Analytical Laboratory							
20	Weck Analytical Environmental Services, Inc. dba Weck Laboratories, Inc.	x	x	x				
3	**Wood Environment & Infrastructure Solutions, Inc.**							
1	ADV-SOC, Inc.		x			x	x	
2	Anchor QEA, LLC							
3	CDM Smith							
4	Civil Environmental Suvey Group, Inc. (CES Group)		x			x		
5	Colbert Environmental Group		x	x	x	x		
6	Craftwater Engineering, Inc.		x				x	
7	Eyasco, Inc.		x					
8	FMF Pandion	x	x	x		x	x	
9	Kinnetic Environmental, Inc.		x					
10	Larry Walker Associates		x		x			
11	Physis Environmental Laboratories, Inc.		x					
12	Southern California Coastal Water Research Project							
13	Weck Analytical Environmental Services, Inc. dba Weck Laboratories, Inc.		x	x				

PROPOSERS' UTILIZATION PARTICIPATION AND COMMUNITY BUSINESS ENTERPRISE PROGRAM INFORMATION FOR ON-CALL CONSULTANT SERVICES FOR WATER QUALITY MONITORING AND RELATED SERVICES

NON-SELECTED FIRMS

	Small-Sized Business Category Proposer Name	Local SBE	SBE	Minority	Women	Disadvantaged	DisabledVet	LGBTQQ
1	Pi Environmental, LLC							
2	Watearth, Inc.	x	x		x	x		
	Medium-Sized Business Category Proposer Name	**Local SBE**	**SBE**	**Minority**	**Women**	**Disadvantaged**	**DisabledVet**	**LGBTQQ**
	None	**N/A**						
	Large-Sized Business Category Proposer Name	**Local SBE**	**SBE**	**Minority**	**Women**	**Disadvantaged**	**DisabledVet**	**LGBTQQ**
	None	**N/A**	**N/A**	**N/A**	**N/A**	**N/A**	**N/A**	**N/A**

*Information provided by proposers in response to the Request for Proposal. On final analysis and consideration of award, vendors were selected without regard to race, creed, gender, or color.

PROPOSERS' UTILIZATION PARTICIPATION AND COMMUNITY BUSINESS ENTERPRISE PROGRAM INFORMATION FOR ON-CALL CONSULTANT SERVICES FOR WATER QUALITY MONITORING AND RELATED SERVICES

FIRM INFORMATION*		Small Firms				Medium Firms			Large Firms		
		CG Resource Management and Engineering, Inc.	Craftwater Engineering, Inc.	FMF Pandion	Paradigm Environmental, Inc.	CASC Engineering and Consulting, Inc.	CWE	Larry Walker Associates, Inc.	Tetra Tech, Inc.	Weston Solutions, Inc.	Wood Environment & Infrastructure Solutions, Inc.
BUSINESS STRUCTURE		Corporation	Corporation	Corporation	Corporation	Corporation	Corporation	Corporation	Corporation	Corporation	Corporation
CULTURAL/ETHNIC COMPOSITIO		**NUMBER/% OF OWNERSHIP**									
OWNERS/PARTNERS	Black/African American	0	0	0	1/24%	0	0	0	N/A	0	N/A
	Hispanic/Latino	0	0	0	0	0	1/49%	0		0	
	Asian or Pacific Islander	0	0	0	0	0	2/50%	0		0	
	American Indian	0	0	1/100%	0	0	0	0		0	
	Filipino	0	0	0	0	0	0	0		0	
	White	1/100%	2/100%	0	4/76%	1/100%	1/1%	4/100%		12/100%	
	Female (included above)	1/100%	0	0	0	0	1/1%	3/75%		3/23.4%	
		NUMBER									
MANAGER	Black/African American	0	0	1	0	0	0	0	55	7	23
	Hispanic/Latino	0	0	0	0	1	0	0	69	11	46
	Asian or Pacific Islander	0	1	0	2	0	2	0	87	21	26
	American Indian	0	0	0	0	0	0	0	6	1	3
	Filipino	0	2	0	1	0	1	0	N/A	0	0
	White	0	3	2	2	8	5	11	1326	309	904
	Female (included above)	0	1	2	0	2	1	6	414	79	241
STAFF	Black/African American	0	0	0	0	1	0	0	2072	39	159
	Hispanic/Latino	0	1	1	0	17	6	6	708	77	270
	Asian or Pacific Islander	0	1	0	2	3	7	5	599	39	0
	American Indian	0	0	0	0	0	0	0	72	7	22
	Filipino	0	0	0	0	0	2	0	N/A	0	0
	White	0	4	4	6	25	13	29	5908	577	2385
	Female (included above)	0	2	3	5	19	8	26	3479	271	902
Total No. of Employees		0	12	8	13	55	36	51	10,902	1,088	3,838
		COUNTY CERTIFICATION									
	CBE	Y	Y	Y	N	N	N	Y	N	N	N
	LSBE	Y	N	Y	N	N	N	N	N	N	N
OTHER CERTIFYING AGENCY		Supplier Clearinghouse CA Dept. of General Services	CA Dept. of General Services	Caltrans CUCP CA Dept. of General Services	CA Dept. of General Services	CA Dept. of General Services	CA Dept. of General Services	Women's Business Enterprise Council - West CA Dept. of General Services	N/A	N/A	N/A

*Information provided by proposers in response to the Request for Proposal. On final analysis and consideration of award, vendors were selected without regard to race, creed, gender, or color.

BOARD LETTER/MEMO
CLUSTER FACT SHEET

☒ Board Letter ☐ Board Memo ☐ Other

CLUSTER AGENDA REVIEW DATE	9/21/2022
BOARD MEETING DATE	10/4/2022
SUPERVISORIAL DISTRICT AFFECTED	☐ All ☐ 1st ☐ 2nd ☐ 3rd ☐ 4th ☒ 5th
DEPARTMENT(S)	Public Works
SUBJECT	Adopt the resolution approving the grant application and authorizing Public Works to accept the Federal Transit Administration (FTA) Section 5311 Grant and take appropriate actions, as necessary, in administering the grant for transit services in rural communities of North Los Angeles County.
PROGRAM	FTA Section 5311 Grant
AUTHORIZES DELEGATED AUTHORITY TO DEPT	☒ Yes ☐ No
SOLE SOURCE CONTRACT	☐ Yes ☒ No If Yes, please explain why:
DEADLINES/ TIME CONSTRAINTS	Current approved resolution expires on June 30, 2022, and a new resolution is required to continue the funding.
COST & FUNDING	Total cost: $0 | Funding source: N/A TERMS (if applicable): 3 years Explanation:
PURPOSE OF REQUEST	Public Works is seeking adoption of the resolution for continuation of the FTA Section 5311 Grant.
BACKGROUND (include internal/external issues that may exist including any related motions)	Approval of the recommended actions will provide for the continuation and enhancement of public transit services for the residents of the unincorporated County areas of North Los Angeles County. These services include local bus, commuter bus, and paratransit since 1992. Antelope Valley Transit Authority also added a microtransit service in 2020.
EQUITY INDEX OR LENS WAS UTILIZED	☐ Yes ☒ No If Yes, please explain how:
SUPPORTS ONE OF THE NINE BOARD PRIORITIES	☒ Yes ☐ No If Yes, please state which one(s) and explain how: Sustainability by maintaining public transit service and making a more livable community.
DEPARTMENTAL CONTACTS	Name, Title, Phone # & Email: Steve Burger, Deputy Director, (626) 458-4018, sburger@pw.lacounty.gov

COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

"To Enrich Lives Through Effective and Caring Service"

900 SOUTH FREMONT AVENUE
ALHAMBRA, CALIFORNIA 91803-1331
Telephone: (626) 458-5100
http://dpw.lacounty.gov

MARK PESTRELLA, Director

ADDRESS ALL CORRESPONDENCE TO:
P.O. BOX 1460
ALHAMBRA, CALIFORNIA 91802-1460

October 4, 2022

IN REPLY PLEASE
REFER TO FILE: TPP-1

The Honorable Board of Supervisors
County of Los Angeles
383 Kenneth Hahn Hall of Administration
500 West Temple Street
Los Angeles, California 90012

Dear Supervisors:

TRANSPORTATION CORE SERVICE AREA
ADOPT RESOLUTION FOR THE FEDERAL TRANSIT ADMINISTRATION SECTION 5311 GRANT PROGRAM WITH CALTRANS FOR TRANSIT SERVICES IN RURAL COMMUNITIES OF NORTH LOS ANGELES COUNTY FOR FISCAL YEARS 2022-23, 2023-24, AND 2024-25
(SUPERVISORIAL DISTRICT 5)
(3 VOTES)

SUBJECT

This action is to adopt the resolution approving the grant application and authorizing Public Works to accept the Federal Transit Administration Section 5311 Grant and to take appropriate actions, as necessary, in administering the Federal Transit Administration Section 5311 Grant for transit services in rural communities of North Los Angeles County.

IT IS RECOMMENDED THAT THE BOARD:

1. Find that the proposed actions are exempt from the California Environmental Quality Act for the reasons stated in this Board letter and in the record of the project.

2. Adopt the resolution approving the applications for approximately $1.5 million in grant funds over a 3-year period from July 1, 2022, to June 30, 2025, from the Federal Transit Administration Section 5311 Grant Program administered by Caltrans for transit services in rural communities of North Los Angeles County.

3. Approve an exception to the Los Angeles County's Grant Policy for this program by authorizing the Director of Public Works or his designee to accept

the Federal Transit Administration Section 5311 Grant funds over a 3-year period from July 1, 2022, to June 30, 2025.

4. Authorize the Director of Public Works or his designee to take appropriate administrative actions, including submitting and processing the applications under the Federal Transit Administration Section 5311 Grant Program, which includes issuing certifications and assurances, executing grant agreements and any necessary amendments, and approving and submitting requests for reimbursement.

PURPOSE/JUSTIFICATION OF RECOMMENDED ACTION

Approval of the recommended actions will find that the project is exempt from the California Environmental Quality Act (CEQA) and allow the Board to delegate authority to the Director of Public Works or his designee to file applications for the Federal Transit Administration (FTA) Section 5311 Grant Program and issue certifications and assurances and other documents required by the FTA pertaining to the program. The grant funds will be used to fund transit services in rural communities of North Los Angeles County.

The FTA's Non-Urbanized Area Formula Program, commonly known as the FTA Section 5311 Grant Program, provides funds for public transportation projects and intercity bus projects serving residents living in rural areas with a population of 50,000 or less. With these funds, the mobility needs of transit users residing in these areas can be both supported and enhanced. FTA Section 5311 Grant Program funds are intended to provide access to employment, education, healthcare, shopping, and recreation.

Public Works routinely obtains Board approval to apply through Caltrans for FTA Section 5311 Grant Program funds to provide transit services to residents in the unincorporated rural areas of North Los Angeles County. The regional apportionment is allocated to the County based on the population of the rural area. The FTA requires grant applications for FTA Section 5311 funds to be submitted to Caltrans, the State department responsible for administering the grant program.

Caltrans requires an authorizing resolution be renewed every 3 years. Board adoption of the enclosed resolution will authorize Public Works to file and execute applications, certifications and assurances, agreements, amendments, or any other required documents with Caltrans on behalf of the County for the grant program. Board adoption will also authorize Public Works to provide additional information as Caltrans may require and to approve and submit requests for reimbursement from Caltrans for FTA Section 5311 projects.

On July 11, 2000, the Board approved guidelines for accepting grants of $100,000 or more. These guidelines include a requirement that County departments prepare a Grant Management Statement form prior to carrying out the activities covered under a grant. Accordingly, the Grant Management Statement form for this grant is enclosed for your review.

Caltrans will issue a new standard agreement each year; therefore, Public Works is recommending that the Board approve an exception to the County's Grant Policy requiring all grants be accepted by the Board. If adopted, this recommendation would authorize the Director of Public Works to execute a new agreement each year on behalf of the County after approval as to form by County Counsel. Caltrans will execute the agreements and return a copy to the County.

Delegating authority to the Director of Public Works to accept the FTA Section 5311 Grant funds and to act as an agent when conducting business with Caltrans on all matters related to this grant will help streamline the grant funding administration process that is conducted on an annual basis.

