



## DEPARTMENT OF CITY PLANNING

### APPEAL RECOMMENDATION REPORT

#### City Planning Commission

**Date:** June 28, 2018  
**Time:** After 8:30 A.M.  
**Place:** Van Nuys City Hall  
Council Chambers, 2<sup>nd</sup> Floor  
14410 Sylvan Street  
Van Nuys, California 91401

**Public Hearing:** Required  
**Appeal Status:** Not further appealable  
**Expiration Date:** July 1, 2018  
**Multiple Approval:** Yes

**Case No.:** DIR-2017-3172-DB-SPP-SPR-WDI-1A  
**CEQA No.:** ENV-2017-3173-CE  
**Related Case:** DIR-2017-3172-DB-SPP-SPR-WDI  
**Council No.:** 5 - Koretz  
**Plan Area:** Encino – Tarzana  
**Plan Overlays:** Ventura – Cahuenga Boulevard Corridor  
Specific Plan  
Encino Streetscape Plan  
**Certified NC:** Encino  
**Land Use Designation:** Regional Center Commercial  
**Zone:** C4-1L

**Applicant:** Steven Gryczman,  
Encino Investors, LLC  
**Representative:** Brad Rosenheim/Heather Waldstein,  
Rosenheim & Associates, Inc.  
**Appellants:** Anita Barrett, Jesse R. Woods, and  
Gerald A. Silver, Homeowners of Encino

**PROJECT LOCATION:** **16161 West Ventura Boulevard** (16151-16201 West Ventura Boulevard)

**PROPOSED PROJECT:** The project involves the demolition and removal of two commercial-office buildings and a surface parking lot, and the new construction, use, and maintenance of an approximately 106,846 square-foot, 114-unit, multi-family residential development, inclusive of 32 studio units, 65 one-bedroom units, 15 two-bedroom units, and two live-work units. The proposed project will set aside 11 units (11 percent of the base density) for Very Low Income Household occupancy. The building is proposed to be 86 feet (at its highest point) built to six stories plus a mezzanine. The total floor area ratio of the proposed development is 2.7 to 1. The proposed project provides 114 automobile parking spaces and 126 bicycle parking spaces. On-site parking is provided partially on the ground floor and within a parking garage located below the building on two subterranean levels.

**APPEALS:** Appeals of the Director of Planning's determination to conditionally approve a Density Bonus/Affordable Housing Incentives Compliance Review, Project Permit Compliance Review, and Site Plan Review for the project, pursuant to Los Angeles Municipal Code (LAMC) Sections 12.22-A, 25, 11.5.7-C, and 16.05, respectively; and of Categorical Exemption ENV-2017-3173-CE, as the environmental clearance for the project.

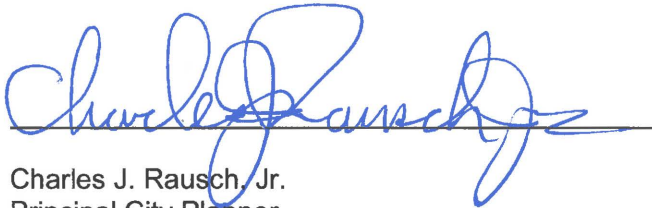
#### RECOMMENDED ACTIONS:

- 1) **Affirm** that the project is Categorically Exempt (ENV-2017-3173-CE) from environmental review pursuant to Section 21080 of the California Public Resources Code, and Article 19, Class 32 of the CEQA Guidelines;

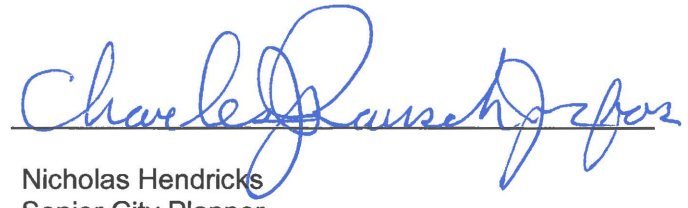


- 2) **Approve in part and deny in part** the appeal of the Director's Determination approving a Density Bonus/Affordable Housing Incentives Compliance Review, Project Permit Compliance Review, and Site Plan Review;
- 3) **Adopt** the revised Conditions of Approval and Findings; and
- 4) **Sustain** the remainder of the Director's Determination approving a Density Bonus/Affordable Housing Incentives Compliance Review, Project Permit Compliance Review, and Site Plan Review.


VINCENT P. BERTONI, AICP  
Director of Planning



Charles J. Rausch, Jr.  
Principal City Planner



Nicholas Hendricks  
Senior City Planner



Courtney Shum  
City Planner

**ADVICE TO PUBLIC:** \*The exact time this report will be considered during the meeting is uncertain since there may be several other items on the agenda. Written communications may be mailed to the *Commission Secretariat, Room 532, City Hall, 200 North Spring Street, Los Angeles, CA 90012* (Phone No. 213-978-1300). While all written communications are given to the Commission for consideration, the initial packets are sent to the week prior to the Commission's meeting date. If you challenge these agenda items in court, you may be limited to raising only those issues you or someone else raised at the public hearing agendized herein, or in written correspondence on these matters delivered to this agency at or prior to the public hearing. As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability, and upon request, will provide reasonable accommodation to ensure equal access to these programs, services and activities. Sign language interpreters, assistive listening devices, or other auxiliary aids and/or other services may be provided upon request. To ensure availability of services, please make your request not later than three working days (72 hours) prior to the meeting by calling the Commission Secretariat at (213) 978-1295.



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## **PROJECT ANALYSIS**

### **PROJECT SUMMARY**

The proposed project, at 16161 West Ventura Boulevard, involves the conditional approval of a Density Bonus/Affordable Housing Incentives Compliance Review, Project Permit Compliance Review, and a Site Plan Review, to allow the removal of existing commercial structures and surface parking, and new construction of a 114-unit, multi-family residential building; and a Waiver of Dedication and Improvements to waive a five-foot dedication and widen the existing sidewalk to a 15-foot width along Ventura Boulevard abutting the project site.

The proposed building will be comprised of approximately 106,846 square feet of floor area at a floor area ratio (FAR) of 2.7 to 1. The proposed 114 residential dwelling units consist of 112 multi-family apartment units with a mix of studio (32 units), one-bedroom (65 units), and two-bedroom (15 units) units, and two live/work units. Eleven units (equivalent to 11 percent of the base density) will be set aside for Very Low Income Household occupancy for a period of 55 years. The building is proposed to be 86 feet (at its highest point) built to six stories plus a mezzanine, with further step backs along the front and rear of the property. The project's maximum lot coverage is 66 percent.

The proposed project provides 114 vehicle parking spaces and 126 bicycle long-term and short-term spaces. On-site parking is provided partially on the ground floor and within a parking garage located below the building on two subterranean levels. Vehicular access to the proposed project will be directly from Ventura Boulevard and there will be no vehicular parking visible from the street. A minimum 19-foot wide driveway along the western edge of the subject property will provide access to the entrance of the parking garage and will serve as a fire lane.

The proposed project includes 12,075 square feet of usable open space, in excess of the required 11,825 square feet based on the unit mix. Proposed open space areas include an approximately 1,935 square-foot ground floor plaza area along Ventura Boulevard; an approximately 3,600 square-foot residential courtyard amenity space on Level 2 open to above, with access to a 2,460 square foot fitness room and clubroom; a 750 square-foot rooftop lounge and outdoor deck on Level 6; and approximately 2,400 square feet of private balconies. The common open space areas will be landscaped with a combination of trees, shrubs, and groundcover. The project includes 4,412 square feet of landscaped area dispersed throughout the ground floor, second floor, and sixth floor.

### **APPEAL SCOPE**

The appeals challenge the Director of Planning's determination to conditionally approve a Density Bonus/Affordable Housing Incentives Compliance Review, Project Permit Compliance Review, and Site Plan Review for the project, pursuant to Los Angeles Municipal Code (LAMC) Sections 12.22-A, 25, 11.5.7-C, and 16.05, respectively; and of Categorical Exemption ENV-2017-3173-CE, as the environmental clearance for the project. The Director of Planning's determination concerning the requested Waiver of Dedications and Improvements (WDI) is not within the scope of this appeal proceeding.

### **PROJECT BACKGROUND**

The project site is a rhombus-shaped property fronting on the north side of Ventura Boulevard between Libbit Avenue to the west and Woodley Avenue to the east within the Encino – Tarzana Community Plan. The subject property, a relatively flat property, is comprised of two lot portions with a combined area of approximately 39,421 square feet (0.9 acre). The subject property is



zoned C4-1L with a corresponding General Plan land use designation of Regional Commercial. The site is also located within the Ventura – Cahuenga Boulevard Corridor Specific Plan and Encino Streetscape Plan. It is not within the boundaries of or subject to any other specific plan, community design overlay, or interim control ordinance.

The subject property is improved with two commercial-office buildings and a surface parking lot, which are to be removed as part of the proposed development. Also located on site is a freestanding billboard sign, measuring approximately 49 feet in height, located near the southeast corner of the project site, and which is to remain as part of the proposed development.<sup>1</sup>

### **Surrounding Properties**

Surrounding properties are characterized by relatively level terrain and improved streets, developed with a combination of commercial, office, institutional, and residential uses. Immediately abutting land uses include single-family residences to the north within the R1-1 Zone, a 13-story commercial office building to the east within the C4-1L Zone, a five-story commercial office building to the south across Ventura Boulevard within the C4-1L Zone, and a two-level above-ground parking structure to the west that serves the Encino Hospital Medical Center within the C4-1L Zone.

### **Streets, Circulation, and Transit**

Ventura Boulevard, abutting the subject property to the south, is a designated Boulevard II, dedicated to a right-of-way width of 100 feet along the project's street frontage, and improved with asphalt roadway and concrete curb, gutter, and sidewalk.

The following bus stops are located near the project site:

- Metro Local Lines – 150/240 (0.1 mile); 155 (0.8 mile); and 236 (0.9 mile)
- Metro Rapid Line – 750 (0.1 mile) and 744 (0.1 mile)

The nearest freeway access is to the 101 Freeway via Hayvenhurst Avenue approximately 0.9 mile northwest of the project site and the 405 Freeway via Ventura Boulevard approximately one mile east of the project site. The subject property is not located within 1,000 feet of any freeway.

### **Relevant Cases**

#### Subject Property:

Vesting Tentative Tract No. 77140 – Vesting Tentative Tract No. 77140 was filed with the Planning Department on August 8, 2017, concurrently with the subject case. On December 20, 2017, the applicant submitted a letter to the file requesting to withdraw their application for a vesting tentative tract map is no longer necessary. The Deputy Advisory Agency issued a letter, dated December 22, 2017 confirming that Vesting Tentative Tract No. 77140 has been withdrawn from further consideration and ordered filed.

#### Surrounding Properties:

The following relevant cases were identified to be within 1,000 feet of the project site:

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<sup>1</sup> The existing billboard is a legally permitted structure and is not within the purview of the decision maker to approve the requested entitlements.



Case No. DIR-2012-3021-SPP – On March 28, 2013, the Director of Planning approved with conditions a Project Permit Compliance Review to permit the demolition of an existing 5,594 square-foot car wash, a 3,647 square-foot detailing building, and a 1,992 square-foot commercial building, and the construction of a new, 51,145 square-foot, mixed-use building consisting of 49 dwelling units, 3,200 square feet of retail and 5,300 square feet of restaurant use, in the C2-1L Zone, at 16300 West Ventura Boulevard. No appeals were filed.

Case No. APCSV-2004-7794-SPE-SPP-CUB-SPR – On July 18, 2005, the South Valley Area Planning Commission issued a determination of their June 23, 2005 action to approve a Specific Plan Exception from the Ventura / Cahuenga Boulevard Corridor Specific Plan, Project Permit Compliance, Conditional Use Permit, and Site Plan Review in conjunction with a 176,571 square-foot, 54-foot high mixed-use development containing 51 residential dwelling units in the C4-1L Zone, at 16100-16130 West Ventura Boulevard. No appeals were filed.

