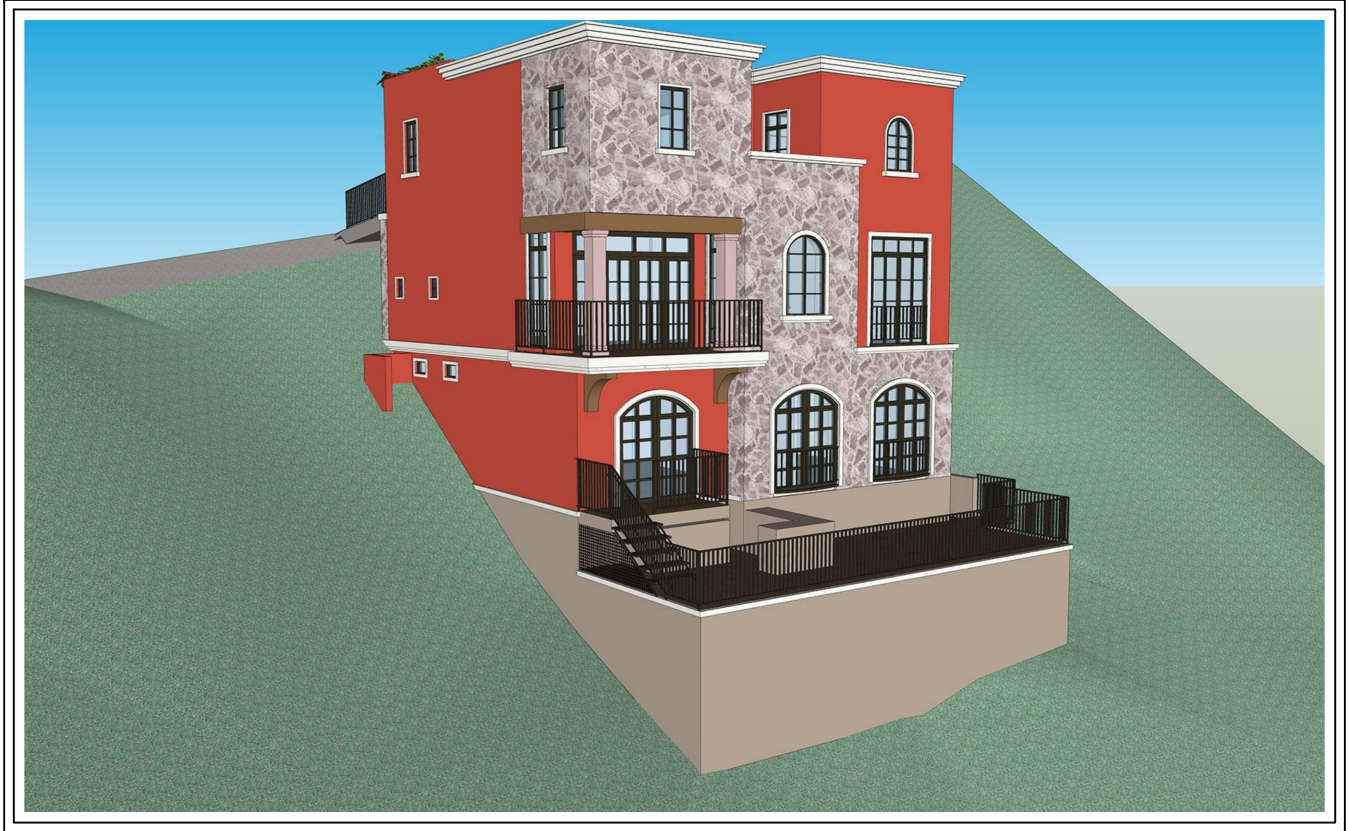


TRAFFIC MANAGEMENT PLAN

Proposed Single-Family Residential Development
at 1420 N. Killarney Avenue
Los Angeles, California



Prepared for:

Mr. David Hidalgo, AIA NCARB
David Hidalgo Architects, Inc.
316 South First Avenue
Arcadia, California 91006

Prepared by:



Hirsch/Green Transportation Consulting, Inc.
13333 Ventura Boulevard, #204
Sherman Oaks, California 91423
(818) 325-0530



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INTRODUCTION

To better address the safety, access, and circulation concerns related to construction activities of new developments along narrow streets within hillside neighborhoods, the City of Los Angeles Department of Transportation (“LADOT”) has included an addendum (dated “June 16, 2020”) to their current Transportation Assessment Guidelines (“TAG”). This addendum provides guidance when considering traffic management measures for hillside development projects located along narrow roadways of less than 24 feet in width, with specific attention to safety concerns regarding the potential impedance or disruption of access for residents, deliveries, and emergency vehicles, particularly in areas classified as “Very High Fire Hazard Severity Zones”.

In order to address these concerns, land use development projects proposing new construction or additions of more than 1,000 square feet, and that are located within hillside communities along streets less than 24 feet wide (for any segment used to transport project materials and equipment), should develop a Traffic Management Plan (“TMP”) identifying measures to offset any identified access, circulation, and parking issues for submittal to LADOT for review and approval.

The applicant is proposing to construct a new single-family residence at 1420 N. Killarney Avenue in the Glassell Park community of the City of Los Angeles. The subject parcel is located within a hillside community as well as a “Very High Fire Hazard Severity Zone”, and Killarney Avenue itself within the immediate vicinity of the project site is considerably less than 24 feet in width. As such, the proposed project is subject to the LADOT TAG requirement to provide a TMP associated with its construction-related activities. The subject requirements are discussed in the following pages.