Implementation of Strategic Plan Goals

These recommendations support the County Strategic Plan: Strategy II.2, Support the Wellness of Our Communities and Objective ll.2.4, Promote Active and Healthy Lifestyles. The recommended actions will allow the provision of transit services for residents of the unincorporated County communities to access educational, recreational, shopping, medical, and business opportunities.

FISCAL IMPACT/FINANCING

There will be no impact to the County General Fund.

Adoption of the resolution and approval of subsequent agreements with Caltrans may make available to the County approximately $1.5 million in grant funds over the 3-year period and the first year is included in the Transit Operations Fund (Fund CP6, Revenue Source 9021) Fiscal Year 2022-23 Budget. Funding for the future years will be included through the annual budget process. The County's jurisdictional share of the cost for transit services in North Los Angeles County, less other grants and farebox revenue received is estimated at $1.2 million, of which $500,000 will be offset by the FTA Section 5311 Grant in each of the Fiscal Years 2023-2025. The County will fund the remaining portion of transit services cost using funds available in the Fifth Supervisorial District's Proposition A Local Return Transit Program.

FACTS AND PROVISIONS/LEGAL REQUIREMENTS

If adopted, the Director of Public Works will execute a new agreement each year on behalf of the County after approval as to form by County Counsel. Caltrans will execute the agreements and return a copy to the County.

ENVIRONMENTAL DOCUMENTATION

The project is exempt from CEQA. The delegation of authority to file applications for the FTA Section 5311 Grant Program and issue certifications and assurances and other documents to accept the grant funds and to act as agent when conducting business with Caltrans on any and all matters related to this grant will streamline the annual grant funding administration process for the institution of passenger or commuter services, and is therefore exempt from CEQA pursuant to Section 21080(b)(10) of the California Public Resources Code.

IMPACT ON CURRENT SERVICES (OR PROJECTS)

This action will have no impact on current services or projects.

This action will enable the County to apply for reimbursement for a portion of the cost incurred to provide needed transit services for the residents in rural communities of North Los Angeles County.

CONCLUSION

Please return one adopted copy of this letter and a copy of the resolution to Public Works, Transportation Planning and Programs Division.

Respectfully submitted,

MARK PESTRELLA, PE
Director of Public Works

MP:MER:pr

Enclosures

c: Chief Executive Office (Chia-Ann Yen)
County Counsel
Executive Office

RESOLUTION AUTHORIZING THE FEDERAL FUNDING UNDER FEDERAL TRANSIT ADMINISTRATION SECTION 5311 (49 UNITED STATES CODE SECTION 5311) WITH THE CALIFORNIA DEPARTMENT OF TRANSPORTATION

WHEREAS, the United States Department of Transportation is authorized to make grants to States through the Federal Transit Administration to support capital and operating assistance projects for nonurbanized public transportation systems under Section 5311 of the Federal Transit Act; and

WHEREAS, Caltrans has been designated by the Governor of the State of California to administer Section 5311 grants for public transportation projects; and

WHEREAS, Caltrans requires authorizing resolutions for recipients of Section 5311 grants to be renewed every 3 years; and

WHEREAS, the County of Los Angeles desires to apply for said financial assistance to permit operation of transit services for residents in the rural areas of North Los Angeles County; and

WHEREAS, the County of Los Angeles has, to the maximum extent feasible, coordinated with other transportation providers and users in the region (including social service agencies).

NOW, THEREFORE, BE IT RESOLVED AND ORDERED, that the County of Los Angeles does hereby:

1. Authorize the Director of Public Works or his designee to file and execute applications, certifications and assurances, agreements, amendments, or any other required document on behalf of the County of Los Angeles with Caltrans to aid in the financing of operating and/or capital assistance projects pursuant to Section 5311 of the Federal Transit Act of 1964, as amended.

2. Authorize the Director of Public Works or his designee to provide additional information as Caltrans may require in connection with the application for Section 5311 projects.

3. Authorize the Director of Public Works or his designee to submit and approve requests for reimbursement of funds from Caltrans for the Section 5311 projects.

The foregoing resolution was adopted on the _____ day of _____, 2022, by the Los Angeles County Board of Supervisors.

CELIA ZAVALA
Executive Officer of the
Board of Supervisors of the
County of Los Angeles

By _____
Deputy

APPROVED AS TO FORM:

DAWYN R. HARRISON
Acting County Counsel

By _____
Deputy

Los Angeles County Chief Executive Office

Grant Management Statement for Grants $100,000 or More

Department: Public Works

Grant Project Title and Description

Federal Transit Administration Section 5311 Grant Non-Urbanized Area Formula Program reimburses the County for a portion of the operating costs incurred to provide public transit services for residents in the rural areas of the North Los Angeles County.

Funding Agency	**Program (Fed. Grant #/State Bill or Code #)**	**Grant Acceptance Deadline**
Federal Transit Administration	49 United States Code Section 5311	End of each Fiscal Year (FY)

Total Amount of Grant Funding: approximately $1.5 Milliion	**County Match:** *See Below	
Grant Period: FY 2023, FY 2024, FY 2025	**Begin Date:** 7/1/2022	**End Date:** 6/30/2025
Number of Personnel Hired Under This Grant: 0	**Full Time:** 0	**Part Time:** 0

Obligations Imposed on the County When the Grant Expires

Will all personnel hired for this program be informed this is a grant-funded program? **N/A**	Yes___	No___
Will all personnel hired for this program be placed on temporary ("N") items? **N/A**	Yes___	No___
Is the County obligated to continue this program after the grant expires?	Yes___	No_X_
If the County is not obligated to continue this program after the grant expires, the Department will:		
a.) Absorb the program cost without reducing other services	Yes_X_	No___
b.) Identify other revenue sources (describe below) Proposition A Local Return Transit funds	Yes_X_	No___
c.) Eliminate or reduce, as appropriate, positions/program costs funded by the grant.	Yes	No_X_

Impact of additional personnel on existing space:

N/A

Other requirements not mentioned above:

*The County will fund the remaining balance of the project (total cost currently estimated at $3.4 million) not reimbursed by grant funding.

Hard Costs: $2,800,000 Soft Costs: $600,000

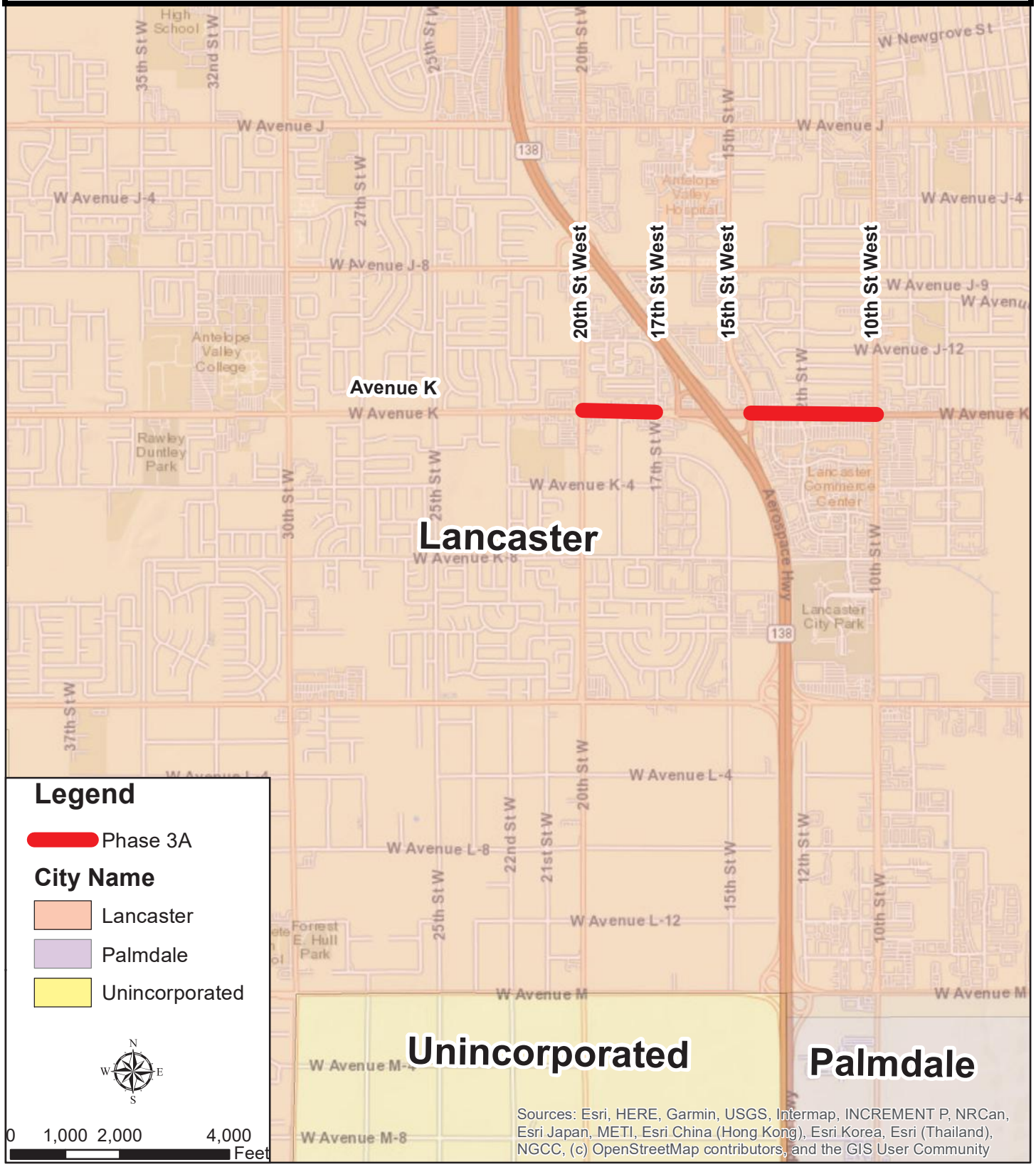
Department Head Signature:_____ Date:__7/28/22_____

BOARD LETTER/MEMO
CLUSTER FACT SHEET

☒ Board Letter ☐ Board Memo ☐ Other

CLUSTER AGENDA REVIEW DATE	9/21/2022	
BOARD MEETING DATE	10/4/2022	
SUPERVISORIAL DISTRICT AFFECTED	☐ All ☐ 1st ☐ 2nd ☐ 3rd ☐ 4th ☒ 5th	
DEPARTMENT(S)	Public Works	
SUBJECT	Reject Bids Avenue K Transmission Water Main Phase IIIA	
PROGRAM	Los Angeles County Waterworks District No. 40, Accumulative Capital Outlay	
AUTHORIZES DELEGATED AUTHORITY TO DEPT	☒ Yes ☐ No	
SOLE SOURCE CONTRACT	☐ Yes ☒ No	
	If Yes, please explain why: N/A	
DEADLINES/ TIME CONSTRAINTS	Timely formal response to bidders.	
COST & FUNDING	Total cost: $ 0	Funding source: Los Angeles County Waterworks District No. 40 Accumulative Capital Outlay Fund
	TERMS (if applicable): Total project cost, currently estimated at $6,400,000, will be updated for readvertisement in 2026.	
	Explanation: N/A	
PURPOSE OF REQUEST	Reject all bids received on May 17, 2022, for Project ID No. WWD4004012, Avenue K Transmission Water Main Phase III A.	
BACKGROUND (include internal/external issues that may exist including any related motions)	On April 5, 2022, the Board approved the project, and it was advertised. On May 17, 2022, three bids were received. In coordination with a City of Lancaster's road project in the same location and time frame, Public Works recommends rejecting all bids to allow the City of Lancaster's project to move forward first. Delaying the project will have no adverse impacts on the Waterworks District. The project is expected to readvertise in 2026 after the City's highway improvement project is complete.	
EQUITY INDEX OR LENS WAS UTILIZED	☒ Yes ☐ No If Yes, please explain how: The project will improve water supply resiliency in a community ranked in the Los Angeles County Healthy Places Index 25th Percentile.	
SUPPORTS ONE OF THE NINE BOARD PRIORITIES	☒ Yes ☐ No If Yes, please state which one(s) and explain how: Board Priority #7: Sustainability. The project will increase water system reliability for domestic use and fire protection. This infrastructure investment will better enable the water system to adapt to changing demands and climate stresses.	
DEPARTMENTAL CONTACTS	Name, Title, Phone # & Email: Keith Lilley, Deputy Director, (626) 458-4012, cell (626) 320-9841 klilley@pw.lacounty.gov	

Avenue K Transmission Water Main Phase IIIA
Los Angeles County Waterworks District No. 40, Antelope Valley
Project ID No. WWD4004012



COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

"To Enrich Lives Through Effective and Caring Service"

MARK PESTRELLA, Director

900 SOUTH FREMONT AVENUE
ALHAMBRA, CALIFORNIA 91803-1331
Telephone: (626) 458-5100
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ADDRESS ALL CORRESPONDENCE TO:
P.O. BOX 1460
ALHAMBRA, CALIFORNIA 91802-1460

October 4, 2022

The Honorable Board of Supervisors
County of Los Angeles
383 Kenneth Hahn Hall of Administration
500 West Temple Street
Los Angeles, California 90012

Dear Supervisors:

CONSTRUCTION CONTRACT
WATER RESOURCES CORE SERVICE AREA
REJECT ALL BIDS
AVENUE K TRANSMISSION WATER MAIN PHASE IIIA
PROJECT ID NO. WWD4004012
IN THE CITY OF LANCASTER
(SUPERVISORIAL DISTRICT 5)
(3 VOTES)

SUBJECT

Public Works is seeking Board approval to reject all bids received for the Avenue K Transmission Water Main Phase IIIA Project in the City of Lancaster.

