PORTER RANCH neighborhood council



The Village at Porter Ranch to Provide Best In Class Destination Retail

Tuesday, September 8, 2015













Porter Ranch turned out in droves for the Big Reveal of the planned retail and entertainment center to be called The Village at Porter Ranch. Shapell Liberty Investment Properties presented their plan at the Porter Ranch Neighborhood Council meeting September 2 for the large swath of land at the corner of Rinaldi and Porter Ranch Drive.

The presentation was kicked off to a standing room only crowd by Councilmember Mitchell Englander who reminded the everyone that the project had been approved by the City in 1990, well before his time, back when "Shapell owned Everything. Everything. Like Everything." The ship has sailed on this project and now the focus is on how to make it a gathering place for Porter Ranch. In his quest to ensure the development of an upscale center for the community he has worked with Shapell, discarded countless vanilla proposals and even attended the International Shopping Center Convention.

John Love, Vice President, Commercial at Shapell began his presentation by explaining that the project was originally designed in 2005 with 2 million square feet in retail and entertainment space. In 2010 it was reduced to 400,000 square feet and today the plan calls for 345,000 square feet. While Shapell is approved to build 2 million square feet, they are choosing to move forward with a reduced footprint, as they feel that is the right design for this space. It should be noted that the current plan of 1,200 parking spaces actually calls for more spaces than the 2010 plan which had 1,100 full size spaces.

The retail area would be accessed from Rinaldi along a main street with diagonal parking, and adjacent stores. The main street ends in a roundabout/traffic circle adjacent to the village green, a gathering spot and possible location for concerts and ice skating. The main street could be closed off to car traffic to extend the footprint of a farmers market or other event.

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Meetings

PRNC Board Meeting

Wed, Sep 14, 2016, 6.00 PM Porter Ranch Community School Multi Purpose Room

PRNC Board Meeting

Wed, Oct 12, 2016, 6:00 PM
Porter Ranch Community School Multi
Purpose Room

PRNC Board Meeting

Wed, Nov 9, 2016, 6:00 PM Porter Ranch Community School Multi Purpose Room

PRNC Board Meeting & Holiday Party

Wed, Dec 14, 2016, 6:00 PM Porter Ranch Community School Multi Purpose Room

Events

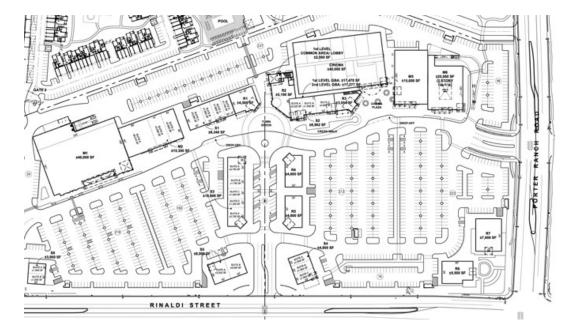
Porter Ranch Library Book Discussion Sat, Sep 3, 2016, 10:00 AM Porter Ranch Library

Neighborhood Watch - East of Tampa Tue, Sep 13, 2016, 7:00 PM St. Euphrasia Church

Neighborhood Watch - West of Tampa Thu, Sep 22, 2016, 7:00 PM St. John Eudes

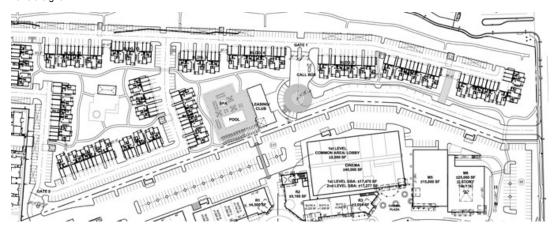
Congress of Neighborhoods Sat, Sep 24, 2016, 7:30 AM City Hall

Family Festival



Above: Layout of the Village

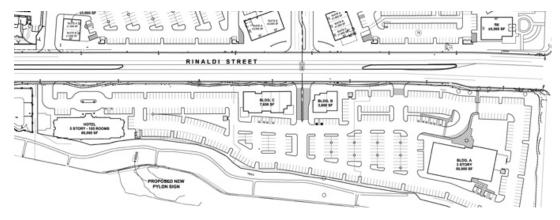
Along the north of the property would be the primary retail and entertainment destinations, with possibly a market on the west end, an 800 seat, 10 screen movie theater and community room near the village green and a few larger stores adjacent to Porter Ranch Drive. Additional stores and restaurants would be located near the Rinaldi entrance and at the corner of Porter Ranch Drive. Cars can enter across from Toys R Us where there will be a signal and at two places on Rinaldi, one of which will have a signal.





Above: Layout of the apartments

North of the retail area will be 12 apartment buildings, resident parking, and a pool. Across the street to the south, the plan calls for a five story hotel with 105 rooms, in the style of a Residence Inn, more retail and restaurants opposite the main street entrance, and a three story 50,000 square foot office building across from the current medical building, which is 70,000 square feet. The intent is to focus on the construction of the main village area first before proceeding to the development to the south of Rinaldi.



Above: Layout of south of Rinaldi, hotel, retail, office building

The lead architects on the project, Architects Orange, have designed the space to be pedestrian and bike friendly connecting with the Aldea residences and with the apartments by footpath. The main street sidewalk is extra wide creating opportunities for retailers and restaurants to use the sidewalks for patio seating or display of merchandise. Love likened the architecture to California Wine Country with exteriors in wood, corrugated metal and stone. As part of their emphasis on creating a destination, they brought in a wind consultant to identify how to best configure the space to minimize the impacts of Porter Ranch winds.

When outlining the timeline of the project, Love mentioned that plans for the project have been submitted to the City for approval. Shapell is currently seeking input from the community. If you have any feedback you would like to provide, you may send it to board@prnc.org, where it will be forwarded to Shapell. They expect to begin signing tenants in the next 30-60 days, have the plans approved by the end of 2015, break ground fall 2016, and open late 2017-early 2018.

Among the many questions posed by meeting attendees, were those concerned about solar and water usage. Shapell responded that roofs would be solar ready, but they would not finalize the solar as many tenants may already have national solar agreements in place. The landscaping is planned to be drought tolerant with the exception of the green itself. Watering will use grey water which will be built into the system. Shapell explained that it would be counterproductive to use permeable paving, as the soil on the property is not permeable. Water would just pool on the pavement.

Further, some were concerned about having apartments, rather than condos for sale, suggesting that apartments were not suitable for the site. In response, Love answered that the apartments would be high end apartments and an excellent entry point for new families to move into the area. They might then move up to condos and then houses.