Project Description

The proposed project is a new single-family residence to be located at 1420 N. Killarney Avenue, on a single, currently undeveloped parcel in the Glassell Park community of the City of Los Angeles. The site of the proposed project within the surrounding vicinity is indicated in Figure 1, while the project site layout is shown in Figure 2.

Killarney Avenue is designated as a “Local Street – Standard” facility beginning at its intersection with Burnell Drive approximately 1,100 feet to the north of the project site and continuing to its terminus at Roseview Avenue, approximately 800 feet to the east of the site. This street provides exclusive access to a number of single-family homes in the immediate vicinity of the project site, and currently exhibits a variable width right-of-way dedication of between about 20 and 30 feet

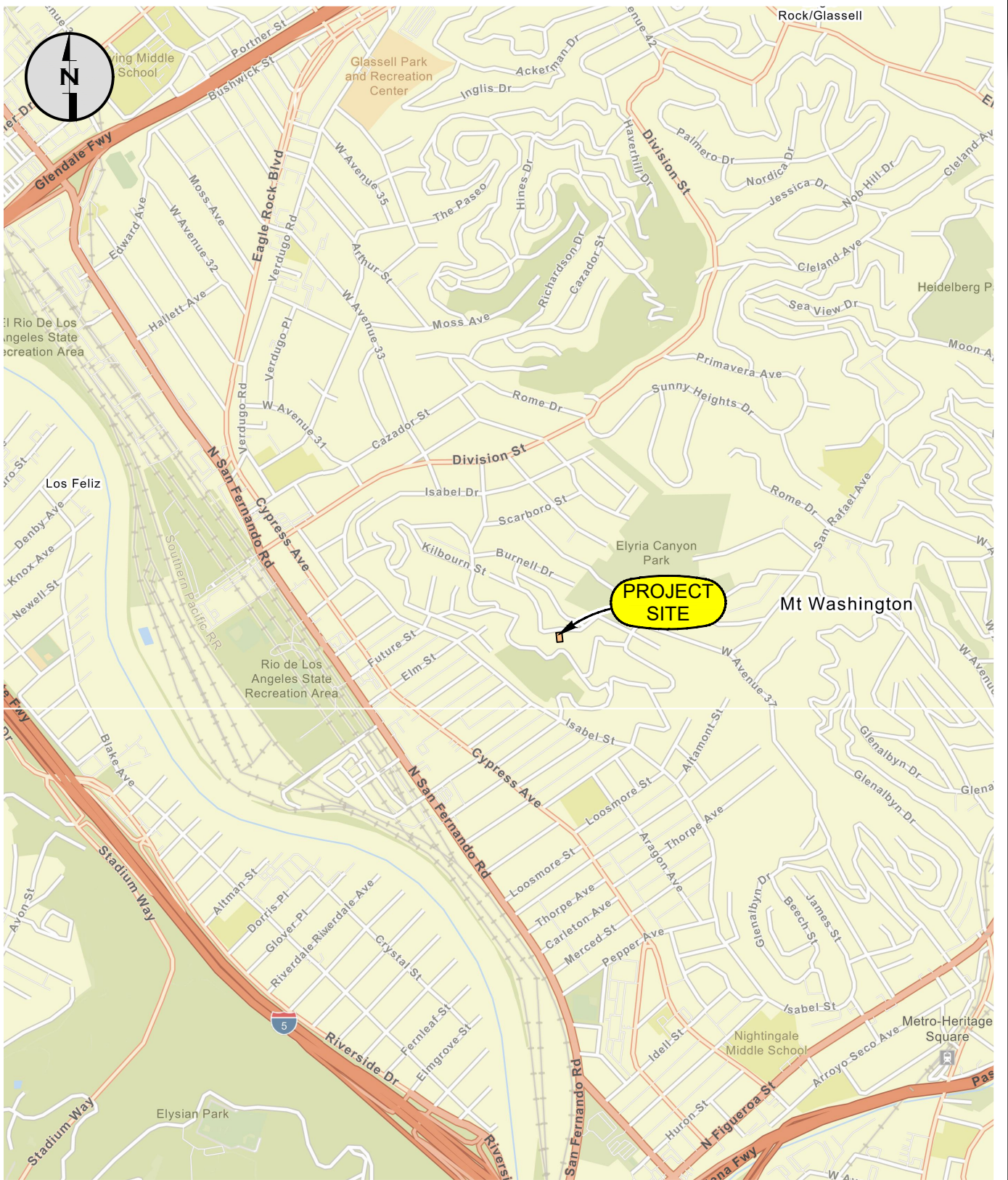


FIGURE 1

PROJECT SITE VICINITY MAP



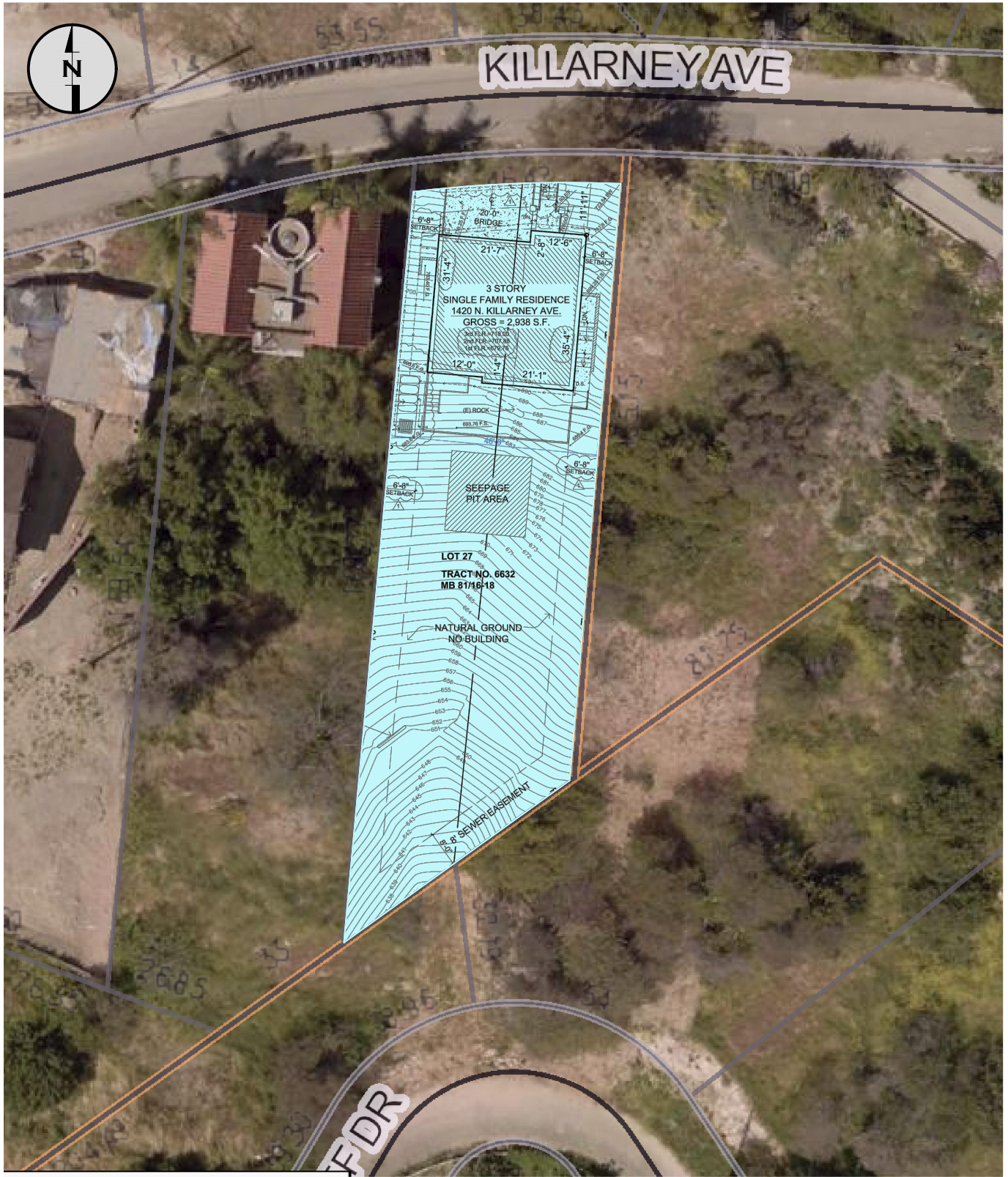


FIGURE 2

PROJECT SITE LAYOUT



throughout its length. This facility is constructed to provide an approximately 18-foot-wide roadway with essentially no curb and gutter improvements evident in the immediate vicinity of the project. “No Parking Any Time” signs are posted along both sides of the street throughout the area.

CONSTRUCTION ACTIVITIES

Construction Hours

To ensure the timely completion of the proposed project while minimizing potential impacts on the surrounding community, Sections 41.40 and 62.61 of the Los Angeles Municipal Code (“LAMC”) mandate that exterior noise-generating construction-related activities shall be limited to Monday through Friday from 7:00 AM to 9:00 PM, and Saturdays from 8:00 AM to 6:00 PM, although it is also of note that LAMC Section 13.20.D.6 indicates that, if the subject project requires the import or export of 1,000 cubic yards or more of material, the hauling operations shall be restricted to Monday through Friday between the hours of 9:00 AM to 3:00 PM. No construction activities are allowed on Sundays or nationally recognized holidays without a separate permit. Management, supervisory, administrative and project inspection-related activities shall take place within the designated construction hours to the extent feasible, although note that such activities may occur outside of these days/hours if approved by the appropriate agencies.

Construction Contact