IT IS RECOMMENDED THAT THE BOARD ACTING AS THE GOVERNING BODY OF THE LOS ANGELES COUNTY WATERWORKS DISTRICT NO. 40, ANTELOPE VALLEY:

1. Find that the proposed actions are not a project under the California Environmental Quality Act for the reasons stated in this Board letter.

2. Reject all bids received on May 17, 2022, for Project ID No. WWD4004012, Avenue K Transmission Water Main Phase IIIA.

PURPOSE/JUSTIFICATION OF RECOMMENDED ACTION

Approval of the recommended action will find that they are not subject to the California Environmental Quality Act (CEQA) and allow Public Works to reject all bids received on May 17, 2022, for the Avenue K Transmission Water Main Phase IIIA Project in the City of Lancaster (see Enclosure).

The project; to install 4,000 feet of a 36-inch water main along Avenue K between 10th Street West and 15th Street West; 17th Street West and 20th Street West; and improve system reliability in the region; was scheduled to start in October 2022 and be completed in March 2023.

On April 5, 2022, the Board approved the Avenue K Transmission Main Phase IIIA Project, adopted the plans and specifications, and instructed the Executive Office of the Board of Supervisors to advertise the project. On May 17, 2022, three bids were received. The lowest responsive bid, submitted by the apparent responsible contractor, was within the cost range approved by the Board for delegated award.

Subsequent to advertising the project, collaboration with the City of Lancaster on project sequencing and efforts to limit impacts to residents revealed that a City highway improvement project and its grant funding could be in jeopardy if there were any delays to completing the Public Works project. Consequently, Public Works recommends rejecting all bids for this solicitation due to the potential conflict and impacts to the City administered project.

Delaying the project will have no adverse impacts on the Waterworks District. It is expected that we will return to the Board in 2026 after the City's highway improvement project is complete for approval to readvertise the project.

Implementation of Strategic Plan Goals

These recommendations support the County Strategic Plan: Strategy III.3, Pursue Operational Effectiveness, Fiscal Responsibility, and Accountability, Objective III.3.2, Manage and Maximize County Assets. The recommended action supports ongoing efforts to manage and improve public infrastructure assets.

FISCAL IMPACT/FINANCING

There will be no impact to the County General Fund.

The estimated total project cost, currently estimated at $6,400,000, will be updated for the Board's consideration when the project is readvertised in 2026. Funding will be included in the appropriate Los Angeles County Waterworks District No. 40, Antelope Valley, Accumulative Capital Outlay Fund (N64) fiscal year budget.

FACTS AND PROVISIONS/LEGAL REQUIREMENTS

The action to reject all bids is in accordance with Section 20603 of the State Public Contract Code.

ENVIRONMENTAL DOCUMENTATION

The recommended actions are not subject to the CEQA because they are activities that are excluded from the definition of a project by Section 21065 of the Public Resources Code and Section 15378 (b) of the State CEQA Guidelines. This proposed action to set CEQA significance thresholds is an organizational or administrative activity of government, which will not result in direct or indirect physical changes to the environment.

IMPACT ON CURRENT SERVICES (OR PROJECTS)

The proposed actions will have no impact on current services.

CONCLUSION

Please return an adopted copy of this letter to Public Works, Project Management Division III.

Respectfully submitted,

MARK PESTRELLA, PE
Director of Public Works

MP:RLG:dw

Enclosures

c: Chief Executive Office (Chia-Ann Yen)
County Counsel
Executive Office
Internal Services Department (Countywide Contract Compliance)

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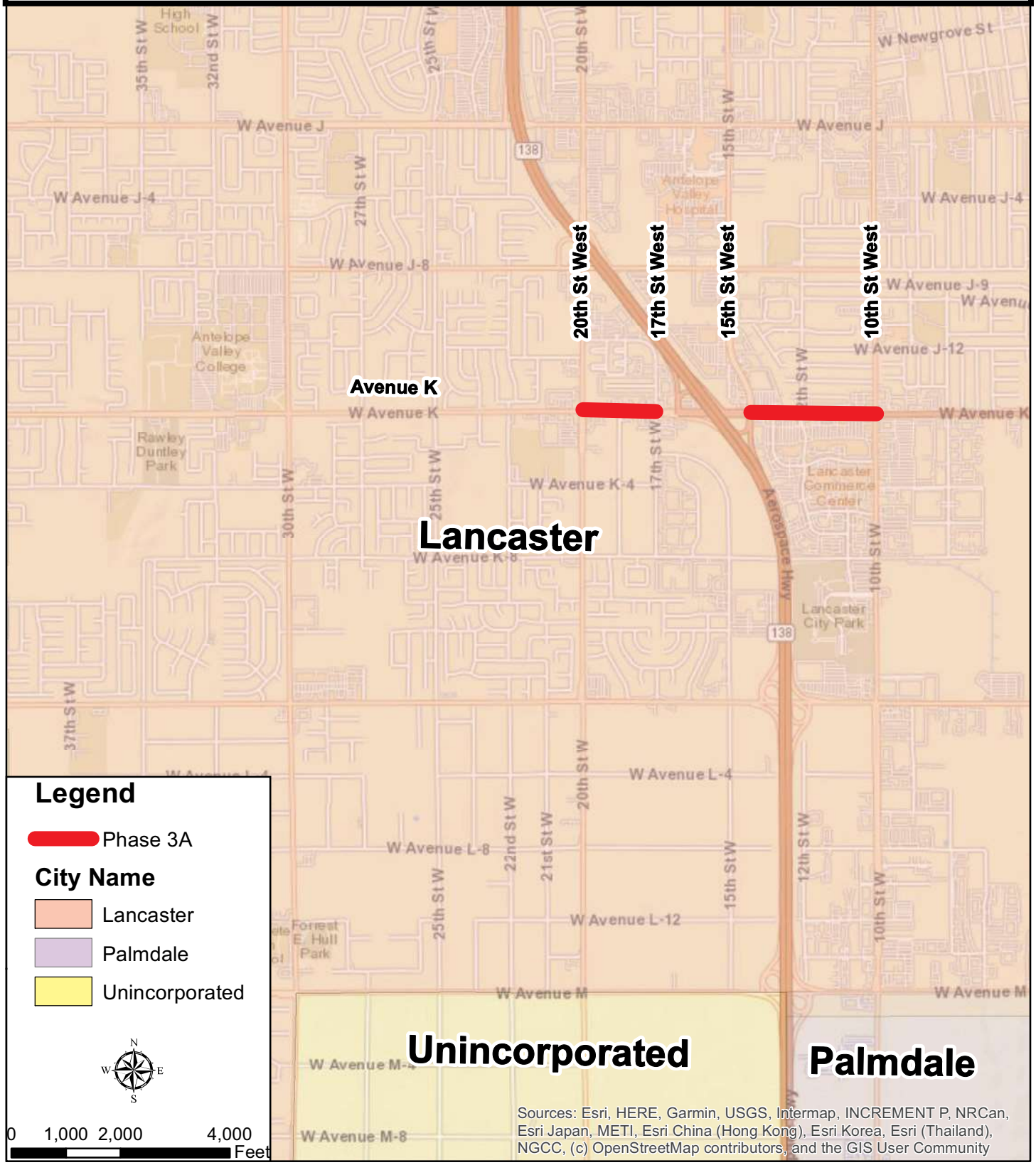
Avenue K Transmission Water Main Phase IIIA
Los Angeles County Waterworks District No. 40, Antelope Valley
Project ID No. WWD4004012



BOARD LETTER/MEMO
CLUSTER FACT SHEET

☒ Board Letter ☐ Board Memo ☐ Other

CLUSTER AGENDA REVIEW DATE	9/21/2022
BOARD MEETING DATE	10/18/2022
SUPERVISORIAL DISTRICT AFFECTED	☒ All ☐ 1st ☐ 2nd ☐ 3rd ☐ 4th ☐ 5th
DEPARTMENT(S)	Regional Planning
SUBJECT	Annual Tune Up program to amend Title 22 (Planning & Zoning).
PROGRAM	Title 22 Tune Up Series 002
AUTHORIZES DELEGATED AUTHORITY TO DEPT	☐ Yes ☒ No
SOLE SOURCE CONTRACT	☐ Yes ☒ No
	If Yes, please explain why:
DEADLINES/ TIME CONSTRAINTS	This program is an annual update to the Title 22 (Planning & Zoning) code.
COST & FUNDING	Total cost: $0 / Funding source: N/A
	TERMS (if applicable):
	Explanation:
PURPOSE OF REQUEST	This ordinance amends Title 22 to make modifications where necessary to correct discrepancies and typographical errors, classify provisions, remove redundant language, streamline procedures, remove outdated provisions, reformat/reorganize sections for readability, and be consistent with State law and other County regulations.
BACKGROUND (include internal/external issues that may exist including any related motions)	On December 11, 2019, the Commission established the Tune Up Program by authorizing periodic updates to Title 22 to make corrections and clarifications on an annual or as-needed basis to ensure that Title 22 is consistent with State law, coherent, error-free, and implementable. he proposed Ordinance is the second periodic update through the Tune Up Program.
EQUITY INDEX OR LENS WAS UTILIZED	☐ Yes ☒ No If Yes, please explain how:
SUPPORTS ONE OF THE NINE BOARD PRIORITIES	☐ Yes ☒ No If Yes, please state which one(s) and explain how:
DEPARTMENTAL CONTACTS	Name, Title, Phone # & Email: Larry Jaramillo, Principal Regional Planner, 213-974-6432, LJaramillo@planning.lacounty.gov

LOS ANGELES COUNTY
DEPARTMENT OF
REGIONAL PLANNING

AMY J. BODEK, AICP
Director,
Regional Planning

DENNIS SLAVIN
Chief Deputy Director,
Regional Planning

CONNIE CHUNG, AICP
Deputy Director,
Regional Planning

DAVID DE GRAZIA
Deputy Director,
Regional Planning

JON SANABRIA
Deputy Director,
Regional Planning

JOSEPH HORVATH
Administrative Deputy,
Regional Planning

October 18, 2022

The Honorable Board of Supervisors
County of Los Angeles
383 Kenneth Hahn Hall of Administration
500 West Temple Street
Los Angeles, CA 90012

Dear Supervisors:

HEARING ON TITLE 22 TUNE UP "SERIES 002" ORDINANCE
PROJECT NO. PRJ2021-003909 - (1-5)
ADVANCE PLANNING CASE NO. RPPL2021010991
(ALL SUPERVISORIAL DISTRICTS) (3-VOTES)

SUBJECT

The Title 22 Tune Up - Series 002 Ordinance (Ordinance), Project No. PRJ2021-003909 -(1-5) and Advance Planning Case No. RPPL2021010991, amends Title 22 (Planning and Zoning) of the Los Angeles County Code. The Ordinance amends Title 22 to make modifications, including but not limited to: correcting discrepancies and typographical errors, clarifying provisions, reformatting/reorganizing sections, and ensuring consistency with State law and other County regulations. A project summary, comprehensive list of amendments, and the Ordinance are included as Attachments 1, 2 and 3. This is the second periodic update to Title 22 as part of the Tune Up Program.