Case No. CPC-2003-5411-SPE-ZV-ZAA-SPP – On June 30, 2004, the City Planning Commission approved a request for a Specific Plan Exception from the Ventura / Cahuenga Boulevard corridor Specific Plan, various Zone Variance, a Zoning Administrator's Adjustment, Project Permit Compliance, and Site Plan Review. The proposed project involved the demolition of existing commercial buildings and construction of a mixed-use project consisting of 137 multiple family dwelling units to be constructed over 12,500 square feet of ground floor commercial/retail floor area, for a total project floor area of 185,263 square feet (four-stories, 45 feet in height), having an overall FAR of 2.18:1, with three subterranean parking levels and a total of 386 parking spaces, on an 85,026 square foot site in the C4-1L, R3-1 and RE9-1 zones for the property at 16352 and 16328 Ventura Boulevard. The decision was subsequently appealed.

At their meeting held on September 22, 2004, the Planning and Land Use Management Committee conducted a public hearing on an appeal of the entire determination of the City Planning. At the meeting, it was reported that the appellants had agreed to withdraw their appeals based upon an agreement on the conditions of approval. The Committee recommended that Council deny the appeal and thereby approve the project, subject to revised conditions of approval.

### **APPROVED ACTIONS AND MODIFICATIONS**

On April 17, 2018, the Director of Planning issued a Determination that conditionally approved a Density Bonus/Affordable Housing Incentives Compliance Review, Project Permit Compliance Review, Site Plan Review, and Waiver of Dedications and Improvements to allow the development of the proposed project, as follows:

#### **Density Bonus/Affordable Housing Incentives Compliance Review**

In accordance with California Government Code Section 65915 and LAMC Section 12.22-A,25, the project is eligible for a maximum 35 percent density bonus, reduction in parking requirements, and up to two on-menu incentives in exchange for setting aside a minimum 11 percent of pre-density bonus units for Very Low Income households for a period of 55 years. The applicant has requested to utilize the provisions of City and State Density Bonus laws as follows:

#### **Density Bonus**

The underlying C4 zoning of the site permits a maximum residential base density of 99 dwelling units. In exchange for setting aside 11 units (equal to 11 percent of the base density) for Very Low Income Households, the project is entitled to a density bonus of up to 35 percent (an additional 35 dwelling units), up to a maximum permitted density of 134 dwelling units. In this



case, the proposed density of 114 units equates to an additional 15 units, or a 15 percent density bonus.

### Parking

The proposed project is utilizing parking reductions under the Municipal Code, including Section 12.22-A,25(d)(1), Density Bonus Parking Option 1 and the Bicycle Parking Reduction under LAMC Section 12.21-A,4, resulting in an overall automobile parking requirement of 111 spaces. The proposed project provides 114 vehicle parking spaces, three in excess of the minimum requirement; thus the project complies with applicable code requirements for parking.

### On Menu Incentives

#### *Floor Area Ratio*

The applicant qualifies for two on-menu incentives in exchange for setting aside a portion of the proposed development toward affordable housing. The first incentive being utilized allows for increased Floor Area Ratio (FAR); in this case, the applicant was granted a 2.7 to 1 FAR in lieu of the 1.25 to 1 FAR otherwise permitted by the Ventura – Cahuenga Boulevard Corridor Specific Plan. This increase is permitted under LAMC Section 12.22-A,25(f)(4)(ii), which enables a project located within 1,500 feet of a Transit Stop, in a commercial zone in Height District 1 (including 1VL, 1L, and 1XL), and which fronts on a Major Highway (Boulevard II under the Mobility Plan 2035) to be built to a maximum 3 to 1 FAR. The subject property is zoned C4-1L, with frontage on Ventura Boulevard, a Boulevard II designated roadway. In addition, the subject property is located within 1,500 feet of bus routes including the Metro Rapid (744 and 750) and Metro Local and Limited (150/240) lines, which all stop at the intersection of Ventura Boulevard and Woodley Avenue, approximately 600 feet east of the project site. Thus, the project qualifies for the granted increase in the allowable FAR.

#### *Height*

The applicant was granted a second on-menu incentive to allow for increased height beyond the height limits prescribed by the LAMC and Ventura – Cahuenga Boulevard Corridor Specific Plan. The proposed project reaches a maximum height of 86 feet and incorporates an incremental 30-foot setback from Ventura Boulevard to meet the Specific Plan's requirements for height above 45 feet. In addition, with a Density Bonus request pursuant to LAMC Section 12.22-A,25(f)(5), the proposed project maintains a maximum height of 75 feet within 50 feet of the rear property line (common lot line with a lot classified in the R1 Zone.) For the portions of the property located more than 50 feet of the rear property line, the proposed building reaches a maximum height of 86 feet. This represents an 11-foot height increase through the utilization of an on-menu incentive for height under LAMC Section 12.22-A,25(f)(5).

### **Project Permit Compliance Review**

In accordance with LAMC Section 11.5.7-C, the applicant was granted Project Permit Compliance with the Ventura – Cahuenga Boulevard Corridor Specific Plan. In conjunction with the Specific Plan's development and use restrictions, and by utilizing further incentives through the Density Bonus Ordinance, the Director of Planning determined that the project adheres to the applicable regulations pertaining to FAR, yards, lot coverage, landscaping, height, signage, streetscape improvements, lighting, and parking screening.



## Site Plan Review

The proposed project will result in an increase of 114 dwelling units on the subject site. As such, the project is subject to Site Plan Review under LAMC Section 16.05 because it results in the creation of 50 or more dwelling units. The Director's determination approved the Site Plan Review for the proposed project, finding that it is in substantial conformance with the applicable policies and provisions of the General Plan, Encino – Tarzana Community Plan, and Ventura – Cahuenga Boulevard Corridor Specific Plan, has been designed to be compatible with surrounding existing and future development, and provides recreational service amenities to improve habitability for the project's residents while minimizing impacts on neighboring properties.

In consultation with the Department of City Planning's Urban Design Studio, and to address matters relating to the Site Plan Review, the applicant revised the original building design by reducing the number of balconies facing the single-family homes to the north (these balconies were shifted to the east façade), as well as providing entries facing Ventura Boulevard with defined building recesses, canopies, and signage for each of the ground-floor live-work units as a way of activating the street frontage. In addition, textured paving was provided along the fire lane to enhance the pedestrian experience along western edge of the property. These changes were incorporated into the approved plans stamped "Exhibit A".

### Modified Site Plan Review Conditions of Approval and Findings

Following the issuance of the Director's Determination on April 17, 2018, the applicant indicated their intent to pre-wire fifteen percent of the provided automobile parking spaces for the future installation of electric vehicle charging stations and equip five percent of the spaces with actual charging stations upon the construction of the proposed building. As part of the City Planning Commission's action on the appeal, staff is recommending the adoption of modified Site Plan Review Conditions of Approval and Findings to hold the project to these standards, as follows:

#### *Added Condition:*

**21.1. Electric Vehicle Parking.** Of the total parking provided, five percent of spaces shall be dedicated for electric vehicles and provide charging stations. In addition, fifteen percent of spaces shall be pre-wired for the future installation of electric vehicle charging stations. When the application of the five or twenty percent results in a fractional space, round up to the next whole number.

#### *Modified Finding:*

Staff recommends that the following underlined language be added to Finding No. 5. Excerpts from the originally adopted Findings are included below.

- 5. The project is in substantial conformance with the purposes, intent and provisions of the General Plan, applicable community plan, and does not conflict with any applicable regulations, standards, and any applicable specific plan.**

...

Furthermore, the project meets the following goals and objectives of Mobility Plan 2035:

...

- **Policy 5.4:** Continue to encourage the adoption of low and zero emission fuel sources, new mobility technologies, and supporting infrastructure.



As conditioned, a minimum of fifteen percent of the parking provided is required to be prewired for the future installation of electric charging stations and five percent of the spaces are required to be equipped with electric vehicle charging stations. As part of the proposed project, 2,460 square feet of the roof area will be reserved for the installation of solar panels and the project will be required to use electric or solar-powered generators during construction, when feasible.

...

### Revised Project Plans

On June 14, 2018, the applicant submitted revised plans reflecting the percentage of parking spaces to be installed and/or equipped for electric vehicle charging. In addition, the revised plans include a modification to the Level 5 and 6 floor plans, which removed all balconies along the north elevation. The removal of the upper floor balconies is intended to address the privacy concerns of adjoining neighbors. These plans would replace the originally stamped Exhibit "A" plans that were approved as part of the original decision.

### **Waiver of Dedication and Improvements**

In accordance with LAMC Section 12.37-I,3, the Director's decision approved a Waiver of Dedication and Improvement requirements for the north side of Ventura Boulevard adjoining the project site's street frontage. The waiver eliminates the requirement for a five-foot street dedication and five-foot sidewalk widening along Ventura Boulevard because it was found that the dedication and improvement requirements are physically impractical. In place of the full sidewalk width, the project has been conditioned to provide a 1,935 square-foot ground floor plaza at the southeast corner of the building that will be required by covenant to be accessible to the public.

### **PUBLIC CORRESPONDENCE**

Prior to the issuance of the April 17, 2018 Director's Determination, staff received correspondence from the public opposing the project. These included email blasts/newsletters from the Homeowners of Encino expressing concerns about the scale of the proposed development, its impact on traffic, and the lack of parking. In addition, a representative of the Fifth Council District forwarded to staff correspondence from the Encino Neighborhood Council stating specific concerns about the proposed building's height, the exceptions requested, traffic, the removal of open space, the building's relation to single-family dwellings, privacy, the potential waiver of street dedications, and parking.

Subsequent to the Director's approval of the proposed project, staff received correspondence from members of the public echoing the statements above with additional concerns about construction dust and noise, street access, crime and safety, and overcrowding. One of the communications cites a post on Nextdoor about the project, wherein approximately 133 responses against the project were tallied. In addition, as discussed elsewhere in this report, Mr. Gerald A. Silver, one of the appellants, submitted additional documentation supplementing his appeal.

Abundant Housing LA submitted one letter of support for the proposed project. In addition, the applicant's representative forwarded approximately 100 letters and signatures of support for the project.



## **APPEAL ANALYSIS**

### **APPEAL SUMMARY**

As previously mentioned, on April 17, 2018, the Director of Planning issued a Determination that conditionally approved a Density Bonus/Affordable Housing Incentives Compliance Review, Project Permit Compliance Review, Site Plan Review, and Waiver of Dedication and Improvements to allow the development of the proposed project.

On May 2, 2018, within the required 15-day appeal period, three appeals were filed. Ms. Anita Barrett, an abutting property owner and resident appealed the entire decision. As the only appellant owning and residing in property abutting the project site, Ms. Barrett is the only appellant with the rights to appeal the Density Bonus approval. Mr. Jesse R. Woods and Mr. Gerald A. Silver, President of the Homeowners of Encino, each appealed the decision in part, including the approval of the Project Permit Compliance Review, Site Plan Review, and Waiver of Dedication and Improvement requirements. All three appeals also include grievances against the Class 32 infill development Categorical Exemption issued for the proposed project, under Environmental Case No. ENV-2017-3173-CE.

On June 4, 2018, Planning staff sent written correspondence to the appellants informing them that the decision concerning the Waiver of Dedication and Improvements can only be appealed by the project applicant pursuant to LAMC Section 12.37-I,3. The decision to approve the Waiver of Dedication and Improvements has not been further appealed by the applicant and is thus final. As such, the portions of the appeals contesting the waiver are invalid and may not be considered by the City Planning Commission. Staff also clarified to the appellants that the City Planning Commission will still hear and consider all other parts of their appeals.

### **APPEAL POINTS AND STAFF RESPONSE**

The following statements have been compiled and summarized from the submitted appeals and responded to below. The appeals in their entirety have been attached herein for reference, as Exhibit B.

#### **1. APPEAL POINT:**

The appellants request a 30-day extension to file detailed supporting appeal documents because impacted groups, property owners, corporate officials, and others have not been notified or have not received adequate notice and time to respond to the Director's Determination.