Wrapping up, Love hinted that after or concurrently with construction they may remodel some aspects of the Town Center improving the shade, adding amenities and increasing patio gathering opportunities.

Overall, the crowd was excited to hear about the new plans for high end retail, dining and entertainment experiences in Porter Ranch

Wendy Moore for the Porter Ranch Neighborhood Council

Detailed Village Overview

Leasing site for the Village at Porter Ranch

Future Website for The Village at Porter Ranch



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The Porter Ranch Neighborhood Council is an organization that is officially certified by the City of Los Angeles to increase our influence with City lawmakers and departments to improve our community.

The PRNC came about as a result of Los Angeles City Charter Reform and interested stakeholders in our community. The Board is elected by stakeholders and holds monthly meetings, usually on the first Wednesday of the month. The agenda is emailed to those who subscribe (see the green box in the upper corner), on our website here and posted at 11280 Corbin Avenue, Northridge, CA 91326 on a bulletin board facing Corbin street.

The Board is comprised of volunteers who want to help you make Porter Ranch a better place to live, work and grow. We can't do it for you, but we can do it with you

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Website Created by Moore Business Results

Parter Ranch, California 91327-7337

princ.org - facebook.com/ParterRanchNC - twitter.com/porterranchno

September 7, 2015

RE: Plans for "The Village at Porter Ranch"

To Whom It May Concern:

This is to advise that on Wednesday September 2, 2015 there was a joint meeting held between the Porter Ranch Neighborhood Council and its Land Use Committee. At the meeting a representative from Shapell Industries presented plans for a high end retail center on the northwest and southwest corners of Porter Ranch Dr. and Rinaldi Blvd called "The Village." The presentation was thorough and the Land Use Committee members discussed the matter. A motion to approve advising the Porter Ranch Neighborhood Council to write this letter of support was voted on with six of the six members voting "yes."

At the same meeting the Porter Ranch Neighborhood Council heard the recommendation by the Land Use Committee, discussed the matter, and voted to write this letter with six of the seven present members voting "yes."

Thus we would like to convey that the Porter Ranch Neighborhood Council supports the presented plans for The Village in Porter Ranch. If you have any questions or concerns please feel free to contact me at ericnam@prnc.org. Thank you.

Sincerely,

Eric Nam
Secretary - Porter Ranch Neighborhood Council
Chair – Porter Ranch Neighborhood Council Land Use Committee

ORDINANCE NO. ____ 182035

An ordinance amending Section 80.81 of the Los Angeles Municipal Code to change the speed limit on Mason Avenue in the City of Los Angeles.

THE PEOPLE OF THE CITY OF LOS ANGELES DO ORDAIN AS FOLLOWS:

Section 1. Subdivision M of Subsection (2) of Section 80.81 of the Los Angeles Municipal Code is amended by deleting the following:

On Mason Avenue between Tulsa Street and Victory Boulevard.

Sec. 2. Subdivision M of Subsection (3) of Section 80.81 of the Los Angeles Municipal Code is amended to add the following in alphabetical order:

Mason Avenue between Trentino Lane and Victory Boulevard.

2/12 Ordinance Adoped 1/08 LADOT Signed 4/01 Data Collected Sec. 3. The City Clerk shall certify to the passage of this ordinance and have it published in accordance with Council policy, either in a daily newspaper circulated in the City of Los Angeles or by posting for ten days in three public places in the City of Los Angeles: one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall; one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall East; and one copy on the bulletin board located at the Temple Street entrance to the Los Angeles County Hall of Records.

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N. Common Barrier		Deputy
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Approved as to Form and Legality		
ROCKARD J. DELGADILLO, City Attorney		
By Mullin Grand SHELLEY I. SMITH Assistant/City Attorney		
Date 1/30/08		
File No08-2174		

DECLARATION OF POSTING ORDINANCE

I, MARIA VIZCARRA, state as follows: I am, and was at all times hereinafter mentioned, a

resident of the State of California, over the age of eighteen years, and a Deputy City Clerk of the City

of Los Angeles, California.

Ordinance No. 182035 - Amending Section 80.81 of the Los Angeles Municipal Code to

change the speed limit on Mason Avenue in the City of Los Angeles - a copy of which is hereto

attached, was finally adopted by the Los Angeles City Council on January 24, 2012 and under the

direction of said City Council and the City Clerk, pursuant to Section 251 of the Charter of the City of

Los Angeles and Ordinance No. 172959, on February 8, 2012 I posted a true copy of said ordinance

at each of the three public places located in the City of Los Angeles, California, as follows: 1) one

copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall; 2) one

copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall East; 3)

one copy on the bulletin board located at the Temple Street entrance to the Los Angeles County Hall

of Records.

Copies of said ordinance were posted conspicuously beginning on February 8, 2012 and will

be continuously posted for ten or more days.

I declare under penalty of perjury that the foregoing is true and correct.

Signed this 8th day of February 2012 at Los Angeles, California.

Ordinance Effective Date: March 19, 2012

Council File No. 08-2174

Rev. (2/21/05)

ENGINEERING REPORT

Engineering and Traffic Survey for Mason Avenue between Trentino Lane (private street) and Victory Boulevard

Mason Avenue between Trentino Lane, a private street, and Victory Boulevard is a designated Secondary Highway with a length of 6.8 miles. Currently, there is an existing posted speed limit of 35 miles-per-hour (m.p.h.) on Mason Avenue between Tulsa Street and Victory Boulevard, and no posted speed limit between Trentino Lane and Tulsa Street.

Mason Avenue between Sorrento Lane and Victory Boulevard is striped for two lanes of traffic in each direction with a roadway width varying from 62 to 76 feet with the exception of two small portions where the street narrows to 50 feet. Left-turn channelization is present at most of the signalized intersections. Development on Mason Avenue between Trentino Lane and Devonshire Street, and Nordhoff Street and Victory Boulevard is mainly single family residential. Commercial and light industrial uses front Mason Avenue between Devonshire Street and Nordhoff Street.

Mason Avenue between Trentino Lane and Nordhoff Street

Between Trentino Lane and Nordhoff Street, a distance of 3.8 miles, the current speed limit on this portion of Mason Avenue is 35 m.p.h. However, all of the observed critical speeds range between 39 and 44 m.p.h. with an average speed of 42 m.p.h. According to the requirements for setting speed limits described in the California Manual on Uniform Traffic Control Devices (MUTCD), the speed limit on this portion of Mason Avenue should be set at 40 m.p.h. The injury accident rate is in the normal range and there are no observed conditions that objectively could be considered as not readily apparent to motorists. Accordingly, any speed limit reduction below the proposed 40 m.p.h. speed limit would not be justified.