IT IS RECOMMENDED THAT THE BOARD, AFTER THE PUBLIC HEARING:

1. Find the adoption of the Title 22 Tune Up is exempt from the California Environmental Quality Act (CEQA);

2. Indicate its intent to approve the Ordinance (Advance Planning Case No. RPPL 2021010991) as recommended by the Regional Planning Commission (RPC); and

3. Instruct County Counsel to prepare the necessary final documents amending Title 22 of the County Code and bring them back to the Board for their consideration.

PURPOSE/JUSTIFICATION OF RECOMMENDED ACTION

After the comprehensive update to Title 22 became effective on February 29, 2019, the Department of Regional Planning (DRP) undertook an internal process to make periodic updates to the code in order to clarify certain provisions, correct errors, and reflect changes to State law that impact Title 22. DRP refers to this program as the Title 22 Tune Up Program. The Board adopted an ordinance on February 15, 2022, completing the first cycle of amendments to Title 22 under the Tune Up Program.

The RPC held a public hearing on January 26, 2022 and recommended to the Board this Title 22 Tune Up – Series 002 Ordinance. The RPC Proceedings and RPC Resolution are included as Attachments 4 and 5. The changes ensure that Title 22 is coherent, error-free, implementable, and consistent with State law and other County regulations.

KEY COMPONENTS

Corrections of Discrepancies and Typographical Errors

The Ordinance corrects typographical errors and removes outdated provisions. For example, the ordinance corrects errors by replacing Zone District maps within Section 22.06.060 (Zone Districts Established) with new maps created by the adoption of the By-Right Housing Ordinance (2021). In addition, the Ordinance adds a definition for Hillside Management Area to Section 22.14.080 (Definitions - H), and amends Subsection B of Section 22.110.190 (Modifications Authorized) to authorize Public Works to modify yards with approval of a Yard Modification (Chapter 22.196) application. The Ordinance corrects errors in Section 22.140.080 (Animal Raising) and clarifies the raising of pygmy pigs in certain zones. Sections 22.140.060 (Animal Keeping, Commercial), 22.140.370 (Mobilehome Parks), and 22.140.580 (Single-Family Residences) are revised for typographical errors and discrepancies.

Clarification of Provisions

The Ordinance adds clarifying language to resolve inconsistencies and ambiguity. Additionally, subsection B of Section 22.174.030 (Applicability) is revised to clarify that an Oak Tree Permit is not required for any oak tree related to any permit, variance, or tentative map for a subdivision, including a minor land division, approved by the Board, RPC, Hearing Officer, or the Director prior to August 20, 1982. Subsection B also clarifies that the County Forester is authorized to identify a hazardous or dangerous condition of an oak tree, defined as having a structural weakness, insect damage, or decay, and issue an Oak Tree Permit Exemption that must be filed with DRP and has a 90-day expiration date. Corrections to subsection E.1 of Section 22.140.650 (Accessory Overnight Safe Parking) includes a code section reference. Subsection D.1 of Section 22.174.040 (Application and Review Procedures) clarifies that an application and public hearing are required for the removal, encroachment, or relocation of a Heritage Oak Tree. Section 22.222.060 (Multiple Applications) clarifies when two or more discretionary applications are filed for an emergency shelter or a housing development project, including housing for very low, lower, or moderate-income households, as defined in Section 22.14.080, and findings and decisions on all such applications shall be subject to Section 22.222.200.B.2 (Housing Accountability Act). Subsection C of 22.222.070 (Application Filing and Withdrawal) clarifies that after an application is denied due to inactivity, regardless of the decision date, a new discretionary application may be filed or accepted. Subsection C of

Section 22.222.080 (Fees and Deposits) establishes a refund policy for withdrawn applications to ensure the Department recovers costs incurred up to the time the application is withdrawn. Section 22.222.100 (Denial of Inactive Application) is revised to clarify that unless contrary to State law, the Director may deny an application for inactivity without a public hearing. This section further establishes that the Director's decision is final and not subject to administrative appeal. Chapter 22.308 and Sections 22.312.070 (Zone Specific Development Standards) and 22.350.070 are updated to clarify when a Conditional Use Permit is required for outdoor uses. Subsection B of Section 22.324.050 (Application and Review Procedures) is superseded by Section 22.222.100 (Denial of Inactive Application) and removed.

Reformatting/Reorganizing of Sections

The definition for Heritage Oak Tree is moved from subsection B.2 of Section 22.174.040 (Application and Review Procedures) to Chapter 22.14 (Definitions) to be consistent with the location of other Title 22 definitions.

Compliance with State Laws and Other County Regulations

The Ordinance amends Title 22 to comply with State law and other County regulations. For example, Section 22.02.050 (Consistency with the General Plan) is revised for consistency with the Housing Accountability Act, while subsection B is revised for consistency with the County Affordable Housing Preservation Ordinance. In addition, the Ordinance adds new definitions to Section 22.14.010 (Definitions - A), making the code consistent with AB 1851 (Buffy Wicks) regarding religious institution affiliated housing development projects. Revisions to Alternative Financial Services definitions in Section 22.14.010 (Definitions – A) makes the code consistent with State regulations. Definitions added to Sections 22.14.010 - A, 22.14.080 - H, and 22.14.190 - S makes the code consistent with the Housing Accountability Act, while removing redundant definitions for banks, check cashing service, credit union, industrial loan company, mortgage lender, and savings and loan association. Parking regulations for religious institutions affiliated with housing developments are added to Section 22.120.080 (Parking). Subsection C.4.d is added to Section 22.140.070 (Animal Keeping, Non-commercial or Personal Use) to prohibit the keeping of animals, from species determined to be restricted by the California Department of Fish and Wildlife, as pets. Finally, the Ordinance revises Section 22.222.200 (Findings and Decision) to exempt Housing Accountability Act projects and be consistent with the Act.

Implementation of Strategic Plan Goals

Adoption of the Ordinance will promote Goal III – Realize Tomorrow's Government Today, through Strategy III.3 - Pursue Operational Effectiveness, Fiscal Responsibility, and Accountability. Having a clear and implementable Planning and Zoning Code that is error-free and consistent with State Law will improve operational effectiveness of planning services by the County to its constituents.

FISCAL IMPACT/FINANCING

Adoption of the Ordinance will not result in additional costs to the County. Implementation and enforcement of the Ordinance is an ongoing responsibility of DRP, and thus covered by DRP's operating budget.

FACTS AND PROVISIONS/LEGAL REQUIREMENTS

In addition to the public hearing conducted by the RPC on January 26, 2022, a public hearing before the Board is required pursuant to Section 22.232.040.B.1 of the County Code and Section 65856 of the California Government Code. Required notice was provided pursuant to the procedures and requirements set forth in Section 22.222.180 of the County Code.

ENVIRONMENTAL DOCUMENTATION

This project qualifies for a Categorical Exemption under Section 15305 (Class 5 Exemption – Minor Alternations in Land Use Limitations) and an exemption under Section 15061(b)(3) of the CEQA and the County environmental guidelines.

IMPACT ON CURRENT SERVICES (OR PROJECTS)

Approval of the Ordinance will not significantly impact County services.

For further information, please contact Bruce Durbin, Supervising Regional Planner, at (213) 974-6432 or bdurbin@planning.lacounty.gov.

Respectfully submitted,

AMY J. BODEK, AICP
Director of Regional Planning

AJB:CC:BD:lj
Attachments:

1. Project Summary
2. Tune Up - Series 002 Ordinance Summary
3. Ordinance
4. RPC Hearing Proceedings
5. RPC Resolution

cc: Executive Office, Board of Supervisors
Chief Executive Office
County Counsel
Public Works

Attachment 1

COUNTY OF LOS ANGELES
DEPARTMENT OF REGIONAL PLANNING

PROJECT SUMMARY

PROJECT DESCRIPTION:	Title 22 Tune Up (Series 002) Ordinance: Proposed amendment to the Los Angeles County Code (Title 22) to make technical corrections and clarifications, reformat, and reorganize, in order to streamline certain procedures and to make the Planning and Zoning Code consistent with State law. This is the second periodic update to Title 22 as part of the Tune Up Program.
REQUEST:	Approval and adoption of the proposed Ordinance.
LOCATION:	Countywide (unincorporated areas)
STAFF CONTACT:	Mr. Bruce Durbin, Supervising Regional Planner at (213) 974-6432 or bdurbin@planning.lacounty.gov
RPC HEARING DATE:	January 26, 2022
RPC RECOMMENDATION:	Approval and recommendation to the Board to consider adoption of the proposed Ordinance.
MEMBERS VOTING AYE:	Hastings, Moon, Duarte-White and Louie
MEMBERS VOTING NAY:	None
MEMBERS ABSENT:	Third District (Vacant Position)
MEMBERS ABSTAINING:	None
KEY ISSUES:	The proposed Ordinance amends Title 22 (Planning and Zoning) of the County Code to: make corrections of discrepancies and typographical errors; clarify vague provisions; eliminate redundant language streamline case processing procedures; remove an obsolete zone; reformat and reorganize sections into other sections or as new chapters; and revise land use regulations to comply with State law and other County regulations.

MAJOR POINTS FOR:	The proposed Ordinance will make technical improvements to Title 22 to ensure that the Planning and Zoning Code is clear, consistent, error-free, and easy to interpret and implement, and is updated as a result of recent changes in State law. Instead of a comprehensive update, this will be accomplished through a series of smaller, more frequent updates.
MAJOR POINTS AGAINST:	The scope of the Tune Up is too broad and difficult to track.

TITLE 22 TUNE UP: SERIES 002
ORDINANCE SUMMARY

Chapter	Section	Amendment Reason
Division 1 – Introductory Provisions		
Title, Purpose, and Components	22.02.050 - Consistency with the General Plan	Revise to be consistent with the Housing Accountability Act.
		Revise subsection B to be consistent with the Affordable Housing Preservation Ordinance.
	22.06.060 - Zoned Districts Established	Correct Zoned District map errors created by the By Right Housing Ordinance.
Division 2 – Definitions		
Definitions	22.14.010 - A	Add definitions to be consistent with AB 1851 (Buffy Wicks) regarding religious institution affiliated housing development projects.
		Revise Alternative Financial Services definitions to be consistent with State regulations.
	22.14.010 - H	Add Hillside Management Area definition to correct error.
	22.14.150 – O	Move "Heritage Oak Tree" definition from Chapter 22.174 (Oak Tree Permits) to Chapter 22.14 (Definitions) to be consistent with Title 22 definitions location.
	22.14.010 - A 22.14.080 – H 22.14.90 – S	Revise and add definitions to be consistent with the Housing Accountability Act.
Division 6 – Development Standards		
General Site Regulations	22.110.180 - Modifications for Public Sites	Revise subsection B to authorize PW to modify yards and to correct errors.
Density Bonus	22.120.080 - Parking	Add parking requirements for religious institution affiliated housing developments to subsection B to be consistent with AB 1851 (Buffy Wicks).
Division 7 – Standards for Specific Uses		
Standards for Specific Uses	22.140.060 - Animal Keeping, Commercial 22.140.370 - Mobilehome Parks 22.140.580 - Single-Family Residences	Revise for internal consistency.
	22.140.070 - Animal Keeping, Noncommercial or Personal Use	Add subsection C.4.d to exempt the keeping of restricted species as pets and to be consistent with California Fish and Wildlife regulations.
	22.140.080 - Animal Raising	Revise subsection C to authorize the raising of pygmy pigs in certain zones and to correct errors.
	22.140.370 – Mobile-home Parks.	Correct subsection reference in subsection D.
	22.140.650 - Accessory Overnight Safe Parking	Correct subsection E.1 to include section reference.