#### **STAFF RESPONSE:**

The Letter of Determination was mailed in accordance with the procedures set forth in LAMC Sections 12.22-A,25, 11.5.7-C, 16.05, and 12.37-I,3. The decision letter was mailed on April 17, 2018 to the applicant, owners and tenants of the property involved, owners and tenants of all property within 100 feet of the boundary of the subject site, Council District 5, the Department of Neighborhood Empowerment, the Encino Neighborhood Council, and all interested parties who requested to receive notice of the determination in writing. Staff also sent an email of the determination letter on April 17, 2018 to individuals that requested an electronic version of the letter. In addition, the City Planning Department's Planning Case Tracking System (PCTS) was updated on April 17, 2018 to indicate that a decision on Case No. DIR-2017-3172-DB-SPP-SPR-WDI had been issued. PCTS is accessible and available



to all members of the public. The Department did not violate any procedural requirements in notifying the public of the Director's determination.

As required by Code, there was a 15-day appeal period following the issuance of the Letter of Determination. Three appeals were filed during that time. All three appellants have requested a 30-day extension to file additional supporting documentation on their appeals. While there is no mechanism through the Code to grant such a request, the appellants do have the ability to submit written materials of any volume to the Commission Executive Assistant the Monday of the week prior to the Commission meeting.

On June 13, 2018, one of the appellants, Mr. Gerald A. Silver, submitted an additional letter to the file requesting a 90-day extension of time to file additional supporting appeal documents. Staff responded to Mr. Silver's request on June 14, 2018, clarifying that an extension of time may only be granted with mutual consent between the City Planning Commission and applicant. Neither has agreed to an extension of time, so the case will still be heard at the June 28, 2018 City Planning Commission meeting, as noticed.

Mr. Silver's June 13, 2018 letter also alleges that the City has denied due process to the public, the decision to grant relief through the density bonus approval is flawed, substantial evidence has not been provided to support a categorical exemption, new related projects have emerged that would result in cumulative traffic impacts, and there is not enough water statewide to support additional development. These points have been responded to throughout this report. The letter also cites the Encino Neighborhood Council's motion to oppose the proposed project as well as the body's general discontent with the City's planning and land use policies toward encouraging bicycle mobility to replace automobiles.

At the time this report was transmitted to the Commission Office on June 18, 2018, at 12:00 p.m., none of the other appellants have submitted any additional documentation to either the Project Planner or Commission Executive Assistant.

## **2. APPEAL POINT:**

The project was fast tracked with no official public hearing held. The initial decision maker should have been the City Planning Commission, as originally taken in, due to the exceptions requested. The Department did not notify the public of the change from a City Planning Commission to a Director's level case, resulting in a denial of due process.

### **STAFF RESPONSE:**

The Planning Department application for the proposed development was filed on August 8, 2017 as a City Planning Commission case due to an off-menu density bonus request for increased height. On December 20, 2017, the case was accepted by the Expedited Processing Section and transferred to a different Project Planner within that unit. Upon further review of the project proposal and requested entitlements, staff determined that the request for additional height was within the parameters prescribed for an on-menu height incentive under LAMC Section 12.22-A,25(f)(5).<sup>2</sup>

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<sup>2</sup> The Ventura / Cahuenga Boulevard Corridor Specific Plan and underlying C4-1L Zone permit 75 feet in height for a residential building that incorporates stepbacks along Ventura Boulevard. The Density Bonus Ordinance permits an 11-foot increase (to a maximum of 86 feet) to be granted through an on-menu incentive so long as the building does not exceed the height limit of the underlying zone within 50 feet of a single-family zone. The proposed building was designed as such, with stepbacks along Ventura Boulevard and to the north, where the subject property abuts the R1 Zone.



The application was subsequently converted to a Director's level case, from Case No. CPC-2017-3172-DB-SPP-SPR-WDI to DIR-2017-3172-DB-SPP-SPR-WDI. The City Planning Department's Planning Case Tracking System (PCTS), which is publicly accessible and available to all, was updated on December 20, 2017 to reflect the change in decision maker, but it should be noted that there is no procedural mandate for staff to send notice to the public of changes to case prefixes or suffixes that result in a change in decision maker or entitlement request. The Department did not violate due process in updating the application to reflect the appropriate entitlement requests.

The Director of Planning, as the initial decision maker on this type of case, may render a decision without first conducting a public hearing, pursuant to LAMC Section 16.05-G,3(b). Nonetheless, the public may submit comments to staff and all correspondence is reviewed and considered accordingly. The assigned Project Planner is listed on PCTS and their contact information is publicly available. The case herein followed those exact procedures.

Though a public hearing was not required prior to the issuance of the Director's decision, the public still had the ability to appeal the decision to the City Planning Commission. A public hearing will be held on June 28, 2018, where individuals will have the opportunity to provide public testimony prior to the Commission acting on the appeal.

### **3. APPEAL POINT:**

The failure to grant the appellant the right to appeal the approval of the Waiver of Dedication and Improvements is discriminatory, arbitrary, and capricious.

#### **STAFF RESPONSE:**

In accordance with LAMC Section 12.37-I,3, the Director's decision approved a Waiver of Dedication and Improvement requirements for the north side of Ventura Boulevard adjoining the project site's street frontage. The waiver eliminates the requirement for a five-foot street dedication and five-foot sidewalk widening along Ventura Boulevard.

On May 2, 2018, within the required 15-day appeal period, three appeals were filed. Ms. Anita Barrett, an abutting property owner and resident appealed the entire decision, including the approval of the Density Bonus, Project Permit Compliance Review, Site Plan Review, and Waiver of Dedication and Improvement requirements. Mr. Jesse R. Woods and Mr. Gerald A. Silver, President of the Homeowners of Encino, each appealed the decision in part, including the approval of the Project Permit Compliance Review, Site Plan Review, and Waiver of Dedication and Improvement requirements.

On June 4, 2018, Planning staff sent written correspondence to the appellants informing them that the decision concerning the Waiver of Dedication and Improvements can only be appealed by the project applicant pursuant to LAMC Section 12.37-I,3, which states, "[t]he applicant may appeal the waiver determination pursuant to the same procedures that govern the entitlement." The decision to approve the Waiver of Dedication and Improvements has not been further appealed by the applicant and is thus final. As such, the portions of the appeals contesting the waiver are invalid and may not be considered by the City Planning Commission.

The City has properly followed the procedures set forth in LAMC Section 12.37-I,3, and has not acted discriminatorily, arbitrarily, or capriciously in informing the appellants that they have no standing to appeal the Waiver of Dedication and Improvements. Nonetheless, as found in Finding No. 8 of the Director's Determination, the Director has determined that the Waiver of Dedication and Improvement requirements is appropriate because the dedication



and improvement requirements are physically impractical. In place of the full sidewalk width, the project has been conditioned to provide a 1,935 square-foot ground floor plaza at the southeast corner of the building that will be required by covenant to be accessible to the public.

**4. APPEAL POINT:**

Changing the use of the property from commercial to residential hurts Encino's only commercial corridor and is against the Specific Plan and Community Commercial plan designation.

**STAFF RESPONSE:**

The project site is located within the boundaries of the Encino – Tarzana Community Plan, which designates the subject property for Regional Commercial land uses corresponding to the C4, C2, and RAS3 Zones. The subject property is zoned C4-1L and is thus consistent with the existing land use designation. Residential development is permitted as a matter of right in the C4 Zone. The development of the project represents an opportunity to achieve the overarching goals of the Community Plan, which include facilitating the expansion of housing choices in order to attract new and diverse households near commercial centers and transit. The proposed project is consistent and compatible with the various objectives and policies of the Community Plan, as it would increase housing choices for Encino employees and residents at different income levels and promote joint live/work housing while bringing improvements to the Ventura Boulevard corridor.

The project is also consistent with the use and development standards of the Ventura / Cahuenga Boulevard Corridor Specific Plan. The building has been designed to promote an attractive pedestrian environment to activate the streets with more pedestrian activity.

As such, and as detailed in Finding Nos. 3 and 5 in the April 17, 2018 Letter of Determination, there are no conflicts between the proposed residential use of the site and the Community or Specific Plans.

**5. APPEAL POINT:**

The proposed building height is out of scale with all existing and mixed-use buildings on Ventura Boulevard in the Encino corridor and is not in character with the neighborhood. The incentive for height does not contribute to the long-term affordability of the housing set-asides.

**STAFF RESPONSE:**

As required by LAMC Section 12.22-A,25(g), the decision-maker is required to approve the density bonus incentives unless the decision-maker makes one of the following findings in the affirmative in order to deny the requested on-menu density bonus incentives for additional height and floor area ratio:

- a) *The incentives are not required to provide for affordable housing costs as defined in California Health and Safety Code Section 50052.5 or Section 50053 for rents for the affordable units.*
- b) *The incentive will have a specific adverse impact upon public health and safety or the physical environment, or on any real property that is listed in the California Register of Historical Resources and for which there are no feasible method to*



*satisfactorily mitigate or avoid the specific adverse Impact without rendering the development unaffordable to Very Low, Low and Moderate Income households. Inconsistency with the zoning ordinance or the general plan land use designation shall not constitute a specific, adverse impact upon the public health or safety.*

There is no substantial evidence entered into the record that would allow the decision maker to find that the incentives do not provide for affordable housing costs. To the contrary, the incentives allow the building envelope to be expanded to accommodate the affordable units.

There is also no substantial evidence that the granted incentives will have a specific adverse impact. The project opponents have provided no specific or concrete evidence establishing a significant, quantifiable, direct and unavoidable impact upon public health and safety or the physical environment. The project opponents also do not identify any objective public health and safety standards that have been violated, nor do they explain *how* any objective written public health and safety standards have been exceeded or violated. Consequently, there is no substantial evidence to support a denial of the incentives on these grounds.

The height and bulk of the building is allowed by the underlying zone and Ventura / Cahuenga Boulevard Corridor Specific Plan through the approval of the requested density bonus incentives for additional height and FAR. Furthermore, the decision maker has found, through Site Plan Review, that the project consists of an arrangement of buildings and structures, including height, bulk, and setbacks, that is or will be compatible with existing and future development on neighboring properties. For example, the project provides building stepbacks along both Ventura Boulevard and the single-family neighborhood to the north, adheres to the maximum 75 percent lot coverage limitation established in the Specific Plan, and observes front and rear yard setbacks in accordance with the Specific Plan. All side and rear yards will feature landscaped buffers and screening from adjacent lots.

Finally, the project site is located along the Ventura Boulevard corridor in Encino, an area characterized by a mix of low- to mid-rise commercial and residential uses along the boulevard. This use and building form is not out of character with existing surrounding development, including a 13-story office building abutting the site to the east.

## **6. APPEAL POINT:**

The north side of the building will look down upon single-family residences, causing privacy issues and blocking the sky and sunlight.

### **STAFF RESPONSE:**

The project has been determined to meet the criteria for a Class 32 Categorical Exemption as the environmental clearance for the proposed development. Furthermore, the project is not subject to any of the six exceptions that would preclude the use of any categorical exemption under CEQA Guidelines Section 15300.2. The Class 32 infill development exemption does not consider aesthetic impacts, including those related to shade and shadow. Nonetheless, the building has been designed along the north elevation in accordance with the Ventura / Cahuenga Boulevard Corridor Specific Plan and Density Bonus incentive for height by adhering to a 75-foot height limit for all portions of the building within 50 feet of a single-family zone and only utilizing the additional 11-foot density bonus height incentive for the areas beyond that in order to break up the mass of the building where it fronts single-family property. Additionally the project complies with the 20-foot rear yard requirement of the Specific Plan, which provides additional building separation. The project has been designed with significant landscaping within the rear yard to provide screening and buffering from adjacent properties. In addition, the project was redesigned to



reduce the number of balconies along the north elevation to address neighbor privacy concerns.

**7. APPEAL POINT:**

Valuable trees will be cut down to make way for the building. No garden areas or setbacks with adequate greenery have been proposed.

**STAFF RESPONSE:**

The subject property is currently developed with two commercial-office buildings and a surface parking lot. No trees are located on the project site; the only vegetation of the project site is a Hollywood juniper bush (an unprotected species), which would be removed as part of the project. The project will not require the removal of any vegetation outside the subject property boundaries.