If the current 35 m.p.h. speed limit were to be retained then 72 percent of the motorists would be considered as speed violators. In the absence of other factors, this high rate of violators would be unreasonable and would not distinguish occasional violators from the majority of reasonable drivers

Mason Avenue between Nordhoff Street and Victory Boulevard

Between Nordhoff Street and Victory Boulevard, a distance of 3.0 miles, the current speed limit on this portion of Mason Avenue is 35 m.p.h. However, all of the observed critical speeds range between 40 and 47 m.p.h. with an average speed of 44 m.p.h. According to the requirements for setting speed limits described in the California MUTCD, the speed limit on this portion of Mason Avenue should be set at 45 m.p.h. However, approximately 80 percent of the injury accidents (94 out of 118) during the most recent 24-month period have occurred in this section of roadway even though this segment represents only 45 percent of the total length surveyed. The average injury accident rate along this 3.0 miles segment was calculated to be 3.12 accidents per million vehicle miles of travel (acc/mvm) over a recent 24-month period. The 3.12 average injury accident rate is in the upper end of the normal range on comparable streets in the City. Thus, the higher than average injury

accident rate indicates that the higher speed limit would not be appropriate. Therefore, a reduction of five m.p.h. is justified

If the current 35 m.p.h. speed limit were to be retained then 79 percent of the motorists would be considered as speed violators. In the absence of other factors, this high rate of violators would be unreasonable and would not distinguish occasional violators from the majority of reasonable drivers.

Therefore, for the reasons described above, the Department recommends that the speed limit on Mason Avenue between Trentino Lane and Tulsa Street be established at 40 m.p.h. and between Tulsa Street and Victory Boulevard be increased from the existing 35 m.p.h. to 40 m.p.h.

Approved by: 2th E. Pisher Title: Principal Transportation Engineer

Date: January 3, 2008



ENGINEERING AND TRAFFIC SURVEY SPEED ZONING City of Los Angeles

Department of Transportation

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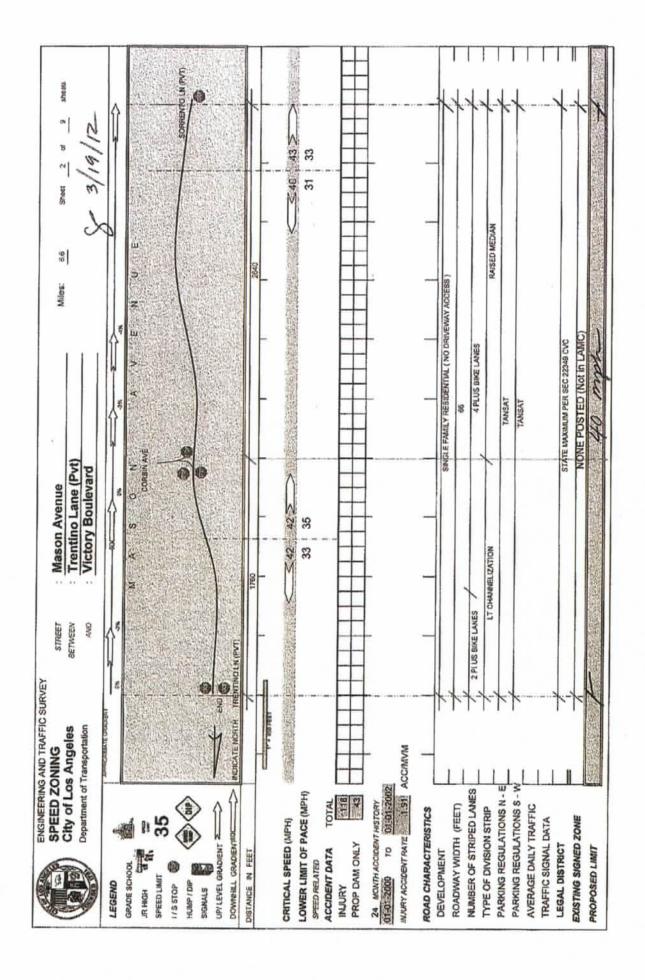
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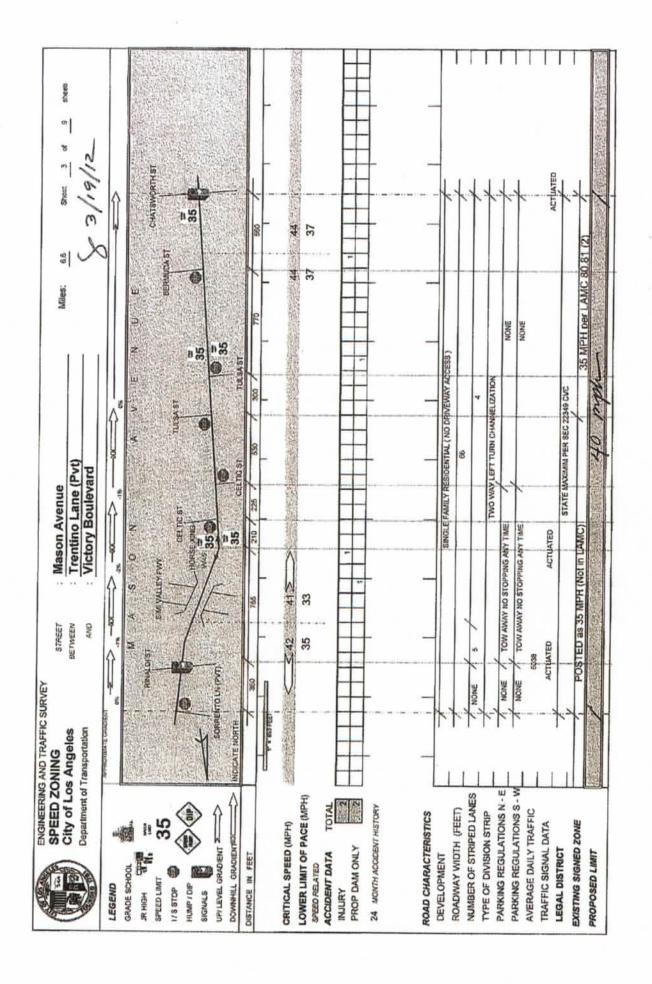
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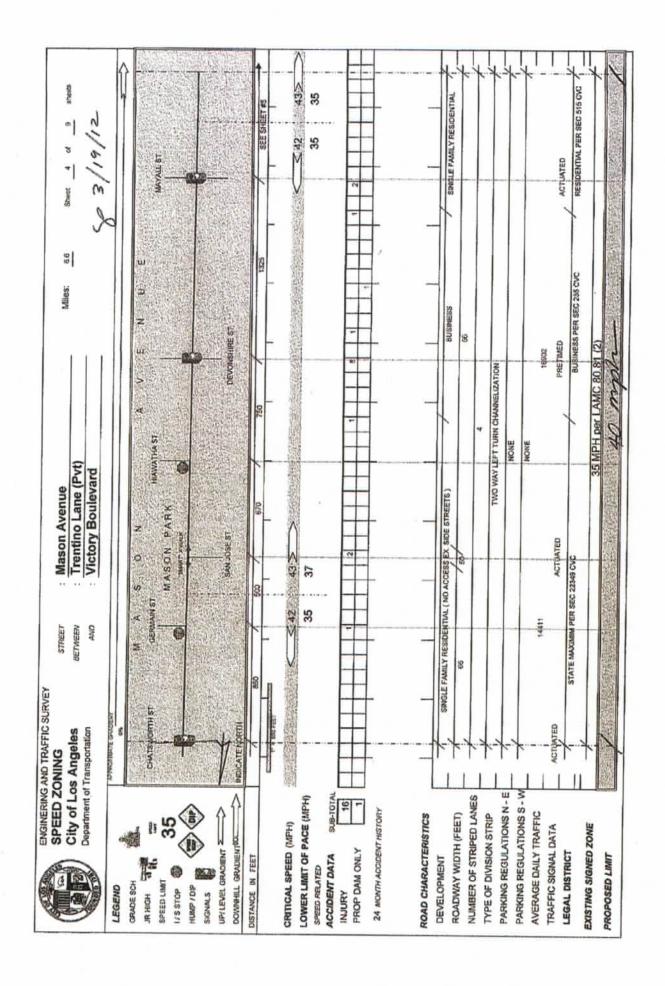
NOTE: The validity period of this Speed Zone has been modified by California Vehicle Code Section 22352 if shown on the Addendum.