Chapter	Section	Amendment Reason
Division 8 – Permits, Reviews, and Legislative Actions		
Oak Tree Permits	22.174.030 – Applicability	Revise subsection B (Exemptions) to: Require the Forester to file OTPEs with DRP to facilitate data collection and sharing within the County and with the public; and Adds a 90-day expiration date to OTPEs and requires a re-inspection for new OTPEs to allow the Forester to reassess the tree condition and authorize necessary emergency work at regular intervals.
	22.174.040 – Application and Review Procedures	Revise subsections B and D to move "Heritage Oak Tree" definition to Chapter 22.14 to be consistent with Title 22 definitions location.
Division 9 – Administration		
Administrative Procedures	22.222.060 - Multiple Applications	Clarify that the Housing Accountability Act may apply to permits that may not be for the building itself.
	Section 22. 22.222.070 - Application Filing	Revise subsection C to clarify that the one-year time limitation on resubmitting a denied application does not apply to applications denied due to inactivity.
	22.222.080 – Fees and Deposits	Revise subsection C to establish a fee refund policy for withdrawn applications to ensure that the Department recovers the costs it has incurred up to the time the application is withdrawn.
	22.222.100 – Denial of Inactive Application	Revise to be consistent with the Housing Accountability Act timeline and to clarify provisions related to the denial of inactive applications, including clarifying the applications that can be denied by the Director instead of the Hearing Officer.
	22.222.200 - Findings and Decision	Revise to exempt Housing Accountability Act projects and to be consistent with the Act.
Division 10 – Community Standards District		
Avocado Heights	22.308.070 - Zone Specific Development Standards	Clarify how to measure outdoor uses.
Castaic	22.312.070 - Zone Specific Development Standards.	
Florence-Firestone	22.324.070 - Zone Specific Development Standards	
West Rancho Dominguez-Victoria	22.350.070 - Zone Specific Development Standards	

ORDINANCE NO. _____

An ordinance amending Title 22 – Planning and Zoning of the Los Angeles County Code ("County Code") that corrects minor technical errors, makes the County Code consistent with State law, and clarifies code language for ease of implementation.

The Board of Supervisors of the County of Los Angeles ordains as follows:

SECTION 1. Section 22.02.050 is hereby amended to read as follows:

22.02.050 - Consistency with the General Plan.

A. General Plan Goals and Policies. Building permits may only be issued for developments and land uses that conform to the goals and policies of the General Plan, and any applicable Area, Community, or Neighborhood Plan.

B. Use.

1. General. ~~Unless~~ Except as otherwise ~~permitted by State law~~ specified in Subsection B.2, building permits may be issued only for those land uses that are allowed through zoning and deemed compatible with the general intended uses of the land use designation in the General Plan, or an applicable Area, Community, or Neighborhood Plan.

2. Housing Development Project. Notwithstanding Subsection B.1, building permits may be issued for a housing development project, as defined in Section 22.14.080, without a zone change, even if the use is prohibited in the zone, so long as the housing development project is consistent with the general intended uses of the land use designation in the General Plan, or an applicable Area, Community, or Neighborhood Plan. The housing development project may be subject to standards of a

zone that is consistent with the general intended uses of the land use designation in the General Plan, or an applicable Area, Community, or Neighborhood Plan, pursuant to Section 65589.5(j)(4) of the California Government Code.

…

SECTION 2. Section 22.14.010 is hereby amended to read as follows:

22.14.010 - A.

…

Affordable housing and senior citizen housing. The following terms are defined for the purposes of Chapter 22.119 (Affordable Housing Replacement), Chapter 22.120 (Density Bonus), Chapter 22.121 (Inclusionary Housing), Chapter 22.128 (Supportive Housing), Chapter 22.130 (Transitional Housing), Section 22.140.660 (Motel Conversions, Temporary), and Chapter 22.166 (Housing Permits):

…

Major transit stop. As defined in Section 21155(b) of the California Public Resources Code.

Religious institution affiliated housing development project. A housing development project that meets all of the following requirements:

1. It is located on one or more contiguous lots that are each owned, entirely, whether directly or through a wholly owned company or corporation, by a religious institution.

2. It qualifies as being near collocated religious-use parking by being on or adjacent to a lot with religious-use parking or by being located within one-tenth of a mile of a lot that contains religious-use parking.

3. It qualifies for a density bonus under Section 65915 of the California Government Code and this Chapter 22.120.

Senior citizen. A person who is 55 years of age or older, pursuant to Sections 51.3, 798.76 or 799.5 of the California Civil Code, as applicable.

…

Alternative Financial Services. The following terms are defined solely for Section 22.140.690 (Alternative Financial Services):

Alternative financial service. A ~~use that charges a percentage fee to provide a loan or cash a check. This term includes, but is not limited to,~~ deferred deposit transaction (payday) lender, check casher, ~~and~~or motor vehicle (auto) title lender~~s~~. This term shall not include a ~~check cashing service or any state or federally chartered~~ financial institution with a state or federal charter, such as a bank, credit union, ~~mortgage lender,~~ savings and loan association, or industrial loan company~~, or non-profit financial institution~~.

~~Bank. This term shall have the same meaning as set forth in section 1561 of the California Financial Code.~~

Check casher. A business that for compensation engages, in whole or in part, in the cashing of checks, warrants, drafts, money orders, or other commercial

paper serving the same purpose. ~~This term shall not include a check cashing service or any state or federally chartered bank, credit union, mortgage lender, savings and loan association, industrial loan company, or non-profit financial institution.~~ This term shall not include a retail seller engaged primarily in the business of selling consumer goods, including consumables, to retail buyers that cashes checks or issues money orders for a fee not exceeding two dollars ($2) as a service to its customers that is incidental to its main purpose or business. This term includes businesses subject to Title 1.6F (Check Cashers) of Part 4 of Division 3 of the California Civil Code.

~~Check cashing service. A retail seller engaged primarily in the business of selling consumer goods, including consumables, to retail buyers, that cashes checks or issues money orders for a fee not exceeding two dollars ($2) as a service to its customers that is incidental to its main business purpose.~~

~~Credit union. This term shall have the same meaning as set forth in section 14002 of the California Financial Code.~~

Deferred deposit transaction (payday) lender. ~~An individual or corporation licensed by the commissioner of the California Department of Business Oversight that: engages in the business of selling checks, drafts or money orders; receives money as an agent of a customer bound by contract for the purpose of paying bills, invoices or accounts of such customer; or accepts money in payment of utility bills, unless acting as an authorized agent for a utility company.~~ A business that offers, originates, or makes a deferred deposit transaction, where such business defers the deposit of a customer's personal check until a specific date, pursuant to a written agreement for a fee or other

charge. This term includes businesses subject to Division 10 (California Deferred Deposit Transaction Law) of the California Financial Code.

~~Industrial loan company. This term shall have the same meaning as set forth in section 18003 of the California Financial Code.~~

~~Mortgage lender. A bank or trust company, mortgage banker, state or federally chartered savings and loan association, service corporation, or other financial institution or governmental agency which is deemed capable of providing service or otherwise aiding in the financing of construction loans and mortgage loans.~~

Motor vehicle (auto) title lender. A business that provides a loan secured by the title of a motor vehicle. This term includes businesses subject to Division 9 (California Financing Law) of the California Financial Code that provide consumer or commercial loans secured in whole or in part by the title of a motor vehicle.~~grants a short-term loan to a borrower in exchange for repaying the principal amount borrowed plus interest. To obtain the loan, the borrower offers the title to their car, motorcycle, mobile home, truck, van, or other vehicle operated on public highways and streets, as collateral should the borrower default in repaying the loan within the agreed upon time.~~

~~Savings and loan association. This term shall have the same meaning as an "eligible savings and loan association" as set forth in section 16600 of the California Government Code.~~

…

SECTION 3. Section 22.14.080 is hereby amended to read as follows:

22.14.080 – H.

…

Highway line. The right-of-way line established for an alley, street, or highway by this Title 22. Such line shares the same boundary with the lot line on a property adjoining a fully widened alley, street, or highway, with the exception of a limited secondary highway or a street that uses an alternative cross-section as described in Sections 21.24.065 and 21.24.090 of Title 21 (Subdivisions) of the County Code.

Hillside Management Area (HMA). Land which contains terrain with a natural slope gradient of 25 percent or steeper.

Hillside Management Areas (HMAs). The following terms are defined solely for Chapter 22.104 (Hillside Management Areas):

…

Hotel. A lodging establishment containing six or more guest rooms or suites and offering temporary overnight accommodations for guests with a maximum rental period of 30 days. Access to all guest rooms is from one or more interior walkways.

Housing Accountability Act. The following terms are defined for the purposes of Sections 22.02.050 (Consistency with the General Plan) and 22.222.200 (Findings and Decisions):

Housing development project. A development project consisting of any of the following: 1) two or more dwelling units, including a development project that includes both a single-family residence and an accessory dwelling unit; 2) a land division subject to Title 21 (Subdivision) of the County Code consisting of dwelling units or unimproved residential lots; 3) a mixed use development consisting of residential and

non-residential uses with at least two-thirds of the square footage designated for residential use; 4) transitional housing; or 5) supportive housing. A housing development project may consist of attached or detached units and may occupy more than one parcel, so long as all parcels on which the development is proposed are included in the same development application.

Housing for very low, low, or moderate income households. A housing development project that has either one of the following: 1) at least 20 percent of all dwelling units are sold or rented to lower income households; or 2) all dwelling units are sold or rented to moderate or middle income households.

…

SECTION 4. Section 22.14.150 is hereby amended to read as follows:

22.14.150 – O

…

Oak Tree Permits. The following terms are defined solely for Chapter]22.174 (Oak Tree Permits):

…

Heritage oak tree. Any oak tree measuring 36 inches or more in diameter, measured four and one-half feet above the natural grade or any oak tree having significant historical or cultural importance to the community, notwithstanding that the tree diameter is less than 36 inches.

…

SECTION 5. Section 22.14.190 is hereby amended to read as follows:

22.14.190 – S.

…

Special use permit. Whenever this Title 22, or any case granted thereunder, refers to a "special permit" or a "special use permit," it shall be construed to mean a Conditional Use Permit.

Specific adverse impact. As defined in Sections 65589.5(d)(2) and (j)(1)(A) of the California Government Code.

…

SECTION 6. Section 22.110.180 is hereby amended to read as follows:

22.110.180 - Modifications Authorized.

…

B. Public Works. The Director of Public Works, without notice or hearing, may grant a modification to yard or setback regulations required by this Title 22 or any other ordinance where topographic features, subdivision plans, or other conditions create an unnecessary hardship or unreasonable regulation or make it obviously impractical to require compliance with the yard requirements or setback line, except for the supplemental yards established contiguous to limited secondary highways, as described in Section 22.110.080.E, may be modified with the approval of a Yard Modification (Chapter 22.196) application. The Director of Public Works shall notify the Director of all modifications which the Director of Public Works has granted.

…

SECTION 7. Section 22.120.080 is hereby amended to read as follows:

22.120.080 – Parking.

A. Notwithstanding any contrary provisions in this Title 22, Table 22.120.080-A, below, identifies the parking ratios for projects subject to this Chapter:

…

B. Religious Institution Affiliated Housing Development Projects. Any religious institution affiliated housing development project shall be eligible for a reduction in parking requirements in accordance with Section 65913.6 of the California Government Code.

SECTION 8. Section 22.140.060 is hereby amended to read as follows:

22.140.060 - Animal Keeping, Commercial.

…

B.

…

2. Standards. Animals may be used, kept, or maintained as part of a circus or animal exhibition on a temporary basis for up to seven days in Zones C-MJ~~,~~ and C-R-, and for up to 14 days in Zones M-1, M-1.5, and M-2 provided that such animals are used, kept, or maintained pursuant to all regulations of the Department of Animal Care and Control. Any requests for the keeping of animals for longer than the time specified for the zone in conjunction with the circus or temporary animal exhibition requires a Conditional Use Permit (Chapter 22.158) application.

…

SECTION 9. Section 22.140.070 is hereby amended to read as follows:

22.140.070 - Animal Keeping, Noncommercial or Personal Use.

…

C. Animal Keeping Permitted—Limitations. A person shall not keep or maintain any animal for personal use in any zone other than those specified as permitted in this Section. This Section shall not prohibit the keeping of animals for personal use to the extent permitted by commercial provisions in the same zone, subject to the same conditions and restrictions of the zone.