As discussed in the Director's Determination, various types of vegetation and trees are integrated into the design of the building to minimize its visual impact and buffer from neighboring properties. As demonstrated in the approved landscape plan, landscaping will be provided along all sides of the building. The front and rear yards will include a landscaped garden entry court and garden walk, respectively. The side yards include screen planting to the east and a landscaped vehicular court along the westerly driveway. In total, the project will provide 4,412 square feet of landscaped area within the common open space areas, well exceeding the 2,419 square feet otherwise required.

**8. APPEAL POINT:**

The Director's Determination fails to provide substantial evidence supporting a Categorical Exemption. The Class 32 infill development Categorical Exemption consists of environmentally benign infill projects which are consistent with local general plan and zoning requirements. This project would result in significant traffic, noise, air quality, or water quality effects.

**STAFF RESPONSE:**

As determined in the Notice of Exemption prepared for the project, on April 10, 2018, under Environmental Case No. ENV-2017-3173-CE, the project was found to be categorically exempt from CEQA by qualifying for a Class 32 infill development exemption in meeting the following five applicable conditions enumerated in CEQA Guidelines Section 15332:

- (a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations:**

The project is consistent with various elements of the General Plan, including the Framework Element, Mobility Element, Housing Element, Encino – Tarzana Community Plan, Ventura – Cahuenga Boulevard Corridor Specific Plan, and Encino Streetscape Plan and Design Guidelines, as follows:

***General Plan Framework***

The City of Los Angeles' Citywide General Plan Framework Element establishes the overall policy and direction for the entire City of Los Angeles General Plan. It provides a citywide context and a comprehensive long-range strategy to guide the



update of the General Plan's other mandated and optional elements. The Framework Element establishes the fundamental and overarching goals, objectives and policies for the City of Los Angeles, Community Plans and Specific Plans. Following are goals, objectives and policies relevant to the proposed project:

- **Land Use Goal 3C:** Multi-family neighborhoods that enhance the quality of life for the City's existing and future residents.
  - **Objective 3.7:** Provide for the stability and enhancement of multi-family residential neighborhoods and allow for growth in areas where there is sufficient public infrastructure and services and the residents' quality of life can be maintained or improved.
    - **Policy 3.7.1:** Accommodate the development of multi-family residential units in areas designated in the community plans ... and Zoning Ordinance densities ... with the density permitted for each parcel to be identified in the community plans.

The project provides 114 multi-family residential dwelling units, including 11 restricted affordable units, along Ventura Boulevard with access to public infrastructure and services. The subject property is located within close proximity to bus routes, including the Metro Rapid (744 and 750) and Metro Local and Limited (150/240) lines, with access to businesses and services in the area and region. Further, the proposed project enhances the quality of life for its residents by providing more than the LAMC required open space of 11,825 square feet with proposed usable open space of 12,075 square feet, including an approximately 1,935 square-foot ground floor plaza area open and available to passersby; an open outdoor courtyard on the second floor with residential amenities adjacent to the proposed fitness facility room and clubroom; and a skydeck on the sixth floor with views to Ventura Boulevard.

### ***Mobility Element***

The Mobility Plan 2035 (Adopted August 11, 2015) is "*an update to the City's General Plan Transportation Element (last adopted in 1999)*" ... and, "... incorporates 'complete streets' principles and lays the policy foundation for how future generations of Angelenos interact with their streets." (Mobility Plan 2035, Page 13). The Mobility Plan designates Ventura Boulevard as a Boulevard II, for which the City of Los Angeles' mobility standards require a 55-foot half right-of-way (40-foot half-roadway and 15-foot sidewalk/parkway). Ventura Boulevard is dedicated to half-right-of-way width of 50 feet on the north half fronting the subject property. Therefore, the current right-of-way width of 50 feet is less than the minimum 55 feet which would normally be required, resulting in a requirement for dedication of an additional five feet of frontage. In conjunction with the approval of the requested Waiver of Dedication and Improvements, the project would continue to observe a 50-foot half right-of-way, consistent with abutting development along Ventura Boulevard.

Furthermore, the project meets the following goals and objectives of Mobility Plan 2035:

- **Policy 2.3:** Recognize walking as a component of every trip, and ensure high-quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.



The project would encourage pedestrian activity as a result of the live-work units and plaza located on the ground floor. The design of the project would enhance the pedestrian experience with landscaping and other improvements, resulting in a safe and comfortable walking environment for area residents and visitors.

- **Policy 3.1:** Recognize all modes of travel, including pedestrian, bicycle, transit, and vehicular modes - including goods movement - as integral components of the City's transportation system.
- **Policy 3.3:** Promote equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services.
- **Policy 3.4:** Provide all residents, workers and visitors with affordable, efficient, convenient, and attractive transit services.
- **Policy 3.5:** Support "first-mile, last-mile solutions" such as multi-modal transportation services, organizations, and activities in the areas around transit stations and major bus stops (transit stops) to maximize multi-modal connectivity and access for transit riders.
- **Policy 3.8:** Provide bicyclists with convenient, secure and well-maintained bicycle parking facilities.

The project's proximity to Metro Rapid and Local bus routes will reduce vehicular trips to and from the project, vehicle miles traveled, and improve air pollution; and its ground floor treatment will encourage pedestrian activity within an active commercial district through pedestrian-friendly design. In addition, the project will provide Code-required bicycle parking supporting "first-mile, last-mile solutions", enabling residents and visitors improved access to the project.

- **Policy 5.4:** Continue to encourage the adoption of low and zero emission fuel sources, new mobility technologies, and supporting infrastructure.

The project will be provided electric vehicle charging stations and reserving 2,460 square feet of the roof area for future solar panel installation.

### ***Housing Element***

The Housing Element of the General Plan will be implemented through the development of the proposed project. The Housing Element is the City's blueprint for meeting housing and growth challenges. It identifies the City's housing conditions and needs, reiterates goals, objectives, and policies that are the foundation of the City's housing and growth strategy, and provides the array of programs the City has committed to implement to create sustainable, mixed-income neighborhoods across the City. The Housing Element contains the following goals and objectives:

- **Goal 1:** A City where housing production and preservation result in an adequate supply of ownership and rental housing that is safe, healthy and affordable to people of all income levels, races, ages, and suitable for their various needs.



- **Objective 1.1:** Produce an adequate supply of rental and ownership housing in order to meet current and projected needs.
  - **Policy 1.1.2:** Expand affordable rental housing for all income groups that need assistance.
  - **Policy 1.1.3:** Facilitate new construction and preservation of a range of different housing types that address the particular needs of the city's households.
  - **Policy 1.1.4:** Expand opportunities for residential development, particularly in designated Centers, Transit Oriented Districts and along Mixed-Use Boulevards.

The Housing Element encourages new construction and a range of different housing types that address the needs of the City's diverse households. The proposed development is a mixed-income project that will make housing available to a range of individuals. The project proposes to provide 114 residential dwelling units, including 11 restricted affordable units reserved for Very Low Income Households. The units include a mix of studio, one-, and two-bedroom units as well as two live-work units. The proposed project expands housing opportunities on a commercially-zoned property along Ventura Boulevard and offers new housing opportunities close to transit and within a major job center. The proposed project is within close proximity of bus routes including the Metro Rapid (Routes 744 and 750) and Metro Local and Limited (150/240) lines, thereby enabling future residents the opportunity to use public transit to work, shop and for social recreational purposes. For example, the Metro Rapid Route 744 extends from Cal-State Northridge northwest of the subject property to the City of San Fernando to the northeast of the subject property; and Metro Rapid Route 750 extends from the Warner Center on the west to Universal City on the east.

- **Goal 2:** A City in which housing helps to create safe, livable and sustainable neighborhoods.
  - **Objective 2.1:** Promote safety and health within neighborhoods.
  - **Objective 2.2:** Promote sustainable neighborhoods that have mixed-income housing, jobs, amenities, services, and transit.
    - **Policy 2.2.3:** Promote and facilitate a jobs/housing balance at a citywide level.
  - **Objective 2.4:** Promote livable neighborhoods with a mix of housing types, quality design and scale and character that respects unique residential neighborhoods in the City.
    - **Policy 2.4.2:** Develop and implement design standards that promote quality residential development.

The project would increase safety in the area, consistent with the goal of the Housing Element to provide a safe, livable, and sustainable neighborhood. The ground floor live-work units with storefront windows and outdoor plaza would activate the streets, while the residential units above are oriented outward, providing eyes on the street during all hours of the day to create a safer environment. The design of the proposed



development employs character-defining entrances and architectural variations, and follows urban design principles that improve the appearance and functionality of the area. By locating multi-family residential uses near transit, the project has connections to employment and amenities not only along the Ventura Boulevard corridor, but also the greater San Fernando Valley and Los Angeles region. As such, the project would promote and facilitate a jobs/housing balance.

### ***Encino – Tarzana Community Plan***

The Land Use Element of the General Plan is comprised of 35 Community Plans spanning the City of Los Angeles. The project site is located within the boundaries of the Encino – Tarzana Community Plan, which designates the subject property for Regional Commercial land uses corresponding to the C4, C2, and RAS3 Zones with footnotes allowing Height District No. 1 and a Floor Area Ratio of 3 to 1. The subject property is zoned C4-1L and is thus consistent with the existing land use designation.

The development of the project represents the opportunity to achieve the overarching goals of the Encino – Tarzana Community Plan, which include facilitating the expansion of housing choices in order to attract new and diverse households near commercial centers and transit. The proposed development furthers the following Community Plan goals, objectives, and policies:

- **Goal 1:** A safe, secure and high quality residential environment for all economic, age and ethnic segments of the community.
  - **Objective 1-1:** To provide for the preservation of existing housing and for the development of new housing to meet the diverse economic and physical needs of the existing residents and projected population of the Plan area to the year 2010.
    - **Policy 1-1.3:** Protect existing stable single-family and low density residential neighborhoods from encroachment by higher density residential and other incompatible uses.
    - **Policy 1-1.4:** Protect the quality of the residential environment through attention to the appearance of communities, including attention to building and site design.
  - **Objective 1-2:** To locate new housing in a manner which reduces vehicular trips and makes it accessible to services and facilities.
    - **Policy 1-2.1:** Locate higher residential densities near commercial centers or transit stations and major bus routes where public services facilities, utilities and topography will accommodate this development.
    - **Policy 1-2.2:** Encourage multiple residential development in commercial zones.

The proposed project is consistent and compatible with the various objectives and policies of the Encino – Tarzana Community Plan, as it would increase housing choices for Encino employees and residents, promote joint live/work housing, and activate the streets with more pedestrians while bringing improvements to the Ventura Boulevard corridor.



The project would provide a range of housing choices in its mix of studio, one-bedroom, two-bedroom, and live-work units. It would also provide mixed-income housing opportunities, supporting the City's desire for more affordable housing options by reserving 11 units for Very Low Income Households. Further, the project would locate higher residential density in proximity to several transit options and employment centers. Additionally, the project reduces vehicular trips by offering housing opportunities along a major commercial arterial that is well served by public transit. The project takes access entirely off of Ventura Boulevard, and does not require vehicular access along the residential neighborhood to the north. Furthermore, the project would be developed in a commercial zone where residential uses are permitted. Within 50 feet of the R1 Zone, the proposed building height is 72 feet, in compliance with the development standards of the Ventura – Cahuenga Boulevard Corridor Specific Plan and underlying zone. In addition, the project is providing a landscaped buffer along the northern property line for additional privacy between the proposed development and the single-family homes to the north.

### ***Ventura – Cahuenga Boulevard Corridor Specific Plan***

In 1991, the City Council adopted Ordinance No. 166,560 establishing the Ventura – Cahuenga Boulevard Corridor Specific Plan (and subsequently amended in 1996, 2000, 2001, and 2010). The Encino community is one of the communities for which the Specific Plan was established and the subject property is within the geographic boundaries of the Specific Plan. The Specific Plan establishes policies that, among others, guide new development to enhance the physical environment, minimize impact on public infrastructure and provide high-density housing opportunities along major thoroughfares, near job centers and along public transit routes. Among the purposes of the Specific Plan are the following:

- To assure that an equilibrium is maintained between the transportation infrastructure and land use development in the Corridor and within each separate community of the Ventura-Cahuenga Boulevard Corridor Specific Plan area.
- To assure a balance of commercial land uses in the Specific Plan area that will address the needs of the surrounding communities and greater regional area.
- To provide a compatible and harmonious relationship between residential and commercial development where commercial areas are contiguous to residential neighborhoods.
- To preserve and enhance community aesthetics by establishing coordinated and comprehensive standards for signs, buffering, setbacks, lot coverage, and landscaping.
- To enhance the plan area landscaping by providing guidelines and a process for a coordinated landscaping program of public and private property for the Specific Plan's communities.
- To promote an attractive pedestrian environment which will encourage pedestrian activity and reduce traffic congestion.
- To provide community development limitations based on the community



infrastructure's transportation capacity.