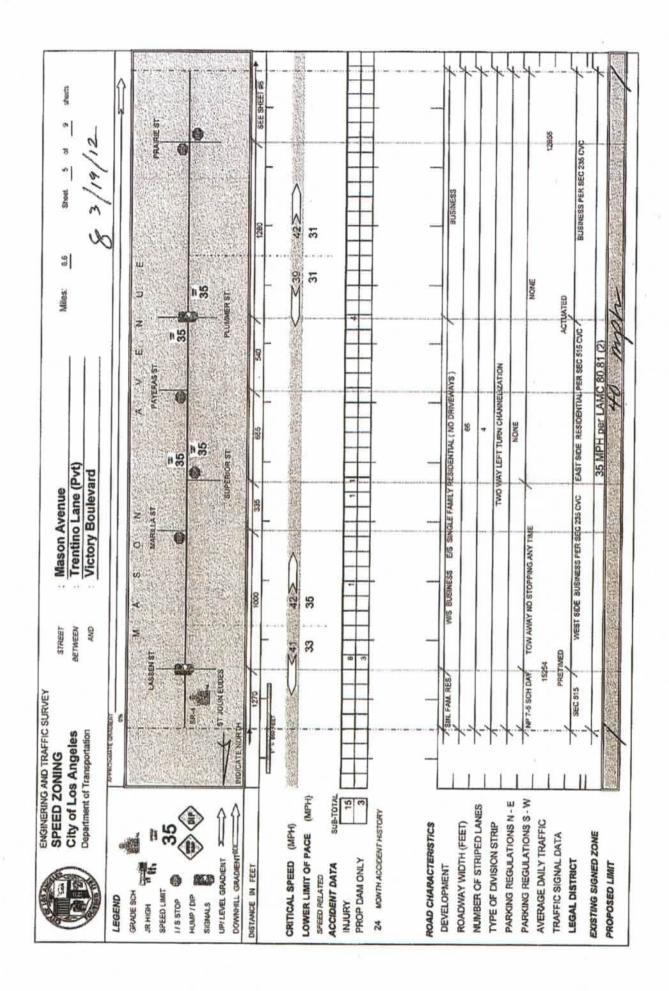
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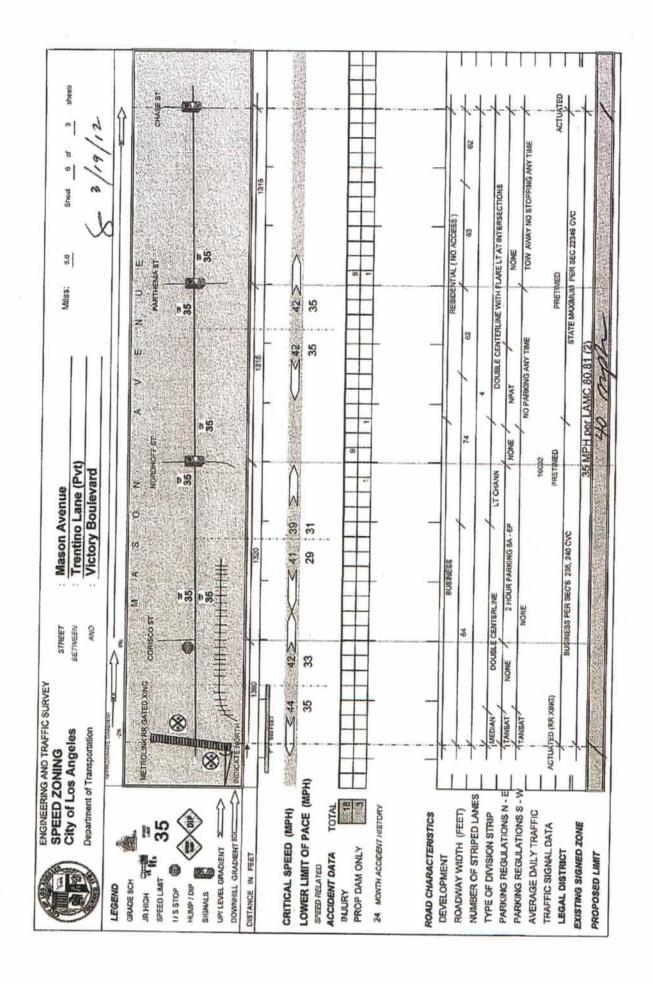
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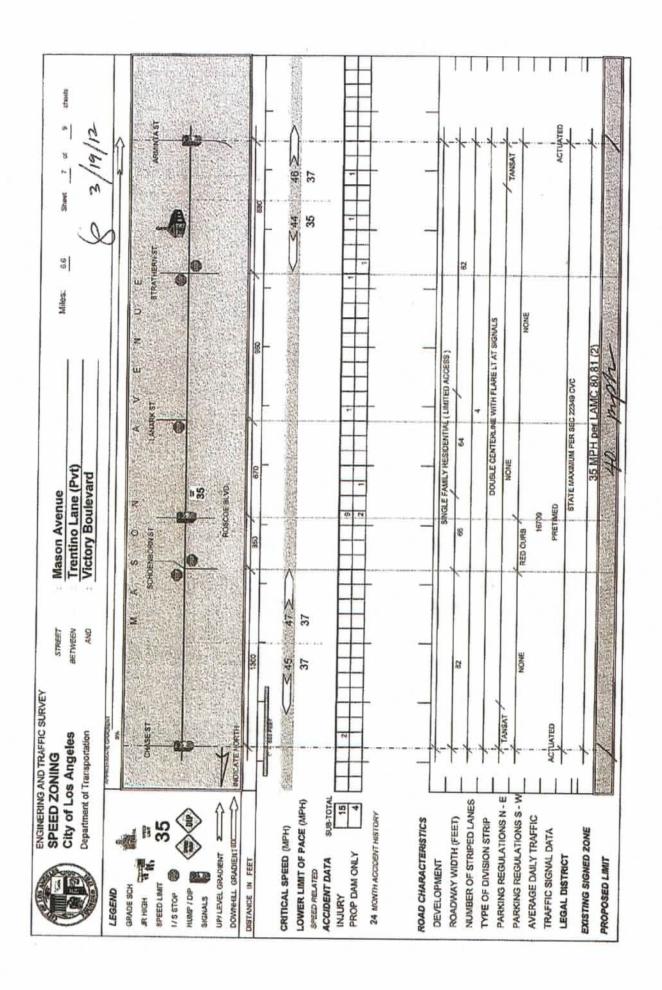