…

4. Wild Animals Kept as Pets.

…

b. Maximum Number Permitted. For each dwelling unit, the occupant may keep the animals listed in Table 22.140.070-B, below.

TABLE 22.140.070-B: WILD ANIMALS KEPT AS PETS	
The following wild animals are permitted.	
Tropical fish, excluding caribe	White mice and rats
The following wild animals are permitted, except that on a lot having an area of less than 10,000 square feet per dwelling unit, a maximum of three of the following animals in any combination are permitted.	

TABLE 22.140.070-B: WILD ANIMALS KEPT AS PETS	
Canaries	Mynah birds
Chinchillas	Parrots, parakeets, amazons, cockatiels, cockatoos, lories, lorikeets, love birds, macaws, and similar birds of the psittacine family
~~Chipmunks~~	Pigeons
Finches	~~Ravens~~
Gopher snakes	Squirrel monkeys
Guinea pigs	~~Steppe legal eagles~~
Hamsters	Toucans
~~Hawks~~	~~Turtles~~
King snakes	White doves
Marmoset monkeys	

TABLE 22.140.070-B: WILD ANIMALS KEPT AS PETS
Other similar animals which, in the opinion of the Director, are neither more obnoxious or detrimental to the public welfare than the animals listed in this Table. Such animals shall be kept or maintained at a place where the keeping of domestic animals is permitted.

c. Other Wild Animals Permitted. In Zones A-2, M-1, M-1.5, and M-2, the following additional animals listed in Table 22.140.070-C, below, are permitted, provided that the animals are kept and maintained at a place where the keeping of domestic animals is permitted, except that on a lot having an area of less than 10,000 square feet per dwelling unit, a maximum of three of the following animals in any combination are permitted.

TABLE 22.140.070-C: OTHER WILD ANIMALS PERMITTED	
~~Anoas~~	~~Minks~~
~~Antelopes~~	Ostriches
~~Armadillos~~	Otters
~~Badgers~~	Peacocks
~~Beavers~~	~~Porcupines~~

TABLE 22.140.070-C: OTHER WILD ANIMALS PERMITTED	
Camels	~~Prairie Dogs~~
~~Chamoises~~	Raccoons
~~Deer~~	~~Reindeer~~
~~Foxes~~	~~Seals~~
~~Giraffes~~	~~Wallabies~~
~~Kangaroos~~	Zebras
~~Koalas~~	
Other similar animals which, in the opinion of the Director, are neither more obnoxious or detrimental to the public welfare than the animals listed in this Table.	

…

d. No animals from species determined to be restricted by the California Department of Fish and Wildlife shall be kept as pets.

SECTION 10. Section 22.140.080 is hereby amended to read as follows:

22.140.080 - Animal Raising.

…

C. Hogs or Pigs.

1. Number Permitted. The maximum number of weaned hogs, ~~or~~ pigs, or pygmy pigs allowed per lot is:

a. In Zones A-1, R-R, C-R, M-1, M-1.5, and M-2, two.

b. In Zone A-2, five.

2. Development Standards.

a. The pigs or hogs may be kept and located not less than 150 feet from any highway and not less than 50 feet from the side or rear lines of any lot. This Subsection C.2.a shall not apply to pygmy pigs.

b. The pigs or hogs may be kept and located not less than 50 feet from any habitable building. This Subsection C.2.b shall not apply to pygmy pigs.

c. In Zones A-1, A-2, R-R, C-R, and M-1, the pigs or hogs shall not be fed any market refuse or similar imported ingredient or anything other than table refuse from meals consumed on the same lot, or grain.

…

SECTION 11. Section 22.140.370 is hereby amended to read as follows:

22.140.370 - Mobilehome Parks.

A. Applicability. This Section applies to mobilehome parks in all zones where ~~allowed~~ permitted.

…

SECTION 12. Section 22.140.580 is hereby amended to read as follows:

22.140.580 - Single-Family Residences.

A. Applicability.

1. This Section applies to single-family residences in all zones where permitted ~~or conditionally permitted~~.

…

SECTION 13. Section 22.140.650 is hereby amended to read as follows:

22.140.650 - Accessory Overnight Safe Parking.

…

E. Requirements. Notwithstanding other Title 22 requirements, accessory overnight safe parking, pursuant to this Section, shall comply with the following:

1. Location. Accessory overnight safe parking is permitted on lots that include an existing parking lot, excluding parking as a transitional use that serves a nonresidential use, excluding parking as a transitional use subject to Section 22.140.440 (Parking as a Transitional Use).

…

SECTION 14. Section 22.140.690 is hereby amended to read as follows:

22.140.690 - Alternative Financial Services.

…

E. Existing Uses.

1. Alternative financial services that were lawfully existing as of ~~(effective date of the ordinance to be inputted here)~~April 8, 2021, the effective date of

this Section, may remain in their present condition, subject to the provisions of Chapter 22.172 (Nonconforming Uses, Buildings, and Structures).

2. Alternative financial services that were lawfully existing as of ~~(effective date of the ordinance to be inputted here)~~April 8, 2021, the effective date of this Section, may be enlarged, expanded, or relocated only if the business is brought into compliance with the development and performance standards of this Section.

…

SECTION 15. Section 22.174.030 is hereby amended to read as follows:

22.174.030 – Applicability.

…

B. Exemptions. ~~This Chapter shall not apply to:~~An Oak Tree Permit is not ~~-~~required for:

…

1. Any oak tree related to ~~A~~any permit, variance, or tentative map for a subdivision, including a minor land division, approved by the Board, Commission, Hearing Officer, or the Director prior to August 20, 1982, the effective date of this Chapter.

2. Cases of emergency caused by an oak tree being in a hazardous or dangerous condition through structural weakness, insect damage or decay, or being irretrievably damaged or destroyed through flood, fire, wind, or lightning, as determined after visual inspection by ~~a licensed~~the County F~~f~~orester. ~~with the Fire Department, Forestry Division (Fire Department).~~ Following this determination, the County Forester

shall issue an Oak Tree Permit Exemption that will be filed with Regional Planning and expire in 90 days. Upon expiration, the tree must be re-inspected by the County Forester for a new Oak Tree Permit Exemption to be issued.

…

SECTION 16. Section 22.174.040 is hereby amended to read as follows:

22.174.040 – Application and Review Procedures.

…

B. Additional Application Materials. In addition to Subsection A, above, the following application materials shall be required:

…

2. Oak Tree Report.

…

v. Identification of those trees shown on the site plan which may be classified as heritage oak trees. ~~Heritage oak trees are either of the following:~~

~~(1) Any oak tree measuring 36 inches or more in diameter, measured four and one-half feet above the natural grade; or~~

~~(2) Any oak tree having significant historical or cultural importance to the community, notwithstanding that the tree diameter is less than 36 inches.~~

…

D. Application Without a Public Hearing.

1. An application to remove, encroach, or relocate not more than one oak tree in conjunction with a single-family residence permitted in the zone with a Ministerial Site Plan Review (Chapter 22.186), shall be filed and processed in compliance with this Subsection D and this Chapter. An oak tree identified as a Heritage Oak Tree in Subsection B.2.a.v, above, shall not be eligible for review per this Subsection D, but shall be reviewed in accordance with Subsection E, below.

…

SECTION 17. Section 22.222.060 is hereby amended to read as follows:

22.222.060 - Multiple Applications.

A. Review Authority in Multiple Applications. When two or more applications are filed on a property, all applications associated with said property may be subject to concurrent review by the Review Authority.

B. Findings for Multiple Discretionary Applications.

1. General. When two or more discretionary applications are filed on a property, the Review Authority in making its findings shall consider each case individually and as if each application was filed separately.

2. Housing Accountability Act. When two or more discretionary applications are filed for an emergency shelter or a housing development project, including housing for very low, low, or moderate income households, as defined in Section 22.14.080, findings and decisions on all such applications shall be subject to Section 22.222.200.B.2 (Housing Accountability Act).

…

SECTION 18. Section 22.222.060 is hereby amended to read as follows:**22.222.070 – Application Filing and Withdrawal.**

…

C. Resubmission of Application. No discretionary application shall be filed or accepted if a final action (approval or denial), excluding a denial of an inactive application in accordance with Section 22.222.100 (Denial of Inactive Application), has been taken within one year on an application requesting the same or substantially the same permit.

…

SECTION 19. Section 22.222.080 is hereby amended to read as follows:

22.222.080 – Fees and Deposits.

…

C. Refunds.

1. Fee Refunds. If an application is withdrawn as provided in Section 22.222.070.D (Withdrawal of Application), the Director shall refund a portion of the filing fee in accordance with the refund policy on file with the Department. The purpose of the refund policy is to ensure that the Department recovers the costs it has incurred up to the time the application is withdrawn. There shall be no refund of any portion of the filing fee after the publication of notice per Section 22.222.180 (Publication).

~~a. Three-fourths of the fee shall be refunded if the application is withdrawn prior to the mailing of the first written request by the Director for materials.~~

~~b. One-half of the fee shall be refunded if the application is withdrawn after the mailing of the first written request by the Director for materials, but prior to publication of notice per Section 22.222.180 (Publication) or prior to the start of the public hearing by the Commission or Hearing Officer.~~

~~c. There shall be no refund of any portion of the fee after:~~

~~i. The publication of notice per Section 22.222.180 (Publication);~~

~~ii. The start of the public hearing by the Commission or Hearing Officer; or~~

~~iii. The Commission, Hearing Officer, or Director takes final action on the application.~~

2. Deposit Account Refunds. If requested by the applicant, the Director shall refund the unused portion of a deposit account after final action has been taken on an application or after the application has been withdrawn.

SECTION 20. Section 22.222.100 is hereby amended to read as follows:

22.222.100 - Denial of Inactive Application.

A. Inactive Application. If the applicant does not provide any item required by Section 22.222.070 (Application Filing and Withdrawal) or Section 22.222.090 (Initial Application Review) within the time period specified by the Director, or, if no time is specified, within 30 days of notification, the Director may deem the application inactive. The Director may extend the time period upon written request from the applicant. ~~Once the Director deems an application inactive,~~ Unless contrary to State law, the Director or

Hearing Officer may deny an application according to Subsection B or C, below, once the Director deems an application inactive.

B. Denial by Director. When any of the following applications is deemed inactive per Subsection A, Tthe Director may deny the application without a public hearing. The Director's decision is final and not subject to administrative appeal. ~~any application for a Ministerial Site Plan Review (Chapter 22.186) in accordance with the following:~~

1. ~~When an application is deemed inactive per Subsection A, above. Denial of an inactive application shall be issued in accordance with Section 22.222.220 (Notice of Action).~~ Adult Business Permit (Chapter 22.150);

2. ~~If the Director takes no action on an application within 90 days from the date of filing, it shall constitute a denial of such application.~~ Administrative Housing Permit (Chapter 22.166) unless filed concurrently with a discretionary or legislative application;

3. ~~The Director's decision is final and not subject to administrative appeal.~~ Los Angeles County Mills Act Program (Chapter 22.168);

4. Lot Line Adjustments (Chapter 22.170);

5. Oak Tree Permit (Chapter 22.174) unless a public hearing is required in accordance with Section 22.174.040;

6. Parking Deviations, Minor (Chapter 22.176);

7. Requests for Reasonable Accommodations (Chapter 22.182);

8. Revised Exhibit "A"s (Chapter 22.184);

9. Site Plan Review, Ministerial (Chapter 22.186);

10. Special Events Permits (Chapter 22.188); and

11. Urban Agriculture Incentive Zone Program (Chapter 22.192).

C. Denial by Hearing Officer. When any application not listed in Subsection B is deemed inactive per Subsection A, the Hearing Officer may deny the application without a public hearing. The Hearing Officer's decision is final and not subject to administrative appeal.

~~1. Denial. The Hearing Officer may deny, without a public hearing, any application not listed in Subsection B, above, if such application is deemed inactive per Subsection A, above. The Hearing Officer may allow the applicant to amend such application without the filing of additional application fees prior to final action (denial). Denial of an inactive application shall be issued in accordance with Section 22.222.220 (Notice of Action).~~

~~2. New Application. Once an application is denied for inactivity, any new application shall be filed in compliance with Section 22.222.070 (Application Filing and Withdrawal).~~

D. If an application is denied for inactivity in accordance with Subsection B or C, the denial shall be issued in accordance with Section 22.222.220 (Notice of Action). No application requesting the same or substantially the same permit shall be filed or accepted within 30 days after the final action.