- To enhance Community Streetscape Plans by encouraging the undergrounding of utilities.

The subject property is located less than one mile from both the Interstate 405 (San Diego Freeway) and US 101 (Ventura Freeway); along Ventura Boulevard designated a Boulevard II under the Mobility Plan 2035, with convenient access to public transportation. The proposed project of 114 multi-family residential dwelling units, inclusive of 11 restricted affordable units, provides much needed housing and affordable units on a lot classified in the C4 Zone, replacing underutilized commercial buildings. The proposed project exceeds code-required open space, with a ground floor plaza of approximately 1,935 square feet located at the Ventura Boulevard frontage, a residential courtyard amenity at Level 2 of the building, and a skydeck at Level 6 that provides views to Ventura Boulevard and the Santa Monica mountains beyond.

The Specific Plan establishes standards and regulations that in some cases are more restrictive than similar standards of the Los Angeles Municipal Code, in which case the provisions of the Specific Plan apply. The table below provides a summary of the applicable requirements of the Specific Plan and a description indicating that the proposed project complies with said requirements.

SPECIFIC PLAN REQUIREMENTS AND COMPLIANCE		
TITLE - SECTION	REQUIREMENT	PROPOSED
FAR – 6.B.1.a	1.25:1 or 3:1 utilizing on-menu Density Bonus incentive	2.7:1 with Density Bonus incentive – <b>COMPLIES</b>
Front Setback – 7.A.2.a	18-inches; Alternative 1 - 10-40 foot for no more than 50% of the length of the frontage (permitted).	18-inches; and use of Alternative 1 with a variable front yard setback up to 40 feet for a maximum of 48% of the length of the frontage. – <b>COMPLIES</b>
Rear Setback – 7.A.2.c	20-feet	20-feet - <b>COMPLIES</b>
Lot Coverage - 7.B.1	75-percent maximum lot coverage	66-percent - <b>COMPLIES</b>
Front Setback Landscape - 7.B.3	60-percent landscape in front yard for setbacks greater than 18"	60% landscape coverage – <b>COMPLIES</b>
Building Height – 7.E.1.g	75-feet plus 11-foot height incentive = 86 feet maximum building height. Add 10-foot setback from the roof perimeter for each 10-foot increment above 45-feet.	For each 10-foot increment above 45-feet in building height: Levels 4 and 5 are stepped back an additional 10 feet; and level 6/mezzanine is stepped back an additional 20 feet from the front (Ventura Boulevard) property line. Additionally, the building steps down from its maximum height of 86 feet to 72 feet within the first 50 feet from the common lot line with a lot classified in the R1 Zone. – <b>COMPLIES</b>



***Encino Streetscape Plan and Design Guidelines***

The Encino Streetscape and Design Guidelines were adopted on March 27, 2003 to provide general design guidelines for the community, and to identify the planting and landscape features desired. Applicable goals of the Streetscape Plan are:

- To promote the integration of signage, landscaping, and architectural design.
- To promote awareness that parking facilities are part of the commercial environment and to integrate their appearance with the planned Streetscape.
- To preserve and enhance community aesthetics.
- To promote an attractive pedestrian environment which will encourage pedestrian activity and reduce traffic congestion.
- To promote a high level of pedestrian activity in the Regional Commercial, Community Commercial and Neighborhood Commercial areas by regulating the placement of buildings and structures to accommodate outdoor dining and other ground level retail activity, as well as provide for attractive landscaping.
- To promote design characteristics that give streets an identity through street trees, planted median strips, street furniture, and paving.

The proposed project incorporates a total design of building, landscaping and signage that reflects the higher-density residential character of the building in a commercial location. The entry plaza adjacent to Ventura Boulevard encourages pedestrian access and will be oriented to pedestrians along Ventura even though they may be patronizing other nearby buildings. The building setbacks above the 45-foot height provide a softening effect that reduces the overall massing of the building. Introducing 114 new residential dwelling units at this location will promote a high level of pedestrian activity in and around the commercial location where the subject property is located.

**(b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses:**

The project site is located in the Encino – Tarzana Community Plan area within the city limits of Los Angeles. The subject property is 39,421 square feet, or 0.9 acre in size, and is completely surrounded by urban uses, including Ventura Boulevard to the south; an office building to the west; a commercial building to the east; and single-family residential land uses to the north. The greater project site area is developed with mixed commercial and residential uses along the Ventura Boulevard corridor, with single-family residential neighborhoods extending north and south of the corridor. The project site is currently developed with two commercial buildings and a surface parking lot. The Ventura Freeway (State Route 101) is located approximately 0.5 mile north of the project site, and the 405 Freeway (Interstate 405) is located approximately 1.0 mile to the east of the site.



**(c) The project site has no value as habitat for endangered, rare or threatened species:**

The project site is located in an urbanized area of the City. The Project site is currently developed with two commercial buildings and a surface parking lot. The surrounding area is largely developed with mixed commercial and residential land uses; roadways, including freeways; and utility infrastructure. No natural habitat that would support endangered, rare, or threatened species exist on the project site or in the areas surrounding the project site. No trees are located on the project site. The only vegetation of the project site is a Hollywood juniper bush, which would be removed as part of the project, and is not classified as a protected species. This plant is ornamental and provides no habitat for any endangered, rare, or threatened species.

**(d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality:**

The project site is currently developed with a one-story, approximately 730 square foot commercial building located at 16163 Ventura Boulevard and a two-story approximately 23,261 square foot commercial office building located at 16161 Ventura Boulevard. The proposed project includes the demolition and removal of the two currently occupied, existing commercial-office buildings and surface parking lot; and the construction of an approximately 106,846 square-foot, 114-unit, multi-family residential development, inclusive of 11 restricted affordable units. All construction-related impacts would be temporary in nature. No permanent significant impacts are anticipated to occur.

**Traffic.** As discussed in the “Categorical Exemption for the 16151-16201 Ventura Boulevard Project” dated March 2018 and prepared by CAJA Environmental Services, potential transportation and traffic impacts were found to have no impact. Please refer to the attached document for the full analysis. The LADOT approved traffic study is included as Appendix A of the attached document.

**Noise.** As discussed in the “Categorical Exemption for the 16151-16201 Ventura Boulevard Project” dated March 2018 and prepared by CAJA Environmental Services, potential construction and operational noise impacts were found to be less than significant. The analysis is based on modeling results prepared by DKA Planning (refer to Appendix B of the attached document).

**Air Quality.** As discussed in the “Categorical Exemption for the 16151-16201 Ventura Boulevard Project” dated March 2018 and prepared by CAJA Environmental Services, potential air quality impacts during construction and operations were found to be less than significant. Please refer to the attached document for the full analysis. The Air Quality Modeling Results are included as Appendix C of the attached document.

**Water Quality.** As discussed in the “Categorical Exemption for the 16151-16201 Ventura Boulevard Project” dated March 2018 and prepared by CAJA Environmental Services, water quality impacts were found to be less than significant. Please refer to the attached document for the full analysis.



**(e) The site can be adequately served by all required utilities and public services:**

The project would be located in an existing highly urban area served by existing public utilities and services. A substantial increase in demand for services or utilities would not be anticipated with implementation of the proposed project. The City of Los Angeles provides water, sewer, and solid waste collection services to the existing commercial buildings and would continue to provide these services to the proposed project. Other services, including gas and electricity, would also continue to be provided to the proposed project by existing service providers.

As discussed in the “Categorical Exemption for the 16151-16120 Ventura Boulevard Project” dated March 2018 and prepared by CAJA Environmental Services, the proposed project would not require the expansion of public services (fire, police, schools, parks, and libraries) or existing water, wastewater or stormwater drainage facilities; and the City would have sufficient water supplies and landfill capacity for the proposed project. Therefore, the site can be adequately served by all required utilities and public services. Please refer to the attached document for the full analysis.

In addition, the Director of Planning determined that the project is not subject to any of the six exceptions that would preclude the use of any categorical exemption. The exceptions, found in CEQA Guidelines, Section 15300.2, are listed and responded to as follows:

**(a) Location. Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located – a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply all instances, except where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.**

The project qualifies for a Class 32 Categorical Exemption. Because the proposed project is not defined as a Class 3, 4, 5, 6 or 11 project, this exception is inapplicable. The project site is not located in a particularly sensitive environment and would not be located on a site containing wetlands, endangered species, or wildlife habitats. The requested project will not impact an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.

**(b) Cumulative Impact. All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.**

The cumulative impact analysis considers the potential impacts associated with implementation of the project in conjunction with other “related projects” within a 1.5-mile radius of the project site that could be developed within the same timeframe as the project. The list of related projects includes 19 projects and is depicted on Table 8 in the Traffic Impact Analysis that was prepared for the Project (refer to the Appendix A). The source of this list is the Los Angeles Department of Transportation (LADOT). As discussed below, the project would not contribute to any significant cumulative impacts resulting from successive projects of the same type in the same place over time.



**Air Quality**

The SCAQMD recommends that any construction-related emissions and operational emissions from individual development projects that exceed the project-specific mass daily emissions thresholds also be considered cumulatively considerable. Individual projects that generate emissions not in excess of SCAQMD's significance thresholds would not contribute considerably to any potential cumulative impact. The SCAQMD neither recommends quantified analyses of the emissions generated by a set of cumulative development projects nor provides thresholds of significance to be used to assess the impacts associated with these emissions. As discussed in the "Categorical Exemption for the 16151-16201 Ventura Boulevard Project" dated March 2018 and prepared by CAJA Environmental Services, the project would not produce VOC, NO<sub>x</sub>, CO, SO<sub>x</sub>, PM<sub>2.5</sub>, and PM<sub>10</sub> emissions in excess of SCAQMD's significance thresholds. As such, the cumulative air quality impact of successive projects of the same type in the same place over time would not be significant.

**Water Quality**

The sites of the project and the related projects are located in an urbanized area where most of the surrounding properties are already developed. The existing storm drainage system serving this area has been designed to accommodate runoff from an urban built-out environment. When new construction occurs it generally does not lead to substantial additional runoff, since new developments are required to control the amount and quality of stormwater runoff coming from their respective sites. Additionally, all new development in the City is required to comply with the City's LID Ordinance and incorporate appropriate stormwater pollution control measures into the design plans to ensure that water quality impacts are minimized. Therefore, the cumulative water quality impact of successive projects of the same type in the same place over time would not be significant.

**Noise**

None of the related projects shown on Table 8 in the Traffic Impact Analysis in Appendix A are in close proximity to the project site. As such, if the construction activities associated with the related projects overlapped with those of the project, due to distance and location of sensitive receptors, no significant cumulative construction noise impacts would occur. As discussed in the "Categorical Exemption for the 16151-16201 Ventura Boulevard Project" dated March 2018 and prepared by CAJA Environmental Services, cumulative noise impacts would be less than significant. Therefore, the cumulative noise impact of successive projects of the same type in the same place over time would not be significant.

**Traffic**

Cumulative traffic impacts were addressed previously under future (2020) traffic conditions. As discussed previously and in the Traffic Impact Analysis prepared by Overland Traffic Consultants, Inc. (refer to Appendix A), no significant cumulative impacts would occur. Thus, the cumulative traffic impact of successive projects of the same type in the same place over time would not be significant.