The applicant shall appoint a construction contact to respond to inquiries or concerns of both the surrounding residents and the general public. This person may be an employee or representative of either the General Contractor or the project owner.

A project hotline will be provided for local neighbor complaints or any inquiries regarding the construction process. A response to comments or inquiries will be provided within 72 hours of their receipt. The project hotline number shall be conspicuously posted at the construction site; should the contact phone number change, the updated number will be reposted as necessary.

The construction contact person shall immediately notify the Owner of any construction activities that potentially violate this TMP or any of the construction-related conditions of approval.

Construction Phasing

Once mobilized, the construction fencing surrounding the project site will be installed and shall remain in place for the duration of the project construction (or until it is no longer needed).

The project’s construction activity will occur over the course of four “general” phases in order to ensure that material storage, delivery vehicle staging, and worker parking can be accommodated on-site throughout the project construction period, to the extent feasible.

Phase 1 will consist of grading activities, removal of excess earth material and other debris, and installation of underground utilities. Since Killarney Avenue is a narrow hillside street that prohibits parking on both sides of the roadway in the project vicinity, all efforts will be made to limit the time that construction vehicles remain at the site. As a result, any potential construction-related impacts at the project site during the Phase 1 construction activities are expected to be nominal.

Phase 2 will include the installation of retaining walls, shoring, concrete foundations, and other similar “general” construction-related activities. Once the construction of the building foundation has been completed, the project site itself will be used in subsequent construction phases for the delivery/offloading and storage of materials, as well as for limited worker parking. As with the previous phase, all efforts will be made to limit the amount of time that construction vehicles remain at the project site. As such, the Phase 2 construction-related impacts are expected to be nominal.