…

SECTION 21. Section 22.222.200 is hereby amended to read as follows:

22.222.200 - Findings and Decisions.

A. Findings. After evaluating the application, plans, testimony, reports, and all other materials that constitute the administrative record, the Review Authority shall make findings required by this Title 22 or state law. Findings required by this Title 22 are specific to the permit or review, zone, use, supplemental district, or as otherwise specified by this Title 22. The Review Authority may make findings, in addition to the findings required by this Title 22, after evaluating the administrative record.

B. Decision. ~~After evaluating the administrative record, the Review Authority may approve, conditionally approve, or deny the application:~~

1. General. After evaluating the administrative record, the Review Authority may approve, conditionally approve, or deny the application:

a. Approve. Where the Review Authority finds that the administrative record substantiates all of the findings required by this Title 22, the Review Authority may:

~~a~~i. Approve the application;

~~b~~ii. Approve the application contingent upon compliance with applicable provisions of other ordinances; and

~~c~~iii. Impose conditions of use deemed reasonable and necessary to ensure that the approval will be in compliance with ~~any~~ the findings made by the Review Authority.

~~2~~b. Deny. Where the Review Authority finds that the administrative record does not substantiate all of the findings required by this Title 22 for approval, or

the administrative record substantiates the findings required by this Title 22 for denial, the Review Authority shall deny the application.

2. Housing Accountability Act. Notwithstanding Subsection B.1, the Review Authority shall not deny, conditionally approve to reduce the density of, or make infeasible emergency shelters or housing development projects, including housing for very low, low, or moderate income households, without making the required findings pursuant to section 65589.5 of the California Government Code, also known as the Housing Accountability Act.

SECTION 22 Section 22.308.070 is hereby amended to read as follows:

22.308.070 Zone Specific Development Standards

…

E. Zones M-1 and M-1.5.

…

9. Outdoor ~~Businesses~~ Commercial and Industrial Uses. ~~All principal business uses conducted outside an enclosed structure within 500 feet of a Residential Zone, school, or park shall require an approved Conditional Use Permit (Chapter 22.158).~~

a. Any principal commercial and Industrial uses conducted outside an enclosed structure shall require a Conditional Use Permit (Chapter 22.158) if located within 500 feet of a Residential Zone, residential use, school, or park, measured from the lot line of the subject property.

b. A Conditional Use Permit shall not be required where the subject property conducts accessory outdoor parking or storage of vehicles, including the accessory outdoor parking or storage of commercial vehicles with registered net weights of 5,600 pounds or less, unladen.

SECTION 23. 22.312.070 is hereby amended to read as follows:

22.312.070 - Zone Specific Development Standards.

…

B. Commercial and Industrial Zones.

…

7. Outdoor ~~Activities~~ Commercial and Industrial Storage Uses. ~~All principal uses within 500 feet of a residentially or agriculturally zoned property that are conducted outside an enclosed structure or involve outdoor storage shall require a Conditional Use Permit (Chapter 22.158).~~

a. Any principal commercial or industrial use conducted outside an enclosed structure, or that involves outdoor storage, shall require a Conditional Use Permit (Chapter 22.158) if located within 500 feet of a Residential Zone, residential use, or Agricultural Zone, as measured from the lot line of the subject property.

b. A Conditional Use Permit shall not be required where the subject property conducts accessory outdoor parking or storage of vehicles, including the accessory outdoor parking or storage of commercial vehicles with registered net weights of 5,600 pounds or less, unladen.

…

SECTION 24. Section 22.324.050 is hereby amended to read as follows:

22.324.050 – Application and Review Procedures.

~~A. Application Materials.~~

~~1.~~ The following application materials shall be required for any development where lighting, landscaping, maintenance, or signage is required:

~~a~~A. Lighting Plan;

~~b~~B. Maintenance Plan;

~~c~~C. Site Plan with locations, sign dimensions, and lettering dimensions of required informational signage; and

~~d~~D. Any other materials, as requested by the Director

~~B. Denial of Inactive Application by Hearing Officer. Notwithstanding the provisions of Section 22.222.100 (Denial of Inactive Application), the Hearing Officer shall deny, without a public hearing, any discretionary application, if such application has been deemed inactive by the Director for three months per Section 22.222.100.A (Inactive Application). Denial of an inactive application shall be issued in accordance with Section 22.222.220 (Notice of Action).~~

SECTION 25. Section 22.324.070 is hereby amended to read as follows:

22.324.070 - Zone Specific Development Standards.

…

C. Industrial Zones.

…

2. Zone M-1. The standards prescribed for Zone C-M in Subsections B.4.a through B.4.g, above, shall apply to Zone M-1. In addition, the following standards shall apply:

…

b. Outdoor ~~Businesses~~ Commercial and Industrial Uses. A~~ll~~ny principal ~~business activities~~ commercial or industrial use, except plant nurseries, parking lots, and customer parking, conducted outside an enclosed structure shall require a Conditional Use Permit (Chapter 22.158) if located within 250 feet of a ~~Residential Zone~~, residential use, or sensitive use ~~shall require a Conditional Use Permit (Chapter 22.158) application.~~ as measured from the lot line of the subject property.

i. A Conditional Use Permit shall not be required where the subject property conducts accessory outdoor parking or storage of vehicles, including the accessory outdoor parking or storage of commercial vehicles with registered net weights of 5,600 pounds or less, unladen.

…

SECTION 26. Section 22.350.070 is hereby amended to read as follows:

22.350.070 - Zone Specific Development Standards.

…

F. Zone M-1.

…

2. Any principal commercial or industrial use, except for parking, vending machines, shopping carts, and accessory uses, conducted outside an enclosed structure shall require a Conditional Use Permit (Chapter 22.158) if located within 500 feet of a Residential Zone or residential use, as measured from the lot line of the subject property.

a. A Conditional Use Permit shall not be required where the subject property conducts accessory outdoor parking or storage of vehicles, including the accessory outdoor parking or storage of commercial vehicles with registered net weights of 5,600 pounds or less, unladen.

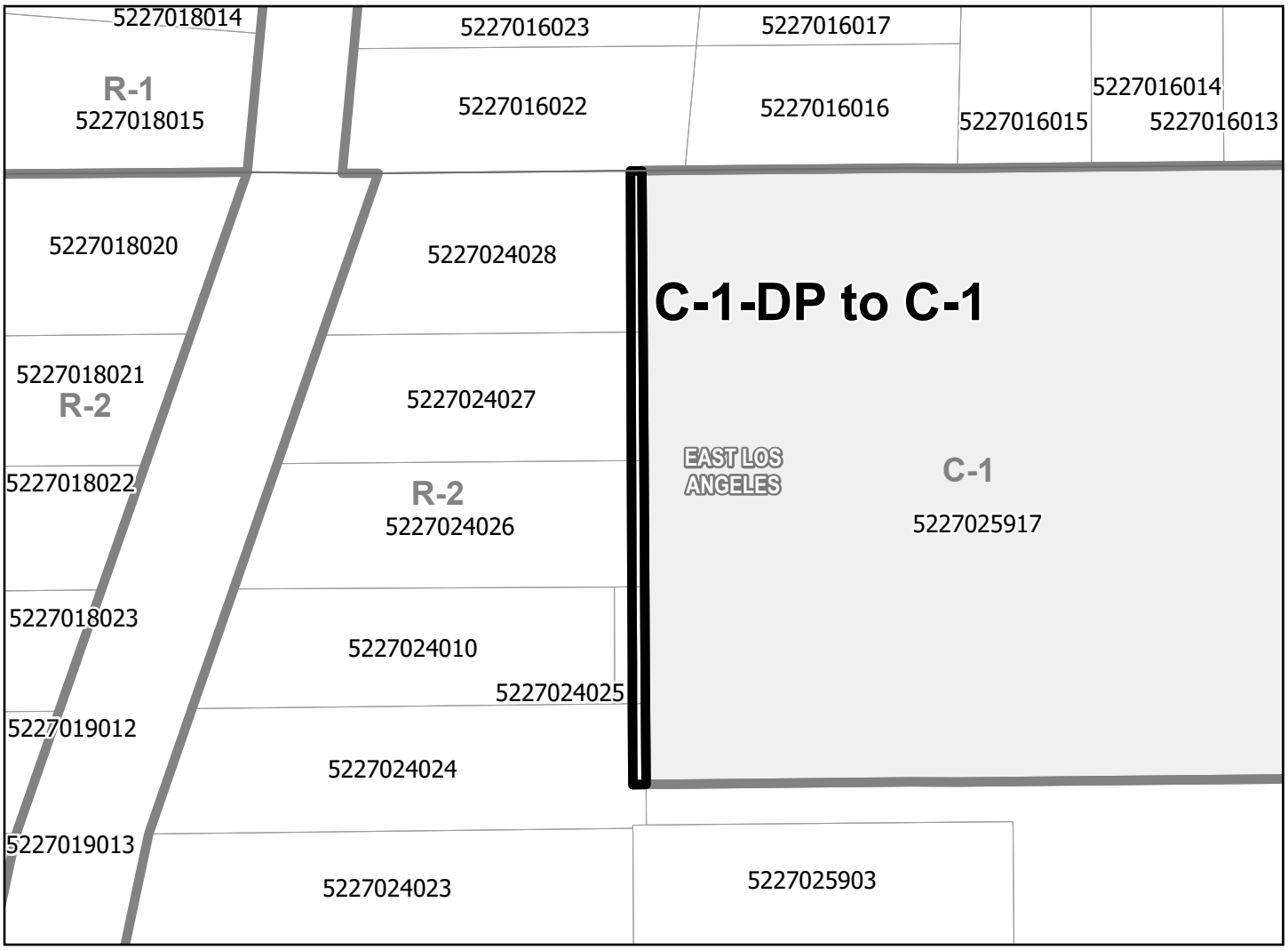
….

CHANGE OF PRECISE PLAN

ZONED DISTRICT

TITLE 22 - TECHNICAL UPDATE

AMENDING SECTION: 22.06.060 OF THE COUNTY CODE



Recommended Updates
Zoning
City / Unincorporated
ZCO 2021-0012z
Parcels
admin_dist.SDE.DIST_DRP_ZD

The Assessor Parcel Number (APN) is to be used for reference only, in addition to any recorded tract or parcel boundaries labeled in the map. The GIS layer shall represent the "digital description" of the zone change area and could represent whole or portions of a parcel per the Assessor GIS database as of the date recorded in the Zone Change Ordinance above.