## **Public Services**

### *Fire Protection*

Implementation of the related projects on Table 8 in the Traffic Impact Analysis (refer to Appendix A) could result in a net increase in the number of residents and employees in the project area and could further increase the demand for fire protection services. Cumulative development requires the LAFD to continually evaluate the need for new or physically altered facilities in order to maintain adequate service ratios. Similar to the proposed project, the related projects would be subject to the Fire Code and other applicable regulations of the LAMC including, but not limited to, automatic fire sprinkler systems for high-density buildings and/or residential projects located farther than 1.5 miles from the nearest LAFD Engine or Truck Company to compensate for additional response time, and other recommendations made by the LAFD to ensure fire protection safety. Through the process of compliance, the ability of the LAFD to provide adequate facilities to accommodate future growth and maintain acceptable levels of service would be ensured. Furthermore, the increased demands for additional LAFD staffing, equipment, and facilities would be funded via existing mechanisms (e.g., property taxes and government funding) to which the proposed project and related projects would contribute. Therefore, the cumulative impact to fire protection from successive projects of the same type in the same place over time would not be significant.

### *Police Protection*

Implementation of the related projects listed on Table 8 in the Traffic Impact Analysis (refer to Appendix A) could result in a net increase in the number of residents and employees in the project area and could further increase the demand for police protection services. Cumulative development requires the LAPD to continually evaluate the need for new or physically altered facilities in order to maintain adequate service ratios. Similar to the proposed project, the related projects would be subject to the review and oversight of the LAPD related to crime prevention features, and other applicable regulations of the LAMC. Through the process of compliance, the ability of the LAPD to provide adequate facilities to accommodate future growth and maintain acceptable levels of service would be ensured. Furthermore, the increased demands for additional LAPD staffing, equipment, and facilities would be funded via existing mechanisms (e.g., property taxes and government funding) to which the proposed project and related projects would contribute. Therefore, the cumulative impact to police protection from successive projects of the same type in the same place over time would not be significant.

### *Schools*

The related projects listed on Table 8 in the Traffic Impact Analysis (refer to Appendix A) could result in an increase in the number students in the project site area. However, similar to the applicant of the proposed Project, the applicants of all the related projects would be required to pay the state mandated applicable school fees to the LAUSD to ensure that no significant impacts to school services would occur. Therefore, the cumulative impact to schools from successive projects of the same type in the same place over time would not be significant.



### Parks

The related projects listed on Table 8 in the Traffic Impact Analysis (refer to Appendix A) could result in an increase demand for parks and recreational services. However, employees generated by the commercial projects and the commercial portions of mixed-use projects on the related projects list would not typically enjoy long periods of time during the workday to visit parks and/or recreational facilities. Therefore these project-generated employees would not contribute to the future demand on park and recreational facility services. The applicants of related residential projects would be subject to the City's parkland fees (e.g., Quimby Fees and/or Park and Recreation fees for non-subdivision projects) and to minimum open space requirements, ensuring that any potential impacts to parks and recreational facilities would be less than significant. Therefore, the cumulative impact to parks from successive projects of the same type in the same place over time would not be significant.

### Other Public Facilities

Implementation of the related projects listed on Table 8 in the Traffic Impact Analysis (refer to Appendix A) could increase the demand for library services in the project area. Similar to the proposed project, the related residential projects would be subject to the standards to determine demand for library facilities used by the City, and would likely be required to comply with regulatory requirements where applicable. As such, the demand for library services created by these residential projects could be accommodated, and impacts would be less than significant. Therefore, the cumulative impact to libraries from successive projects of the same type in the same place over time would not be significant.

### **Utilities**

#### Wastewater

Implementation of the related projects listed on Table 8 in the Traffic Impact Analysis (refer to Appendix A) could increase the need for wastewater treatment. The remaining treatment capacity of the HTP (88 mgd) would accommodate the wastewater treatment requirements of the related projects. As discussed in the "Categorical Exemption for the 16151-16201 Ventura Boulevard Project" dated March 2018 and prepared by CAJA Environmental Services, the project would create the need for a fraction of one percent of the remaining capacity of the HTP, and would not result in any significant impacts related to sewer treatment. No new or upgraded treatment facilities would be required. Therefore, the cumulative wastewater impacts from successive projects of the same type in the same place over time would not be significant.

#### Water

Implementation of the related projects listed on Table 8 in the Traffic Impact Analysis (refer to Appendix A) could result in a net increase in water consumption within LADWP's service area. Similar to the project, the water supply needs of those related projects that are consistent with the City's General Plan have been accounted for in the most recently adopted UWMP. However, the applicants of all projects within LADWP's service area would be required to consult with LADWP to determine the specific water supply needs of the project, appropriate water conservation measures to minimize water usage, and LADWP's ability to serve the project. In addition, as



discussed in the “Categorical Exemption for the 16151-16201 Ventura Boulevard Project” dated March 2018 and prepared by CAJA Environmental Services, the project would create the need for a fraction of one percent of the remaining capacity of the LAAFP, and would not result in any significant impacts related to water treatment. No new or upgraded treatment facilities would be required. As such, the cumulative water impacts of successive projects of the same type in the same place over time would not be significant.

Solid Waste

Implementation of the related projects listed on Table 8 in the Traffic Impact Analysis (refer to Appendix A) could increase the need for landfill capacity. However, all development in the City is required to comply with the City’s Curbside Recycling Program and the Construction and Demolition Waste Recycling Ordinance to minimize the amount of solid waste generated by the development and the need for landfill capacity. As discussed in the “Categorical Exemption for the 16151-16201 Ventura Boulevard Project” dated March 2018 and prepared by CAJA Environmental Services, the landfills serving the project area have available capacity. The project would create a demand for less than a fraction of one percent of the remaining landfill capacity serving the project area and would not result in any significant impacts. Therefore, cumulative solid waste impacts from successive projects of the same type in the same place over time would not be significant.

- (c) Significant Effect. A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.**

There are no unusual circumstances related to development of the project’s 114 multi-family residential uses at this location. The project proposes an infill development with both market rate and deed-restricted affordable housing that is consistent with the existing C4 zoning, General Plan Regional Commercial land use designation, LAMC provisions, and all provisions and regulations of the Ventura – Cahuenga Boulevard Corridor Specific Plan (with incentives for height and FAR permitted by the State Density Bonus law [Cal. Gov. Code Section 65915 et seq. and LAMC Section 12.22-A,25]). The project provides parking in accordance with the LAMC. The project’s proposed multi-family uses and design also would be consistent with multi-family residential uses found along Ventura Boulevard and within the greater project site area. Although the project is located adjacent to R1-zoned property to the north, it is common throughout the City for higher intensity residential uses that front boulevards (such as Ventura Boulevard) to back up against R1 property. Additionally, the project site is not located in a designated “environmentally sensitive area” or other overlay that would denote special circumstances.

While no unusual circumstances exist, as described above, there is also not a reasonable possibility that any significant effects could result from development of the project. Specifically, as analyzed above, the project would not result in any impacts related to traffic, noise, air quality, water quality, public services, and/or utilities.



- (d) **Scenic Highways. A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR.**

According to the California Scenic Highway Mapping System, the project site is not located on or near a portion of a highway that is either eligible or officially designated as a state scenic highway. The project site is not visible from any scenic highway. Moreover, the project would not result in any damage to scenic resources, such as significant trees, historic buildings, rock outcroppings, or similar type resources within an officially designated state scenic highway.

- (e) **Hazardous Waste Sites. A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.**

The project site is not included on any list compiled pursuant to Government Code Section 65962.5. Additionally, the Phase I Environmental Site Assessment prepared for the project and attached to the subject case file did not identify any recognized environmental concerns associated with the project site and noted that no additional assessment of the site is required. Thus, the project would not create a hazard to the public or the environment as a result of being listed on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Therefore, no impacts related to this issue would occur.

- (f) **Historical Resources. A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.**

Development of the project would involve the demolition of existing commercial buildings and the construction of a new, 114-unit multi-family residential development. None of the existing residential buildings on the project site that would be removed as part of the project are considered significant historical resources. Neither of the existing buildings at the project site has been identified by "Survey LA" (the City's official Historic Resources Inventory) as potentially eligible for listing on the National Register of Historic Places, the California Register of Historic Resources or for designation as a local "Historic Cultural Monument." Moreover, the project site is not located within a designated Historic Preservation Overlay Zone (HPOZ) or identified on Survey LA as part of a potential future historic district. Thus, demolition of the existing structures and development of the proposed project would not result in any impacts related to historical resources.

As detailed above, there is substantial evidence in the record to conclude that the project qualifies for a Class 32 Categorical Exemption. The project is consistent with the General Plan, Community Plan, and Specific Plan, and will not result in significant impacts relating to traffic, noise, air quality, or water quality. The appellants have not provided substantial evidence to indicate otherwise. Thus, the issuance of the Categorical Exemption for the proposed development was proper.



## 9. APPEAL POINT:

The transportation study is inherently flawed and uses outdated metrics to capture commutes and congestion.

## STAFF RESPONSE:

Traffic impacts were analyzed properly and in accordance with all applicable procedures, criteria, and thresholds. A traffic study was prepared by Overland Traffic Consultants, Inc., dated September 2017, approved by the Los Angeles Department of Transportation (LADOT) on February 5, 2018, and included as part of the project's environmental clearance. The traffic impact analysis was conducted using the procedures adopted by the Ventura / Cahuenga Boulevard Corridor Specific Plan and LADOT's Transportation Impact Study Guidelines, December 2016 to analyze the potential traffic impacts of new development projects. The traffic study takes into account impacts caused by both construction and operations of the project, and analyzes present and future traffic conditions at the 2020 anticipated buildout of the project.

The traffic impact of the proposed development was calculated using the LADOT Critical Movement Analysis (CMA) method, which quantifies the operating conditions of an intersection using a ratio of peak hour traffic volume to intersection capacity (V/C ratio). A CMA analysis of the existing and future traffic conditions was completed at the locations expected to have the highest potential for significant traffic impacts, which included seven key intersections. The intersections analyzed in the study are shown in the map, as follows:



**Figure 1. Seven Traffic Study Intersections**



Using the criteria established by the City of Los Angeles Ventura / Cahuenga Boulevard Corridor Specific Plan, it has been determined that the added traffic volume generated by the proposed residential project will not significantly impact any of the seven study intersections.

The appellant also contends that there are uses within the proposed development that were not accounted for in the traffic study, including the live-work, leasing, and fitness areas. Live-work units were accounted for in the traffic study under the Institute of Transportation Engineers (ITE) Use Code 220 for Multi Family Housing. Live-work units are considered a residential use and thus have the same trip generation rates as apartments. Furthermore, traffic impacts for 100 percent residential developments are analyzed based on the total number of units; amenity spaces such as a gym or lobby, are considered ancillary to the primary use and would not require a separate trip generation use code.

On June 13, 2018, one of the appellants submitted a supplemental letter citing three related projects in the general vicinity of the project site, including a proposed 158-guest room hotel at 15481-15491 Ventura Boulevard, a 12,880 square-foot commercial development at 16206-16218 Ventura Boulevard, and a 97-guest room assisted living facility at 17017 Ventura Boulevard. The appellant alleges that the cumulative impacts of these projects necessitates a comprehensive traffic study and management plan along Ventura Boulevard. The commercial project at 16206-16218 Ventura Boulevard was previously analyzed as Related Project #9 in the original traffic study. Additionally, in response, Overland Traffic Consultants prepared two supplemental documents to the traffic study, dated June 4, 2018 and June 14, 2018, finding that neither the proposed hotel or assisted living developments changes the results of the traffic study; even with the inclusion of these two additional related projects, the proposed project would not result in any significant cumulative traffic impacts on surrounding intersections.

#### **10. APPEAL POINT:**

Approving the 114-unit, 7-story apartment building is a violation of CEQA, as there is not enough water to support additional development.