Phase 3 will involve the framing, roof construction and other similar “major” construction activities. As previously indicated, once the Phase 2 building foundation construction has been completed, to the extent feasible, all deliveries and storage of construction materials, equipment storage, and worker parking will occur on the project site. As such, the Phase 3 construction-related impacts on the surrounding neighborhood are expected to be nominal.

Phase 4 will complete the construction of the proposed residence, including interior finishes, cabinets, windows, doors, countertops, etc., along with the installation of exterior landscaping and other hardscaping construction activities toward the end of this phase. As described for the previous phase, to the extent feasible, the storage of construction materials and parking for construction workers will occur within the boundaries of the project site. Therefore, construction-related impacts during this phase of the project’s construction are also expected to be nominal.

Barriers/Construction Fence

All construction barriers/fences will be maintained in accordance with City regulations and their appearance will be kept in a visually attractive manner throughout the construction period.

Signs will be installed along the site fencing stating that no unauthorized materials are permitted to be posted. The General Contractor will monitor the project site on a daily basis and ensure that no unauthorized materials are posted on any temporary barriers, and that the barriers/fences are well maintained, and repaired as necessary. Any on-site graffiti will be removed or covered at the earliest possible time after the General Contractor has been made aware of its existence.

Construction Site Security

The Owner will use all appropriate security measures, including but not limited to lighting, fencing, and locks at all entrances and gates, as applicable, in order to maintain safety in and around the construction site throughout the duration of the project's construction activities.

Emergency Access

Emergency access to the project and adjacent areas shall be kept clear and unobstructed during all phases of construction. At no time shall staged or parked vehicles or construction materials impede roadway access by residents or emergency vehicles. Figure 3 illustrates the route from the project site to the nearest hospital emergency room (Glendale Memorial Hospital), which is located at 1420 S. Central Avenue in the nearby City of Glendale.

Very High Fire Severity Zone

In accordance with Section 57.322.1.1 of the LAMC, the project Owner/General Contractor will maintain the project site and surrounding areas to minimize any fire dangers that could be caused by refuse, weeds, trees, or other vegetation or materials that could constitute a potential fire risk.

Additionally, grading and hauling activities shall be discontinued during periods of high winds and Red Flag warning days as determined by the Los Angeles Fire Department ("LAFD"). The Owner and General Contractor will cooperate with Fire Station 44 to ensure that the Project maintains fire safety and minimizes fire hazards during construction. Figure 4 identifies the location of the Los Angeles Fire Department Station 44 in relation to the project site.