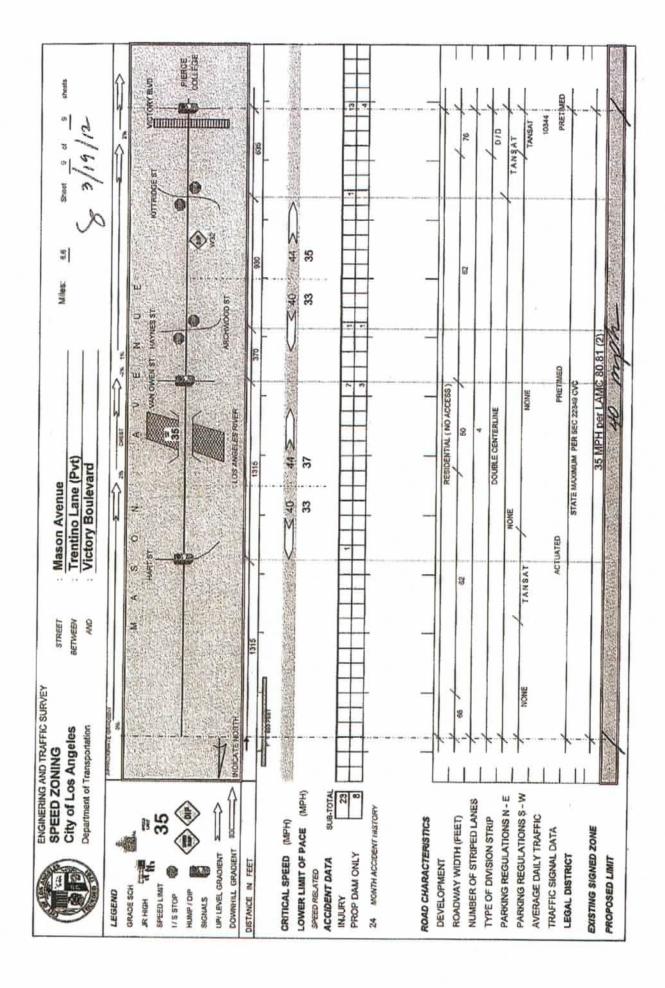








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Posted Spr.				P.H.			36	TUN

	_	Department of Iransportation	non	200	ado Plans	alo Plantner Street	Date	04555000
)		TRAFFIC SURVEY SECTION	NOI	Des Send	43.5	13-23 to 14:30	a	Wednesda
MPH	WBMB	B VEH PREQUENCY		TOTAL	EBSB	VEH FIREOUGNICY	1.	N STOTE
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COUNTE	_	SPEED BINS			=======================================	SPEED BINS		
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STD	P	MPHVEH	DEG AVG DEV	DEV	N	MPMWEH	DEG AVIS DEV	V DEV
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Vesther.	d				T. SASE III	PLEASE BICLUDE THOMAS GUIDE PAGE	-	-
	-					Mary mary mary and a second mary mary mary mary mary mary mary mary	PAGE	50 00S

TRAFFIC SURVEY SECTION MAH Wans Vestracous 18-61	SECTION SECTION	165 Loc 155 Lo	nio Corts	war RR Xing	Date 1111103
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TOM-Pack: 36 MPH THRU		MEH	33	UPH THRU	100 K
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Posted Spr		Heli			$\overline{}$

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: 62-53:				0				
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18-18:				9				0
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10-11								0
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COUNTE	2	SPEED BINS			F	SPEED BINS		
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Ow Pack	0	MPH THRU	38	天山	31	MPH THRU	40	MEH
76 CWer	20			20	7			15.
THE LANGE	7			18	63			36
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Van Conta	2	OL HAI	47	T-SE	52	MPH TO	45	HdW
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MPH WENG 161-162 MPH WENG 161-162 MPH MPH MPH MPH MPH MPH MPH MPH MPH MPH MPH	WENS VEH PREQUENCY WENS VEH PREQUENCY 1	SECTION	18 Loc	nlo Parth	nlo Parthenta Street	Date	11/19/02
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30-31: 3	200		*	2	100		
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STATISTICS:	DIRE	DIRECTION	WEARE		NORTH THE		23,000
Average: 39	**	-	HdFI	Г	74		AFFOR
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	MPH THRU	*	Мън	35	MPHTHRU	17	MOU
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E A			100	25			2 10
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Veh Code:			CVC	Г			CAC
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		Department of Transportation	uo.	12 100	nto Sche	ato Schounborn Street	Date	11/19/02
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ě		-	200			METWER	DEG AVE DEV	DEV
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	Г			Hdry	2 3	-	1	Heli
	2	WEH AT	37	HdN		VEH AT	-	Man
65% Tile. 4	45		100	H-H-M	- 47			НДИ
1		MPH THRU	46	Heli	17	MPHTHRU	48	HEH
	12			35	22			35
	2			*	26			Pa.
	9			*	**			1/2
Range: 3		MPH TO	25	Нфи	35	MPH TO	25	MPH
Posted Cor	Contract of		22348	CVC	Residentia		2346	OVC
Valley Opt.	1		8	H ₂ H			30	MPH