#### **STAFF RESPONSE:**

As discussed in the “Categorical Exemption for the 16151-16201 Ventura Boulevard Project” dated March 2018 and prepared by CAJA Environmental Services, the project is anticipated to consume a net increase of approximately 9,924 gallons of water per day. According to the Los Angeles Department of Water and Power (LADWP), for any project that is consistent with the City’s General Plan, the projected water demand is considered to be accounted for in the most recently adopted Urban Water Management Plan (UWMP), which is prepared by LADWP to ensure that existing project water demand within its service area can be accommodated. As previously discussed, the project is consistent with the City’s General Plan land use designation for the project site. Additionally, the project applicant would be required to comply with the water efficiency standards outlined in Los Angeles City Ordinance No. 180,822 and in the Los Angeles Green Building Code to minimize water usage. Further, prior to the issuance of a building permit, the project applicant would be required to consult with LADWP to determine project-specific water supply service needs and all water conservation measures that shall be incorporated into the project. As such, the project would not require new or additional water supply or entitlements. Therefore, no project impacts related to water supply would occur.

Related projects in the general vicinity could result in a net increase in water consumption within LADWP’s service area. Similar to the project, the water supply needs of related



projects that are consistent with the City's General Plan have been accounted for in the most recently adopted UWMP. Similarly, the applicants of all projects within LADWP's service area would be required to consult with LADWP to determine the specific water supply needs of the project, appropriate water conservation measures to minimize water usage, and LADWP's ability to serve the project. In addition, as discussed in the "Categorical Exemption for the 16151-16201 Ventura Boulevard Project" dated March 2018 and prepared by CAJA Environmental Services, the project would create the need for a fraction of one percent of the remaining capacity of the LAAFP, and would not result in any significant impacts related to water treatment. No new or upgraded treatment facilities would be required. As such, the cumulative water impacts of successive projects of the same type in the same place over time would not be significant.

#### **11. APPEAL POINT:**

The Encino Hospital Medical Center will be exposed to extensive noise, air pollution, and traffic disruption during construction.

#### **STAFF RESPONSE:**

The Encino Hospital Medical Center is located at 16237 Ventura Boulevard, approximately 155 feet west of the project site. A parking structure servicing the hospital is sandwiched between the hospital and the subject property. As part of the environmental clearance for the proposed project, construction and operational impacts related to noise, air quality, and traffic were analyzed and found to be less than significant. The noise and air quality modeling results prepared by DKA Planning factored the sensitive receptors surrounding the project site, including the Encino Hospital Medical Center, into the analysis.

With regard to noise impacts, it was determined that compliance with LAMC construction noise attenuating requirements would ensure that ambient noise levels in the vicinity would not exceed the threshold of significance when compared to existing conditions.

With regard to air quality, the construction of the project would result in emissions in excess of SCAQMD's regional thresholds. Construction of the project would not contribute substantially to an existing violation of air quality standards to regional pollutants (e.g., ozone). Therefore, project impacts related to regional construction impacts would be less than significant.

With regard to construction traffic impacts, general construction requirements are in place to minimize the potential negative impact of construction projects on the surrounding community. The Bureau of Street Services requires, at minimum, a flag person to assist with pedestrian and vehicular traffic when construction blocks portions of streets for deliveries of construction materials, prohibition on street closures during peak traffic hours, conformance with the latest Manual on Work Area Traffic Control, and permits to be obtained for the storage of building materials in the public right-of-way. The traffic study prepared for the project analyzed potential site clearing, shoring, excavation, hauling, construction, and finishing work. The project developer will attempt to park and stage for construction on-site as much as possible. During periods of time where off-site street surfaces are needed, such as garage excavation, the developer will submit for review and approval a traffic control plan detailing the work days, time of day, and safety features. In addition, the City of Los Angeles will require a Truck Haul Route Program for approval by LADOT. Any off-site construction needs will be minimized and conducted outside of peak traffic times. Deliveries of construction material will be coordinated to non-peak travel periods, to the extent possible. Construction worker vehicles that cannot be accommodate on site will be provided off-street



parking and encouraged to use public transit services and/or shuttle services to the site if needed. As such, no construction traffic impacts are anticipated with the project.

As analyzed, the proposed project will not result in significant adverse air quality, noise, or traffic impacts on any sensitive receptors surrounding the project site, including the Encino Hospital Medical Center. The appellants have not provided substantial evidence to demonstrate otherwise.

**12. APPEAL POINT:**

The Department of Building and Safety must evaluate parking issues, safety, setbacks, etc. Minimum setbacks of buildings should be 10 feet.

**STAFF RESPONSE:**

The project developer must obtain all applicable demolition, grading, and building permits in order to begin construction on the proposed building. These permits require prior review from various City agencies, including the Department of Building and Safety, where plans are verified for compliance with all applicable City codes and regulations to address parking, safety, and the building's envelope and footprint.

In addition, the Determination for the case herein has reviewed the project and verified that it meets the setback requirements of the Ventura / Cahuenga Boulevard Specific Plan in providing a minimum 18-inch front yard along at least 50 percent of the front lot line and a 20-foot rear yard. The side yards are consistent with the requirements of the underlying C4 zone, at nine feet in width on either side of the building.

**13. APPEAL POINT:**

There is not sufficient access to vehicle parking stalls. Individuals will be forced to park great distances away in residential neighborhoods with no sidewalks or poor street lighting.

**STAFF RESPONSE:**

The project complies with the parking required pursuant to LAMC Section 12.22-A,25(d)(1), Density Bonus Parking Option1 and the Bicycle Parking Reduction under LAMC Section 12.21-A,4, resulting in an overall parking requirement of 11 spaces. The proposed project provides 114 vehicle parking spaces and thus meets the minimum requirements for parking. In addition, the project is providing 126 bicycle parking spaces and is situated near several Metro Rapid and Local bus routes, which encourage alternative modes of transportation and potentially reduces the demand for automobile parking. There is no nexus to require the project to provide additional on-site parking beyond code requirements or to improve the right-of-way outside of the project boundaries.

**14. APPEAL POINT:**

The project will severely reduce neighborhood property values.

**STAFF RESPONSE:**

The project will be developed on an underutilized lot. The appellants' claim that the project will reduce property values is speculative and not substantiated by any evidence. Additionally, it is outside the Director's purview, and the City Planning Commission on appeal, to consider project impacts on neighboring property values.



**CONCLUSION AND STAFF RECOMMENDATION**

The appeal of the case herein does not demonstrate that the Director of Planning erred or abused their discretion. The findings made in approving the Density Bonus, Project Permit Compliance, and Site Plan Review, and determining that the project is categorically exempt have been done in conformance with the applicable provisions of the State Density Bonus law, Los Angeles Municipal Code, Ventura / Cahuenga Boulevard Corridor Specific Plan, and California Environmental Quality Act (CEQA). There has been no procedural violation of due process in how the decision was rendered. The project is consistent with CEQA Guidelines in determining the project is categorically exempt. The development is consistent with Specific Plan regulations and allowances under the Density Bonus ordinance, and the building has been designed and conditioned to be sensitive to and compatible with surrounding uses. Concentrating much-needed mixed-income housing along a commercial corridor, while improving an underutilized site, is in line with the City's overarching goals, policies, and objectives for residential development.

Therefore, it is recommended that the City Planning Commission affirm that the project is categorically exempt from environmental review, approve in part and deny in part the appeal of the Director's Determination, adopt the revised Conditions of Approval and Findings, and sustain the remainder of the Director's Determination approving a Density Bonus/Affordable Housing Incentives Compliance Review, Project Permit Compliance Review, and Site Plan Review.



# **EXHIBIT A**

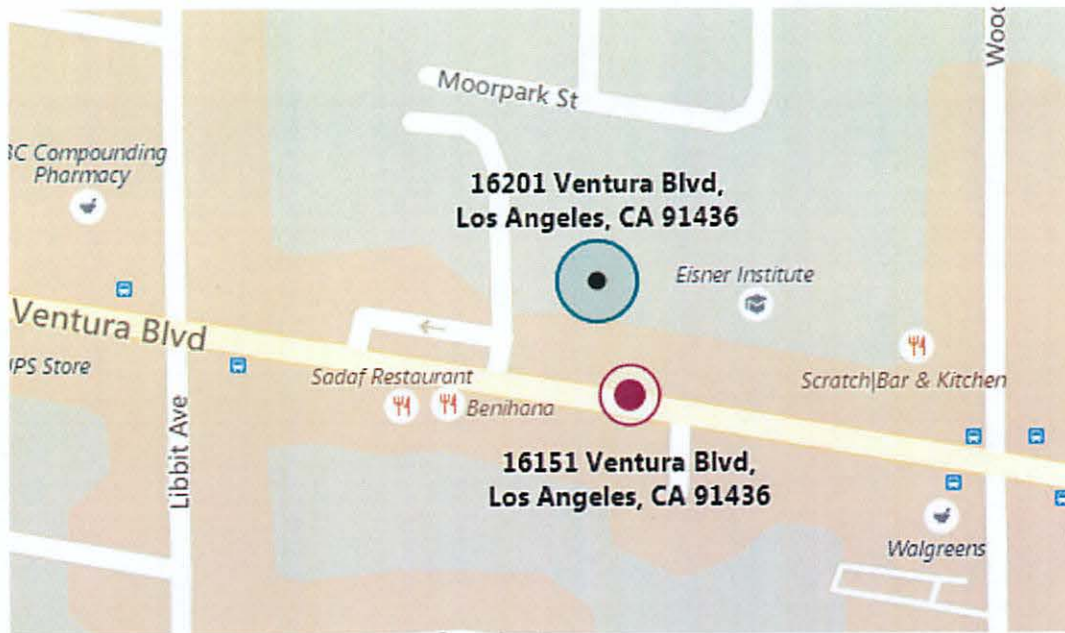
## **MAPS AND SITE PHOTOS**

Vicinity Map  
Radius Map  
Site Photo Exhibit



# Vicinity Map

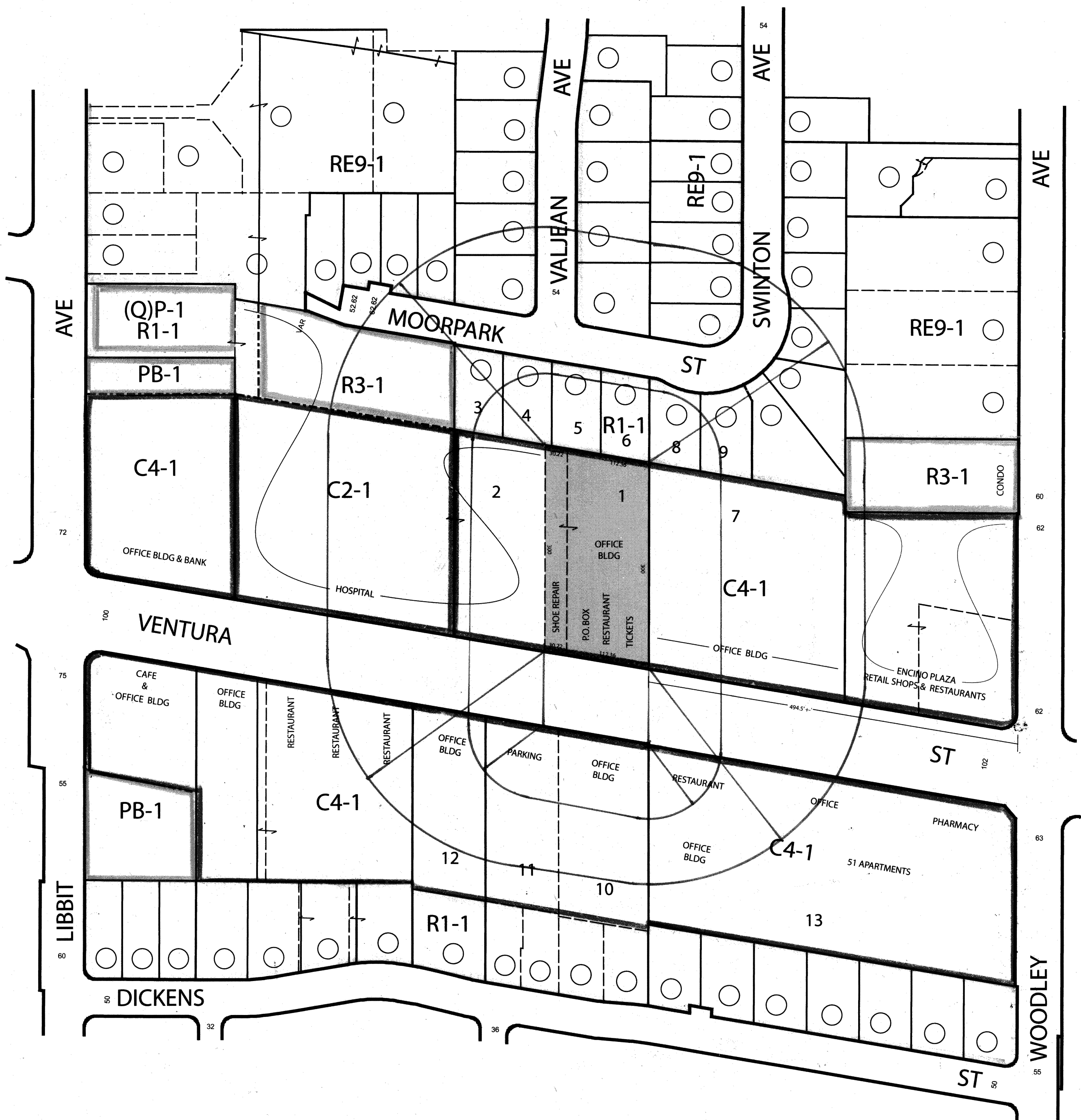
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Address: 16151, 16155, 16159, 16161, 16163, 16163 ½ & 16201 VENTURA BLVD