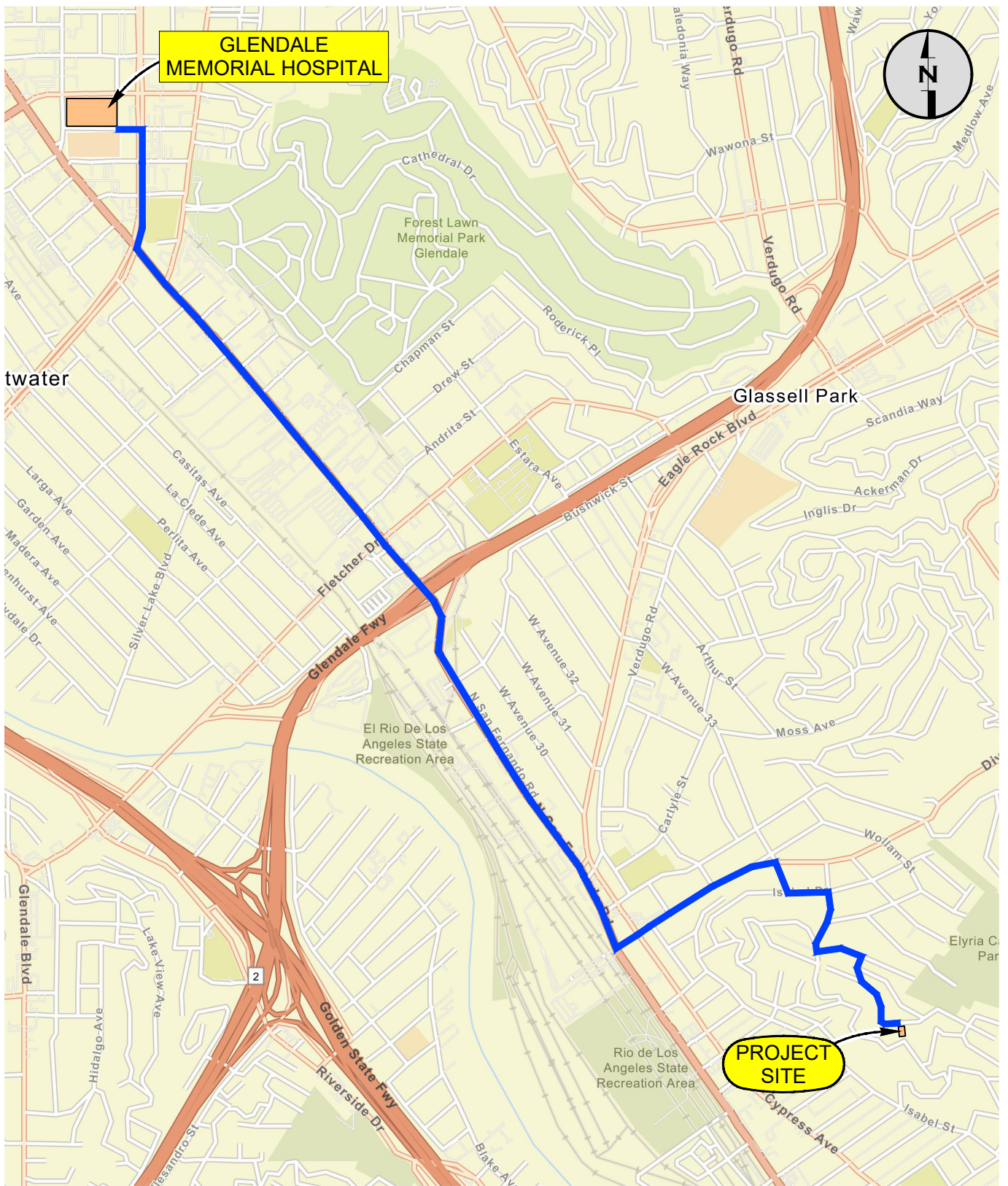


FIGURE 3

EMERGENCY ACCESS ROUTE
 GLENDALE MEMORIAL HOSPITAL
 1420 S. CENTRAL AVENUE, GLENDALE, CA 91204



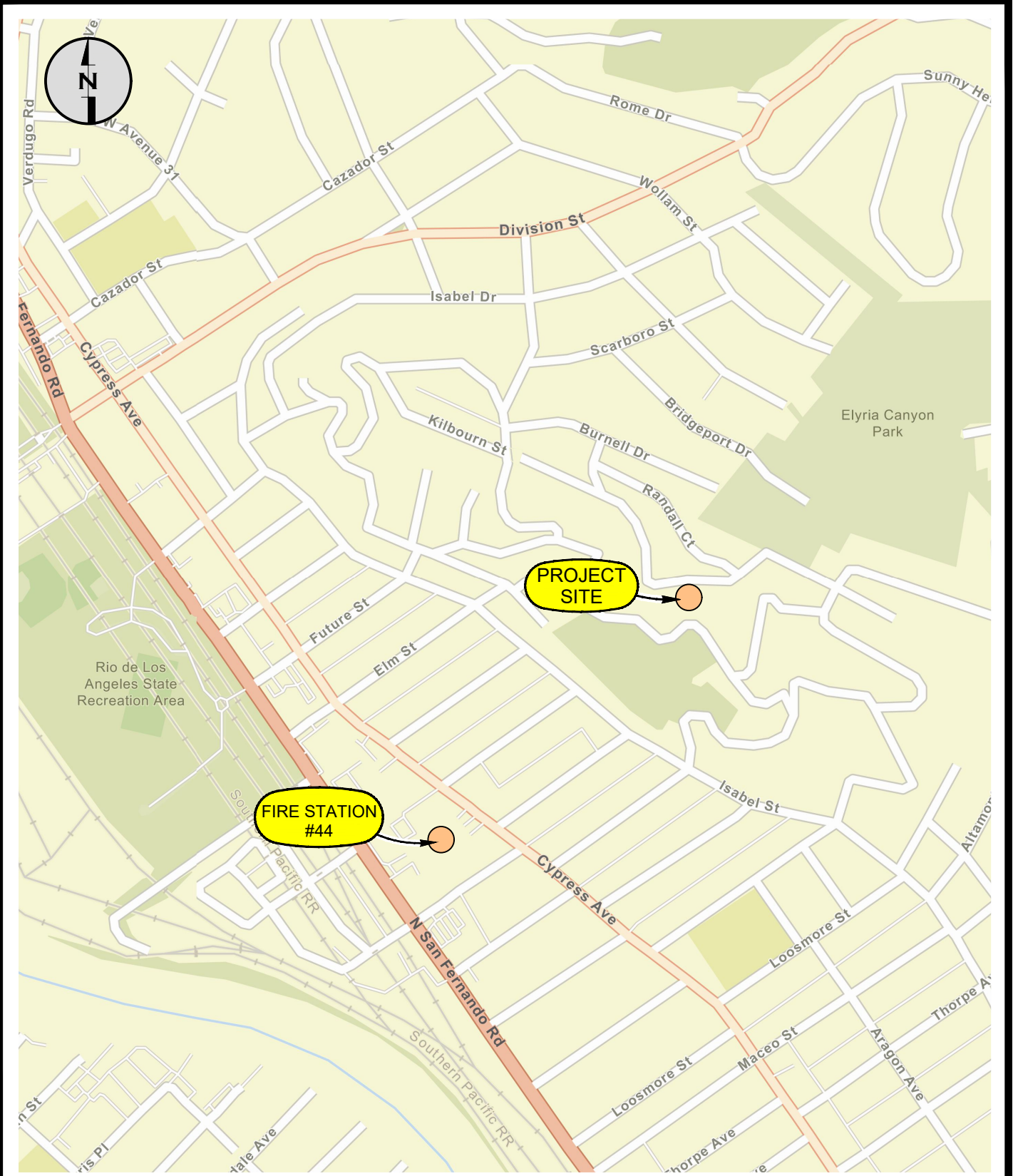


FIGURE 4

LOCATION OF LOS ANGELES FIRE DEPARTMENT STATION #44
1410 CYPRESS AVENUE, LOS ANGELES, CA 90065



CONSTRUCTION CIRCULATION

Traffic Control Plans

Should it be required by the City of Los Angeles, the project Owner will provide LADOT-approved Worksite Traffic Control Plans (“WTCP”) for any lane closures, detours, on-street staging areas, and/or other temporary changes in street traffic control that may be necessary during construction. Temporary traffic control procedures and/or measures will be employed as appropriate to address any local vehicular circulation requirements. The potential WTCP’s will identify the approximate locations for advance warning signs, tube delineators, barricades, temporary “No Parking” zones, sidewalk closure signs and other traffic control devices as may be deemed necessary to facilitate a safe and efficient environment for all vehicles and pedestrians, including construction personnel, during periods that necessitate the use of the public right-of-way for construction-related uses. Any required WTCP’s will be developed in accordance with the current California Manual on Uniform Traffic Control Devices (“CA-MUTCD”), Work Area Traffic Control Handbook (“WATCH”), and any other guidelines as required by the City of Los Angeles.