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	TRAF	TRAFFIC SURVEY SECTION	ECTION	The Ban	alo Stratt	ale Stratthern Street	Date	11/19/02
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: 44-45 :	*	20000		40	4	1000		
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40-41 :	2	20000		30	=	DOCODOCOC		
1 38-39 :	10	postepood		R		Manager		
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SUA!	9	VEHICLES			450	out out of		
COUNTE	=	SPEED BINS			: :	COLUMN DATE		
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STD	14	MPHWEH	DEG AVG DEV	SIDEN	9 00	HEAVINGE	DEC AUG CEN	9 6
STATISTICS	24	DIRECTION	_	WEAR		CHESTAGE		Egion
Aueman.	39	**	•	MEDIA				EGVSB
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Modat	10	VEH AT	39	High	=	NEH AT	**	1,000
85% Tile:	.77			77076			-	The state of the s
TOM-PUCA!	38	MPH THREE	1	MON	2 2	MOUTH PLOSE		Hard I
% Over	18			100		SEPT INTO		H-H
% In PacAc	50		+	n 10	9 5			97 3
% Under:	ä		-	-	2 5			2
Ramac	2	MPH TO	***	-	Т	2000	1	e i
Veh Code: Reside	caidenta		22548	CVC	1	01	20000	MPH
Postod Spr.			32	HdW			10000	NOW.
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MPH W 164-65: 187-63:	34.5							24.24.44
	3	TRAFFIC SURVEY SECTION	NO	Tens Read	10.4	10-db to 10-cs	1 8	1
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1 60-61 :				0			-	,
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	2	VEHICLES			99	VEHICLES		
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A CANCELLOS	;		-	Heli	4	++	-	MPH
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% Over 10	Т				R	MATHER TOTAL	*	E.
				-	2			8 3
% Under: 10				14	7			2
Range: 33		MPH TO	48	MPH	H	MPH TO	25	richt.
Veth Code: Rosió	Section		515		Rocklersfal		515	200
Posted Spr	٦		38	HJUH			8	T-M

	nedar	Department of Iransportation	5	13 100	alo Hart Street	Shear	-	A A LE SAME
	KAFF	RAFFIC SURVEY SECTION	NC	Terns Read	11:00	11:00 to 11:15	Date	Tuesday
MPH 6	WRITER	VEH FREDIENCY		KTITT	CRSG	VOLUME OF STREET		TOWN I
1		J.				Ļ	-	
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							1	
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. 44 . 66 .				9 6			1	
.0.0							1	-
. 53-51					,			200
: 48-45 :				e			-	
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: 44 - 45 :	-					DODOCOCC		46
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: 40-41 :		xxxxx		27	-	0000000		4
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: 36-37 :	#	NODE CONTROL OF THE PARTY OF TH	,	Z,	6	20000000		18
: 34-15:		2000000		91	-	2000		9
2		хоооооо		18	2	ia.		***************************************
- 36-86 :	-			2				0
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20.22				9				0
34-25:				0				
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SUM	8	VEHICLES			2	VEHICLES		
COUNTR		SPEED BINS			•	SPEED BINS		ń
L.VAR4	2	MPHIVEH	DEV FR ANG	9	22	MPHIVEH	DEVFRAME	AWG
STD	m	MPHINEH	DEG AVG DEV	NA.	m	MPHINEH	DEG AVIG DEV	3 DEV
STATISTICS:		DIRECTION		WBWB		DIRECTION		FB/SB
Average	37	+		MPTH	14	**	3	HAN
Median	36			Mark	40			МРН
Modak	=	VEH AT	13	MPH	•	VEH AT	43	MPH
85% Tile	9		-	Hall	2	10 miles	+	MPH
OM-Puch:	22	MPH THRU	45	HAPH	37	MPH THRU-	30	MPH
% Over	10			*	10			er.
ď	88			N.	2			a ^p
% Under	2			u?	20			7g
Rampac	2	01 H/III	45		22	MPH TO	150	MPH
	Residenta		22348	CVC	Residential		22348	7
POMEG SOC			99	Нарн			36	MPH