N

0 30 60 Feet

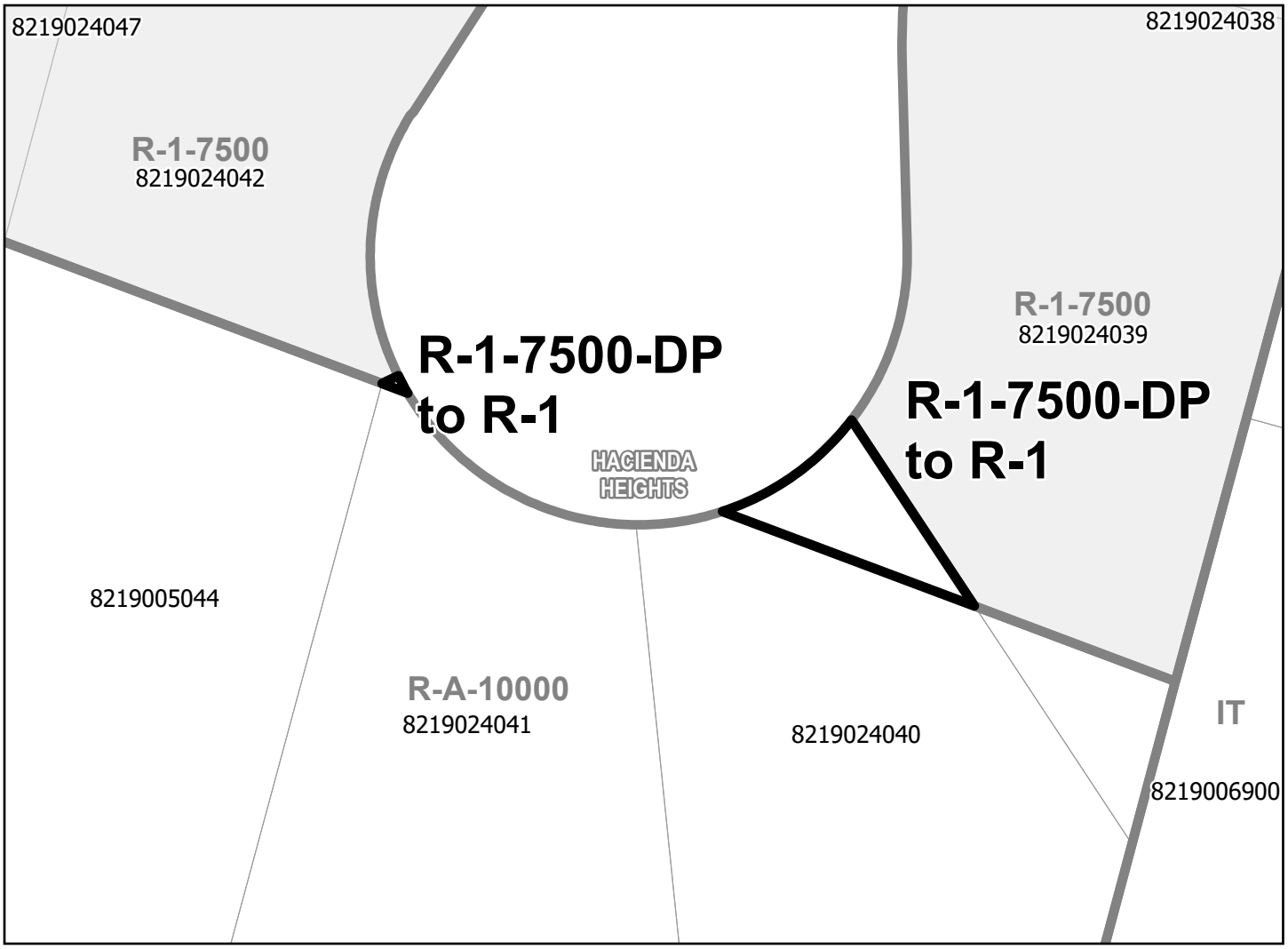
THE REGIONAL PLANNING COMMISSION
COUNTY OF LOS ANGELES
PAT MODUGNO, CHAIR
AMY J. BODEK, AICP, DIRECTOR OF REGIONAL PLANNING

CHANGE OF PRECISE PLAN

ZONED DISTRICT

TITLE 22 - TECHNICAL UPDATE

AMENDING SECTION: 22.06.060 OF THE COUNTY CODE



- Recommended Updates
- Zoning
- City / Unincorporated
- ZCO 2021-0012z
- Parcels
- admin_dist.SDE.DIST_DRP_ZD

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N

0 10 20 Feet

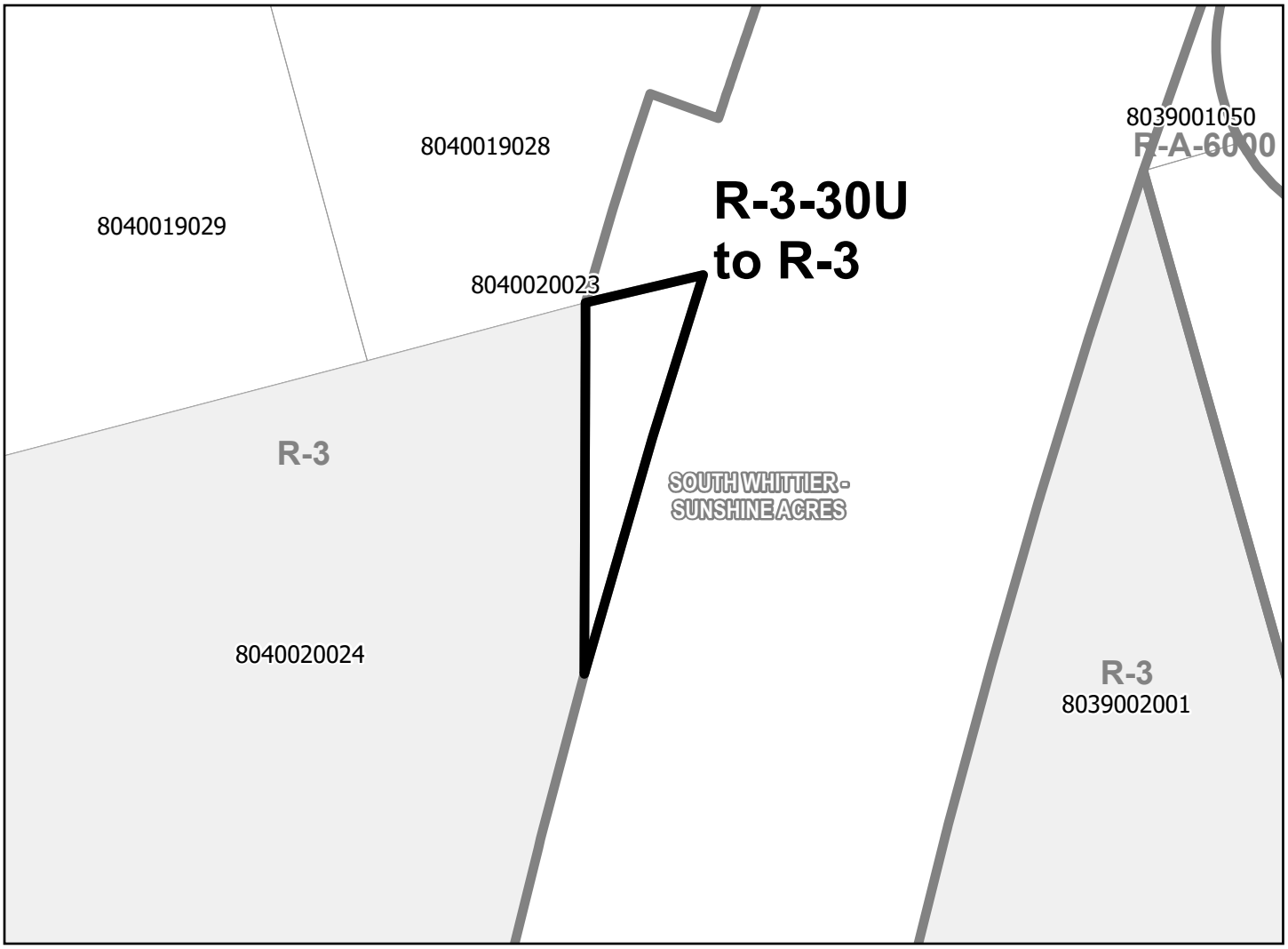
THE REGIONAL PLANNING COMMISSION
COUNTY OF LOS ANGELES
PAT MODUGNO, CHAIR
AMY J. BODEK, AICP, DIRECTOR OF REGIONAL PLANNING

CHANGE OF PRECISE PLAN

ZONED DISTRICT

TITLE 22 - TECHNICAL UPDATE

AMENDING SECTION: 22.06.060 OF THE COUNTY CODE



Recommended Updates
Zoning
City / Unincorporated
ZCO 2021-0012z
Parcels
admin_dist.SDE.DIST_DRP_ZD

The Assessor Parcel Number (APN) is to be used for reference only, in addition to any recorded tract or parcel boundaries labeled in the map. The GIS layer shall represent the "digital description" of the zone change area and could represent whole or portions of a parcel per the Assessor GIS database as of the date recorded in the Zone Change Ordinance above.

N

0 20 40 Feet

THE REGIONAL PLANNING COMMISSION
COUNTY OF LOS ANGELES
PAT MODUGNO, CHAIR
AMY J. BODEK, AICP, DIRECTOR OF REGIONAL PLANNING

Attachment 4

REGIONAL PLANNING COMMISSION
SUMMARY OF PUBLIC HEARING PROCEEDINGS

TITLE 22 TUNE UP "SERIES 002" ORDINANCE

On January 26, 2022, the Regional Planning Commission (RPC) conducted a duly-noticed public hearing to consider the Title 22 Tune Up "Series 002" Ordinance (Ordinance), which is the second periodic update to Title 22 to: make corrections of discrepancies and typographical errors; clarify vague provisions; reformat and reorganize sections into other sections or as new chapters; and revise land use regulations to comply with State law and other County regulations.

During the hearing, Regional Planning staff (staff) provided an overview of the Ordinance. Ms. Lynne Plambeck of SCOPE stated her concerns regarding updates that were submitted to the RPC a week before the hearing. Ms. Plambeck requested clarification regarding the status of the previous Tune Up (Series 001) that was presented to the Board last year, but was still pending consent. County Counsel clarified that the RPC is not taking action on the previous Ordinance (Tune Up Series 001) at this hearing.

Staff responded that the draft Ordinance was submitted 30 days prior to the RPC hearing. During this time, comments were received from the Los Angeles County Forester. The draft Ordinance was revised and posted for public review one week prior to the RPC hearing.

The RPC closed the public hearing and adopted the resolution recommending that the County of Los Angeles Board of Supervisors find the project is categorically exempt from CEQA requirements pursuant to state and local guidelines and adopt the Ordinance, case No. RPPL 2021010991, with amendments as discussed at the RPC hearing, with a vote of (4-0).

VOTE:

Concurring: Hastings, Moon, Duarte-White, Louie

Dissenting: None

Abstaining: Third District (Vacant Position)

RESOLUTION
REGIONAL PLANNING COMMISSION
COUNTY OF LOS ANGELES
TUNE UP 2021 ORDINANCE
PROJECT NUMBER PRJ2021-003909(1-5)
CASE NUMBER RPPL2021010991

WHEREAS, the Los Angeles County ("County") Regional Planning Commission ("Commission") conducted a duly noticed public hearing on January 26, 2022, to consider recommending that the Board of Supervisors ("Board") adopt the Tune Up 2021 Ordinance ("Ordinance") to amend Title 22 (Planning and Zoning) of the County Code.

WHEREAS, the Commission finds the following:

1. The proposed Ordinance amends Title 22 of the County Code to correct errors, and to improve consistency and coherency as described in the attached Title 22 Tune Up (2021) Ordinance Summary.

2. On December 11, 2019, the Commission established the Tune Up Program by authorizing periodic updates to Title 22 to make corrections and clarifications on an annual or as-needed basis to ensure that Title 22 is consistent with State law, coherent, error-free, and implementable.

3. The proposed Ordinance is the second periodic update through the Tune Up Program. On February 23, 2020, the Board voted to approve the Title 22 Tune Up (2020) Ordinance. That ordinance is pending final adoption.

4. The proposed Ordinance is consistent with the County's General Plan and supportive of the policies, including policy LU 2.10: Ensure consistency between land use policy and zoning by undergoing a comprehensive zoning consistency analysis that includes zoning map changes and Zoning Code amendments, as needed.

5. The proposed Ordinance is eligible for a categorical exemption from CEQA requirements per State CEQA Guidelines Section 15305 (Class 5, Minor Alterations in Land Use Limitations), and per Guidelines Section 15061(b)(3). The proposed Ordinance is administrative in nature and will result in no physical impacts on the environment.

6. Pursuant to Section 22.222.180 of Title 22, the public hearing notice was published in 14 local newspapers. Additionally, the hearing notice and materials were posted on the Department of Regional Planning (Department) website. Also, interested parties on the Department's courtesy list were notified via U.S. mail and email.

THEREFORE, BE IT RESOLVED THAT the Commission recommends that the Board:

1. Find the adoption of the proposed Ordinance exempt from the California Environmental Quality Act; and

2. Adopt the proposed Ordinance to amend Title 22 of the County Code.

I hereby certify that the foregoing resolution was adopted by a majority of the voting members of the Commission on January 26, 2022.

Elida Luna

Elida Luna,
Interim Commission Secretary
County of Los Angeles
Regional Planning Commission

APPROVED AS TO FORM: OFFICE OF THE COUNTY COUNSEL

By: Elaine Lemke

Elaine Lemke
Assistant County Counsel
County of Los Angeles

Attachment: Tune Up Ordinance Summary