Truck Access

All vehicle access to the project vicinity will occur along the project’s Killarney Avenue frontage via Avenue 33, Isabel Drive, Future Street and Burnell Drive, with primary ingress and egress to/from the project site itself provided from Division Street, which is accessed from the west via San Fernando Road. From San Fernando Road, construction-related vehicles can access the Glendale (SR-2) Freeway, which provides an interchange with the Golden State (I-5) Freeway less than one and one-half miles to the west of the project site, thereby providing easily accessible travel routes to points beyond the general project area. However, due to the narrow roadways within the community and along the access routes, construction-related vehicles will not be able to turn around easily at the project site, and therefore will arrive to the site along Killarney Avenue headed in the eastern direction, and depart the site by continuing eastward from the site to Roseview Avenue/Avenue 37, where they will turn right and travel a short distance to the intersection of Roseview Avenue and Tacoma Avenue. This location is currently configured as an “all-way” stop sign-controlled intersection and provides a relatively large area that can accommodate large vehicles to make a multi-point turn-around maneuver with the assistance of a flagger. Once the construction vehicles have made this turn-around maneuver, they will return to Killarney Avenue to then follow the reverse “ingress” route back to Division Street and beyond.

All efforts will be made to coordinate the arrival and departure of large construction vehicles such that they will not encounter oncoming construction-related vehicles along the route between Division Street and the project site (and “turn-around” location), where the narrow width of these roadways could result in the inability for two vehicles to pass (side-by-side) at the same time (in both directions). When necessary, flagmen with communication devices will coordinate hauling-related or other vehicular activities along the construction vehicle travel routes, including directing traffic or assisting with traffic operations at intersections or other locations within residential neighborhoods that exhibit narrow roadways and/or other physical constraints that may be encountered by large construction-related vehicles. Again, due to the narrow roadway, it may be necessary to temporarily close Killarney Avenue to through traffic adjacent to the project site during the delivery and removal of construction equipment and delivery of construction materials. During these brief periods, detour signs will be installed at appropriate locations in order to direct through traffic to utilize Future Street, Cliff Drive, Tacoma Avenue, and Roseview Avenue as an alternative route around the temporary road closure adjacent to the project site. The proposed construction vehicle travel route is identified in Figure 5; this route is anticipated to be used by all construction-related vehicles traveling both to and from the project site.

Additionally, should it be necessary at any time during the proposed project’s construction activities, permits for oversized or overweight loads will be obtained from the Los Angeles Department of Public Works (“LADPW”) Bureau of Street Services (and Caltrans, if utilizing any state highway). Any such permitted loads will be subject to the conditions identified in the applicable permit(s).

Construction Truck Hours

To the extent feasible, the arrival and departure of construction-related trucks shall occur outside the afternoon peak commute hours, or otherwise minimized when such scheduling is not possible. In order to avoid generating such trips during the weekday afternoon peak commute periods, construction vehicle trips shall be scheduled during the first eight hours (7:00 AM to 4:00 PM) of the permitted weekday construction work period. However, pursuant to LAMC 13.20.D.6, should the proposed project require the importing or exporting of 1,000 cubic yards or more of material, haul truck trips shall be scheduled to occur between from 9:00 AM to 3:00 PM on Monday through Friday only. Unless otherwise authorized by special permit from the appropriate City agency, hauling activity is not allowed to take place on Sundays or any federally recognized holidays.