	TRAFE	TDAEEL CHIBNEY CENTION	1				1	
	5	COUNTY DESCRIPTION OF THE PROPERTY OF THE PROP	NO	Strate Fig. 24	-	11:30 to 11:50	Cay	140000
Heli	I WBAIB	VEH FREQUENCY		101%	EBISB	-		TOTA
: 66-55:		L		2		L	-	9
: 62-61:				0			-	0
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10.57				•				0
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SUMP	92	VEHICLES			8	VEHICLES		
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	Ahead	AADT	20200	35000	77000	82000	78000	95000	110000	124000	128000	134000	129000	123000	117000	117000		117000	128000	148000	162000	189000	212000	212000	221000	237000	230000	226000	113000	78000		78000	
Ahead	Peak	Month	22800	38500	80000	84000	80000	97000	112000	127000	135000	141000	136000	130000	120000	120000		120000	131000	151000	165000	193000	216000	217000	226000	243000	236000	232000	116000	81000		81000	VEST TABLES
Ahead	Peak	Hour	1950	3200	0069	7100	7300	8900	10300	12100	11400	12400	11900	11400	11600	11600		11600	12600	14000	15400	17700	19500	19500	20400	20500	19600	19700	0066	7200		7200	1000000
		Back AADT	18600	29000	35000	77000	82000	78000	95000	110000	124000	128000	134000	129000	123000	117000	117000		117000	128000	148000	162000	189000	212000	212000	221000	237000	230000		113000	78000		00000
Васк	Peak	Month	21200	31500	38500	80000	84000	80000	97000	112000	127000	135000	141000	136000	130000	120000	120000		120000	131000	151000	165000	193000	216000	217000	226000	243000	236000		116000	81000		00000
DACK	Peak	Hour	1800	2650	3200	0069	7100	7300	8900	10300	12100	11400	12400	11900	11400	11600	11600		11600	12600	14000	15400	17700	19500	19500	20400	20500	19600		0066	7200		
		- 1	GRIMES CANYON ROAD				MOORPARK, COLLINS DRIVE	SIMI VALLEY, MADERA ROAD	SIMI VALLEY, FIRST STREET					SIMI VALLEY, YOSEMITE STREET	- 1			VENTURA/LOS ANGELES COUNTY LINE		LOS ANGELES, DE SOTO AVENUE	LOS ANGELES, PORTER RANCH DR/WINNETKA AVE	LOS ANGELES, TAMPA AVENUE	LOS ANGELES, RESEDA BOULEVARD	LOS ANGELES, WHITE OAK AVENUE	LOS ANGELES, BALBOA BOULEVARD	LOS ANGELES, HAYVENHURST AVENUE	LOS ANGELES, WOODLEY AVENUE		R BEGIN RIGHT ALIGN	11.447 R LOS ANGELES, JCT. RTE. 5	11.822 R LOS ANGELES, END RIGHT ALIGN	10.997 L LOS ANGELES, BEGIN LEFT ALIGN	LOC ANICELES CAID LEFT ALLOW
		Postmile	- 1	- 1	- 1	19.127	19.981	23.022	23.821	24.808	25.813	27.304	28.815	29.563	30.521	32,427	32.6	0	1.799	2.68	3.864	4.639	5.804	6.8	7.8	8.343	9.037	9.805	10.997 R	11.447	11.822	10.997	11 022
		County	- 1	-	1		VEN										VEN R	LA R				-	1	1					۳ ک	w M	LA R	LA R	I A
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					Back	Back		Ahead	Ahead	
					Peak	Peak		Peak	Peak	Ahead
Dist Ro	m)	County	Postmile	Description	Hour	Month	Back AADT	Hour	Month	AADT
4	405	4	25.947	CULVER CITY, JCT. RTE. 90	19200	310000	302000	19900	318000	312000
4	405	Ε	27.2	CULVER CITY, CULVER BOULEVARD	19900	318000	312000	20200	322000	316000
4	405	ΓA	27.964	CULVER CITY, JCT. RTE. 187	20200	322000	316000	21600	334000	319000
4	405	Ε	29.538	LOS ANGELES, JCT. RTE. 10	21600	334000	319000	21900	316000	298000
4	405	4	30.183	LOS ANGELES, OLYMPIC BOULEVARD	21900	316000	298000	23300	337000	319000
4	405	A	30.856	LOS ANGELES, JCT. RTE. 2	23300	337000	319000	22100	316000	300000
4(405	P	31.542	LOS ANGELES, WILSHIRE BOULEVARD	22100	316000	300000	20700	294000	279000
4(405	Z	32.502	LOS ANGELES, WATERFORD ST/MONTANA AVE	20700	294000	279000	19900	286000	271000
4	405	Ε	32.996	LOS ANGELES, SUNSET BOULEVARD	19900	286000	271000	17900	282000	274000
40	405	ΕĀ	33.29	LOS ANGELES, MORAGA DRIVE	17900	282000	274000	17900	287000	278000
405	22	Z	34.764	LOS ANGELES, GETTY CENTER DRIVE	18000	288000	279000	18200	287000	279000
405	-	ΓA	37.026	LOS ANGELES, MULHOLLAND DRIVE	18200	287000	279000	18300	287000	278000
405	-	ΓA	39.432	LOS ANGELES, JCT. RTE. 101	18300	287000	278000	14700	215000	209000
405	١	ΓA	40.285	LOS ANGELES, BURBANK BOULEVARD	14700	215000	209000	14600	217000	209000
405		ΓA	41.359	LOS ANGELES, VICTORY BOULEVARD	14600	217000	209000	14600	213000	208000
405	1	ΕĀ	45.364	LOS ANGELES, SHERMAN WAY	14600	213000	208000	14800	217000	212000
405		A	43.756	LOS ANGELES, ROSCOE BOULEVARD	15200	221000	217000	15300	221000	214000
405		P	44.735	LOS ANGELES, NORDHOFF STREET	15300	221000	214000	14900	217000	212000
405		ΓA	46.85	LOS ANGELES, JCT. RTE. 118	14900	217000	212000	10000	146000	143000
405		P	47.239	LOS ANGELES, SAN FERNANDO MISSION BLVD	10000	146000	143000	10600	143000	136000
405		Z	47.754	LOS ANGELES, RINALDI STREET	10600	143000	136000	9400	137000	134000
405		ΓA	48.643	LOS ANGELES, JCT. RTE. 5	9400	137000	134000			
505		SOL R	0	VACAVILLE, JCT. RTE. 80				3650	37500	32500
202				VACA VALLEY PARKWAY	3650	37500	32500	3100	31500	27500
202			-	MIDWAY ROAD	3100	31500	27500	2600	27000	23300
202		SOL R	5.586	ALLENDALE ROAD	2600	27000	23300	2550	26000	22600
202		SOL R	10.626	SOLANO/YOLO COUNTY LINE	2500	25500	22100			
202		YOL	0	SOLANO/YOLO COUNTY LINE				2500	25000	21900
202		YOL	0.396	JCT. RTE. 128 WEST	2450	25000	21900	2250	22200	17400
202		YOL	4.026	COUNTY ROAD 29A	2150	22200	17400	2100	21800	17300
505		YOL	6.534	COUNTY ROAD 27	2100	21800	17300	1900	20000	17000
				ANDRES SA						