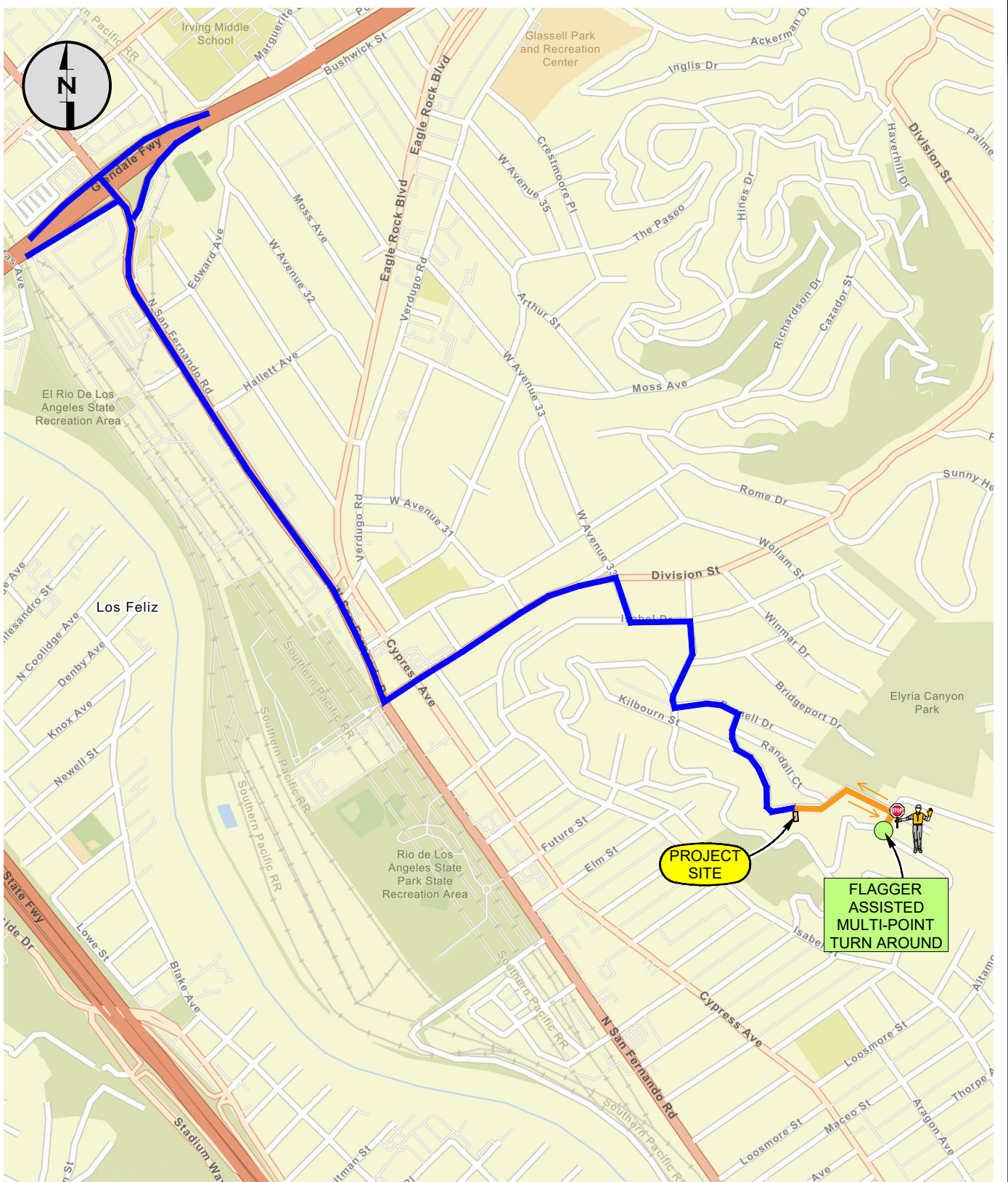


FIGURE 5

CONSTRUCTION VEHICLE ACCESS ROUTE MAP



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Further, in order to ensure that project-related construction trucks do not impede traffic flows on the surrounding streets while waiting to approach the project site, construction material deliveries, as well as equipment delivery to or removal from the site, shall be coordinated to minimize the potential wait time for truck loading/unloading on public or private streets.

Construction Employee Parking and Material Staging

As noted previously, once the construction of the building foundation has been completed to a point that will allow it in Phase 2, all project-related worker parking will take place on-site. Should the worker parking demands exceed the capacity for on-site parking during any construction phase, including Phase 1 and Phase 2, the General Contractor will secure an off-site parking area for workers to park their personal vehicles, and shuttle vans/vehicles will be used to transport the workers between the project construction site and the remote parking area.

The General Contractor shall provide all project construction contractors with written information regarding where workers and subcontractors are permitted to park, including clear identification of consequences to construction personnel who fail to follow these regulations.

Material deliveries associated with the project's construction will not take place until the Phase 2 building foundation work has been sufficiently completed to provide adequate space within the project site itself for the storage of construction-related materials. The General Contractor shall provide specific information to all vendors delivering construction materials regarding locations on the project site where such materials are to be offloaded and stored/staged.

Additionally, the project's General Contractor shall be responsible for informing all subcontractors, construction workers, vendors and other construction-related personnel of these requirements and will monitor and enforce the compliance of all applicable policies.

TRAFFIC RELATED ENVIRONMENTAL CONTROLS

Vehicle Air Quality Measures

All loads shall be secured by trimming or watering, or may be covered in order to prevent spilling or blowing of earth material or other debris from loaded vehicles. However, note that, pursuant to California Vehicle Code Section 23114(e)(4), vehicles transporting loads of aggregate materials are not required to cover their loads if the load, where it contacts all sides of the cargo container, remains at least six inches from the upper edge of the container, and if the load does not extend, at its peak, above any part of the upper edge of the cargo container area.

Trucks and loads are to be watered at the project site to prevent blowing dirt and dust, and are to be cleaned of loose earth at the project site to prevent spilling of material on the area roadways.

Adjacent streets will be swept as needed in order to remove any dirt and/or debris that may be dropped by the construction vehicles, or mud that would otherwise be carried off the project site by departing construction vehicles.

Vehicle Water Quality Measure

Where truck traffic is frequent, gravel approaches shall be used to reduce soil compaction and limit the tracking of sediment into streets.

All vehicle/equipment maintenance, repair, and washing activities shall be conducted away from any storm drains. All major repair work for any construction-related vehicles or equipment shall be conducted off-site. Drip pans or drop cloths shall be used to catch drips and spills.

Idling

Stationary vehicles (staging, loading, unloading, etc.) both on-site and off-site will not be permitted to idle their engines in excess of five (5) minutes.

NEARBY CONSTRUCTION/PERMIT ACTIVITY

To address the potential cumulative effects of the project's construction-related traffic on nearby neighborhood streets, the TAG requires the identification of other known development activities (by-right and discretionary) that are located within a one-half mile radius of the proposed project.

The following is an assessment of construction and permit activity near the project site. This list includes projects that are in plan check/entitlement review and/or currently under construction.

In Construction

- 938 N. Oban Drive
17010-10000-03593 Permit issued
NEW TWO STORY SFD OVER SUBTERRANEAN GARAGE

In Plan Check/Entitlement Phase

- 3812 N. Division Street
DIR-2020-3201-SPP
13010-10000-00675 Permit not issued
NEW SFD WITH BASEMENT GARAGE
- 3930/3926 N. Barryknoll Drive
DIR-2020-4307-SPP
20010-10000-03819 Permit not issued
REVIEW FOR THE CONSTRUCTION OF NEW SFD WITH ACCESSORY DWELLING UNIT.
- 3601 E. Lavell Drive
ZA-2018-5554-ZAD-SPP
Permit request for construction of new SFD
- 4521 E. Cleland Avenue
DIR-2019-5819-SPP
07010-10000-01697 Permit not issued
NEW 2-STORY SFD
- 2519 N. Sundown Drive
ZA-2018-4256-ZAD-SSP
19010-10000-05463 Permit not issued
Permit request for construction of new SFD
- 3721 N. Kinney Street
DIR-2017-4229-SPP
16019-70000-05064 Permit not issued
- 907 N. Nordica Drive
DIR-2017-405-SPP
16014-10000-01749 PC info complete, Permit not issued
- 3640-3700 N. Richardson Drive
FOUR NEW SFD UNITS

In Plan Check/Entitlement Phase (continued)

- TWO STORY ADDITION TO THREE STORY SFD
4102 N. Division Street
DIR-2017-3662-SPP
17010-30000-00301 Permit not issued
NEW 2-STORY 66'0" X 70'0" SFD WITH BASEMENT GARAGE
- 3836 N. Lavell Drive
ZA-2017-4959-ZAD-SPP
13010-10000-04672 Permit not issued
PERMIT REQUEST FOR CONSTRUCTION OF NEW SFD
- 3937 N. Brilliant Drive
ZA-2020-5549-ZAD-SPP
CONSTRUCTION OF A NEW 2,397 SQUARE FOOT SFD WITH
ATTACHED TWO CAR GARAGE ON A VACANT LOT
- 3609 N. Richardson Drive
ZA-2016-1503-ZAA-ZAD-SPP-SPPA
CONSTRUCTION OF A NEW 2,724 SQ. FT. THREE-STORY SFD
- 3615 N. Richardson Drive
ZA-2016-1505-ZAA-ZAD-SPP-SPPA
CONSTRUCTION OF A 2,705 SQ. FT. THREE-STORY SFD

The following projects are part of a 32-lot development ("Abode at Glassell Park" project), and are for the construction of new SFDs:

3963 N. Brilliant Dr.	DIR-2017-1376-SPP	2314 N. Haverhill Wy.	DIR-2017-1376-SPP
3970 N. Brilliant Dr.	DIR-2017-1377-SPP	2317 N. Haverhill Dr.	DIR-2017-1235-SPP
4000 N. Brilliant Dr.	DIR-2017-1378-SPP	2318 N. Haverhill Wy.	DIR-2017-1373-SPP
4001 N. Brilliant Dr.	DIR-2017-1383-SPP	2315 N. Haverhill Wy.	DIR-2017-1238-SPP
4006 N. Brilliant Dr.	DIR-2017-1379-SPP	2320 N. Haverhill Dr.	DIR-2017-1143-SPP
4009 N. Brilliant Dr.	DIR-2017-1381-SPP	2329 N. Haverhill Dr.	DIR-2017-1152-SPP
4012 N. Brilliant Dr.	DIR-2017-1380-SPP	2335 N. Haverhill Dr.	DIR-2017-1147-SPP
2402 N. Sundown Dr.	DIR-2017-1371-SPP	2401 N. Haverhill Dr.	DIR-2017-1146-SPP
2406 N. Sundown Dr.	DIR-2017-1370-SPP	2410 N. Haverhill Dr.	DIR-2017-1234-SPP
2410 N. Sundown Dr.	DIR-2017-1369-SPP	2411 N. Haverhill Dr.	DIR-2017-1231-SPP
2414 N. Sundown Dr.	DIR-2017-1368-SPP	2417 N. Haverhill Dr.	DIR-2017-1230-SPP
2301 N. Haverhill Wy.	DIR-2017-1142-SPP	2420 N. Haverhill Dr.	DIR-2017-1233-SPP-WDI
2305 N. Haverhill Wy.	DIR-2017-1236-SPP	2421 N. Haverhill Dr.	DIR-2017-1229-SPP
2309 N. Haverhill Wy.	DIR-2017-1237-SPP	2430 N. Haverhill Dr.	DIR-2017-1232-SPP
2310 N. Haverhill Wy.	DIR-2017-1375-SPP		

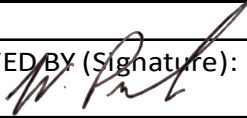
The proposed project's Owner and General Contractor will exercise a good faith attempt to work with all other projects within the immediate vicinity in order to coordinate deliveries, hauling and other major construction-related traffic activities so as to minimize the cumulative effects of the proposed project and other construction projects on the surrounding neighborhoods.

City of Los Angeles
DEPARTMENT OF TRANSPORTATION
Metro Development Review

APPROVED FOR:

The Construction Traffic Management Plan as described in this Document

APPROVED BY (Signature):



DATE: 12/14/22

NOTE:

APPROVAL MAY NOT BE VALID IF APPROVED PRIOR TO ACTION DATE OF ANY PUBLIC HEARING INVOLVING THE SUBJECT PROPERTY/PROJECT. ANY PREVIOUSLY APPROVED CONDITIONS OR REQUIREMENTS IMPOSED ON THE PROPERTY/PROJECT CONCERNING THE DEPARTMENT OF TRANSPORTATION SHOULD BE PRESENTED TO THE DEPARTMENT PRIOR TO APPROVAL.