	Ahead	AADT	312000	316000	319000	298000	319000	300000	279000	271000	274000	278000	279000	278000	209000	209000	208000	212000	214000	212000	143000	136000	134000		32500	27500	23300	22600		21900	17400	17300	17000	
Ahead	Peak	Month	318000	322000	334000	316000	337000	316000	294000	286000	282000	287000	287000	287000	215000	217000	213000	217000	221000	217000	146000	143000	137000		37500	31500	27000	26000		25000	22200	21800	20000	
Ahead	Peak	Hour	19900	20200	21600	21900	23300	22100	20700	19900	17900	17900	18200	18300	14700	14600	14600	14800	15300	14900	10000	10600	9400		3650	3100	2600	2550		2500	2250	2100	1900	
		Back AADT	302000	312000	316000	319000	298000	319000	300000	279000	271000	274000	279000	279000	278000	209000	209000	208000	217000	214000	212000	143000	136000	134000		32500	27500	23300	22100		21900	17400	17300	
Back	Peak	Month	310000	318000	322000	334000	316000	337000	316000	294000	286000	282000	288000	287000	287000	215000	217000	213000	221000	221000	217000	146000	143000	137000		37500	31500	27000	25500		25000	22200	21800	
Back	Peak	Hour	19200	19900	20200	21600	21900	23300	22100	20700	19900	17900	18000	18200	18300	14700	14600	14600	15200	15300	14900	10000	10600	9400		3650	3100	2600	2500		2450	2150	2100	
		_	CULVER CITY, JCT. RTE. 90	CULVER CITY, CULVER BOULEVARD		LOS ANGELES, JCT. RTE. 10	LOS ANGELES, OLYMPIC BOULEVARD	LOS ANGELES, JCT. RTE. 2	LOS ANGELES, WILSHIRE BOULEVARD	LOS ANGELES, WATERFORD ST/MONTANA AVE	LOS ANGELES, SUNSET BOULEVARD	- 1	LOS ANGELES, GETTY CENTER DRIVE	LOS ANGELES, MULHOLLAND DRIVE	LOS ANGELES, JCT. RTE. 101	LOS ANGELES, BURBANK BOULEVARD	LOS ANGELES, VICTORY BOULEVARD	LOS ANGELES, SHERMAN WAY	LOS ANGELES, ROSCOE BOULEVARD	LOS ANGELES, NORDHOFF STREET	LOS ANGELES, JCT. RTE. 118	LOS ANGELES, SAN FERNANDO MISSION BLVD	LOS ANGELES, RINALDI STREET	LOS ANGELES, JCT. RTE. 5	VACAVILLE, JCT. RTE. 80	VACA VALLEY PARKWAY	MIDWAY ROAD	ALLENDALE ROAD	SOLANO/YOLO COUNTY LINE	SOLANO/YOLO COUNTY LINE	JCT. RTE. 128 WEST	COUNTY ROAD 29A	COUNTY ROAD 27	
		Postmile	25.947	27.2	27.964	29.538	30.183	30.856	31.542	32.502	32.996	33.29	34.764	37.026	39.432	40.285	41.359	42.364	43.756	44.735	46.85	47.239	47.754	48.643	0	1.45		5.586	10.626	0	0.396	4.026	6.534	
		County	≤	Ε	Ε	4	ΓA	K	ΓA	FA	A	Z	F	Ŋ	ΙA	ΙA	Ρ	ΓA	Z	ΓA	ΓA	ΕA	Z	Z	SOL R	SOLR	SOLR	SOL R	SOL R	YOL	YOL	YOL	YOL	
		Dist Route	7 405	7 405	7 405	7 405	7 405	7 405	7 405	7 405	7 405	7 405	7 405	7 405	7 405	7 405	7 405	7 405	7 405	7 405	7 405	7 405	7 405	7 405	4 505	4 505	4 505	4 505	4 505	3 505	3 505	3 505	3 505	

	Ahead	AADT	295000	285000	276000	265000	255000	250000	222000	200000	198000	204000	190000	180000	167000	173000	174000	169000	166000	167000	170000		170000	171000	183000	169000	167000	164000	148000	135000	123000	123000	128000
Ahead	Peak	Month	305000	291000	283000	272000	262000	257000	230000	207000	205000	212000	202000	187000	174000	180000	181000	175000	172000	177000	181000		181000	177000	190000	180000	173000	169000	152000	144000	129000	128000	133000
Ahead	Peak	Hour	19800	19200	19000	18600	18300	18300	16600	14100	14200	15000	14500	13600	12200	12800	13000	12800	12800	13300	11400		11400	13100	14200	13600	13300	12300	11300	10800	9500	9400	9700
		Back AADT	295000	295000	285000	276000	265000	255000	250000	222000	200000	198000	204000	190000	180000	167000	173000	174000	169000	166000	167000	170000		170000	171000	183000	169000	167000	164000	148000	135000	123000	123000
Back	Peak	Month	298000	305000	291000	283000	272000	262000	257000	230000	207000	205000	212000	202000	187000	174000	180000	181000	175000	172000	177000	181000		181000	177000	190000	180000	173000	169000	152000	144000	129000	128000
Back	Peak	Hour	19600	19800	19200	19000	18600	18300	18300	16600	14100	14200	15000	14500	13600	12200	12800	13000	12800	12800	13300	11400		11400	13100	14200	13600	13300	12300	11300	10800	9500	9400
		Description	LOS ANGELES, BALBOA BOULEVARD			LOS ANGELES, TAMPA AVENUE	LOS ANGELES, WINNETKA AVENUE	LOS ANGELES, DE SOTO AVENUE	LOS ANGELES, CANOGA AVENUE	LOS ANGELES, JCT. RTE. 27	LOS ANGELES, VENTURA BOULEVARD	LOS ANGELES, WOODLAKE AVENUE	LOS ANGELES, MULHOLLAND DRIVE	CALABASAS, PARKWAY CALABASAS	CALABASAS, LAS VIRGENES CANYON ROAD	CALABASAS, LOST HILLS ROAD	AGOURA HILLS, LIBERTY CANYON ROAD	AGOURA HILLS, CHESEBRO/PALO COMADO CANYON	AGOURA HILLS, KANAN ROAD	AGOURA HILLS, REYES ADOBE ROAD	WESTLAKE VILLAGE, LINDERO CANYON ROAD	LOS ANGELES/VENTURA COUNTY LINE	LOS ANGELES/VENTURA COUNTY LINE	THOUSAND OAKS, JCT. RTE. 23 SOUTH	THOUSAND OAKS, HAMPSHIRE ROAD	THOUSAND OAKS, JCT. RTE. 23 NORTH	THOUSAND OAKS, MOORPARK ROAD	THOUSAND OAKS, LYNN ROAD	THOUSAND OAKS, VENTU PARK ROAD	THOUSAND OAKS, BORCHARD ROAD	THOUSAND OAKS, WENDY DRIVE	CAMARILLO, CAMARILLO SPRINGS ROAD	CAMARILLO, PLEASANT VALLEY ROAD
		Postmile	19.217	20.225	21.252	22.254	23.264	24.311	24.851	25.337	25.755	26.86	27.364	28.287	31.058	31.917	32.79	33.688	35.035	36.18	37.536	38.19	0	0.701	1.622	3.107	4.06	5.046	6.186	7.017	7.885	10.738	12.298
		County	¥	F	LA	LA	ΓA	ΓA	LA	A	Z	Ā	¥	¥	ΙA	4	Ι	Z	ΓA	ΓA	Z	EA.	VEN	VEN	VEN	VEN	VEN	VEN	VEN	VEN	VEN	VEN	VEN
		Dist Route	7 101	7 101	7 101	7 101	7 101	7 101	7 101	7 101	7 101	7 101	7 101	7 101	7 101	7 101	7 101	7 101	7 101	7 101	7 101	7 101	7 101	7 101	7 101	7 101	7 101	7 101	7 101	7 101	7 101	7 101	7 101