 #18- 169





**SITE PLAN REVIEW - DENSITY BONUS**  
**PROJECT PERMIT COMPLIANCE - WAIVER OF DEDICATION/IMPROVEMENTS**



**Quality Mapping Service**

14549 Archwood St. Suite 301  
 Van Nuys, California 91405  
 Phone (818) 997-7949 - Fax (818) 997-0351  
 qmapping@qesqms.com

DRAWN BY:

**THOMAS BROTHERS**  
**Page: 561 Grid: F4**

**LEGAL**  
**LOT: POR.3**  
**TRACT: 2955**  
 M B 31-62/70

**CONTACT: ROSENHEIM & ASSOCIATES**

**ASSESSOR PARCEL NUMBER:**  
 2260-011-(001-002)

**SITE ADDRESS:** 16151, 16155, 16159, 16161, 16163,  
 16163 1/2, 16201 VENTURA BLVD.

**CD: 5**  
**CT: 1397.01**  
**PA: 224 - ENCINO - TARZANA**  
**USES: FIELD**

**CASE NO:**  
**SCALE: 1" = 100'**  
**D.M.: 168B137, 168B141**

**PHONE: 818-716-2767**

**DATE:** 04-11-18  
**Update:**

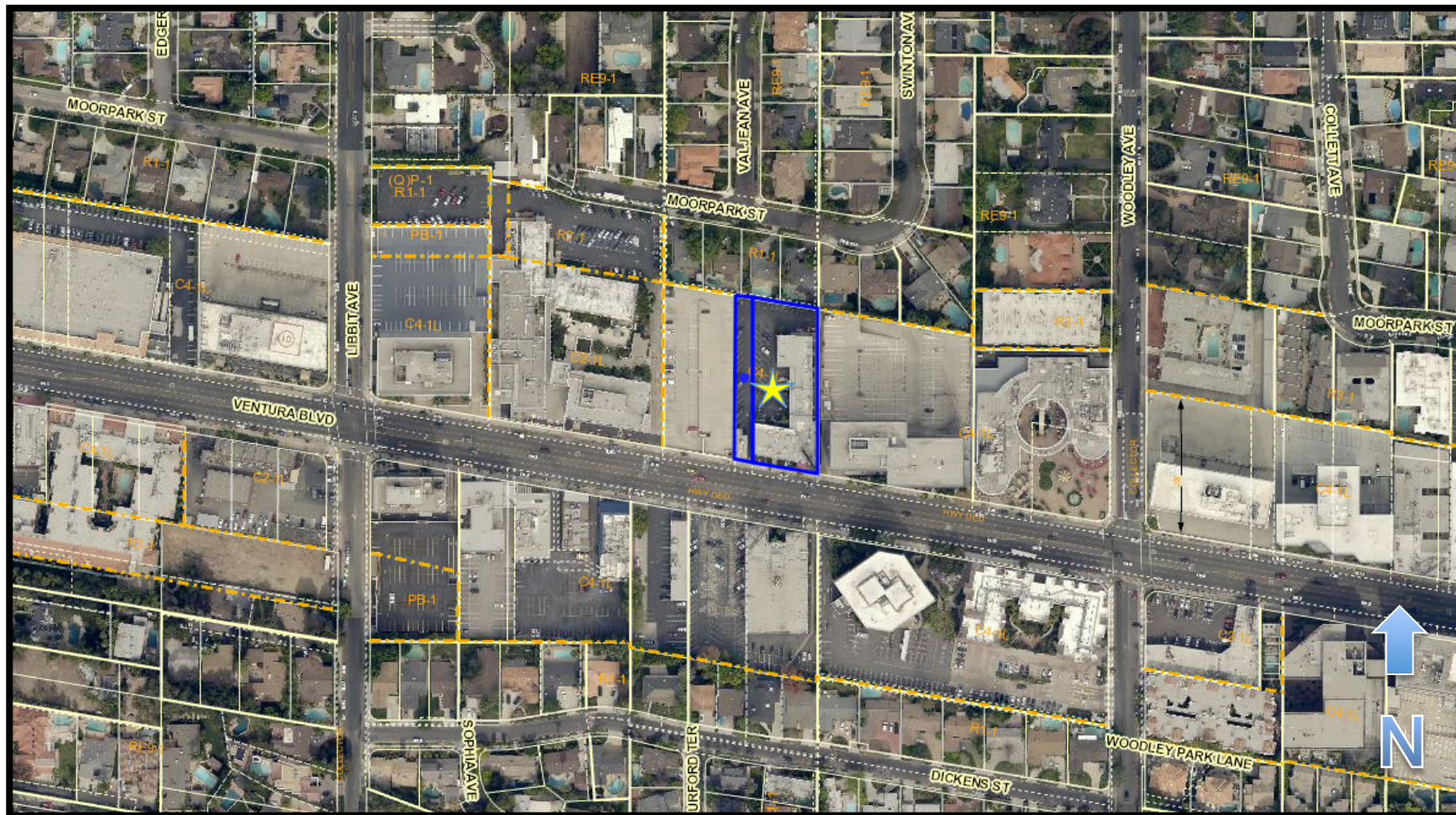
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**NORTH**

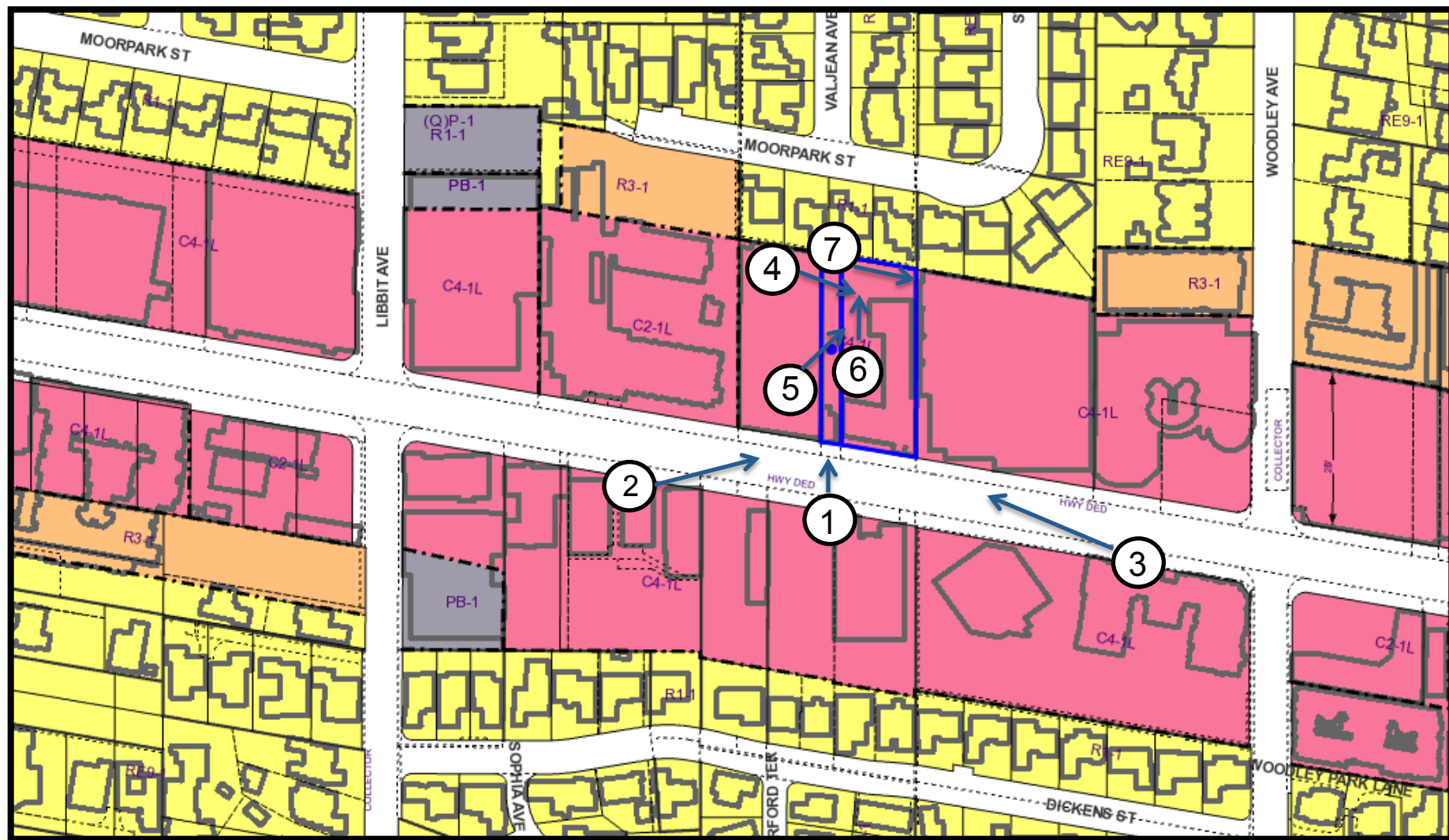
**QMS: 18-169**



**SITE PHOTO EXHIBIT**  
**OneSixOneSixOne**  
**Address: 16151-16201 Ventura Boulevard**  
**Applicant: Encino Investors, LLC**











1) Ventura Boulevard Facing North





2) Ventura Boulevard Facing Northeast



3) Ventura Boulevard Facing Northwest





4) Parking Lot Facing Southeast



5) Parking Lot Facing Northeast





6) Parking Lot Facing North



7) Parking Lot Facing Northeast



# **EXHIBIT B**

## **APPEAL DOCUMENTS**

Anita Barrett  
Jesse R. Woods  
Gerald A. Silver, Homeowners of Encino  
Appeal Supplements



# ORIGINAL



## APPLICATIONS:

### APPEAL APPLICATION

This application is to be used for any appeals authorized by the Los Angeles Municipal Code (LAMC) for discretionary actions administered by the Department of City Planning.

#### 1. APPELLANT BODY/CASE INFORMATION

Appellant Body:

☐ Area Planning Commission ☒ City Planning Commission ☐ City Council ☐ Director of Planning

Regarding Case Number: DIR-2017-3172-DB-SPP-SPRWDI CEQA: ENV 2017-3173-CE

Project Address: 16161 West Ventura Boulevard (16151-16201 West Ventura Boulevard)

Final Date to Appeal: 05/01/2018

Type of Appeal: ☐ Appeal by Applicant/Owner  
☐ Appeal by a person, other than the Applicant/Owner, claiming to be aggrieved  
☐ Appeal from a determination made by the Department of Building and Safety

#### 2. APPELLANT INFORMATION

Appellant's name (print): Anita Barrett

Company: \_\_\_\_\_

Mailing Address: 16158 Moorpark Street

City: Encino

State: CA

Zip: 91436

Telephone: (310) 994-5453

E-mail: aembs@pacbell.net

- Is the appeal being filed on your behalf or on behalf of another party, organization or company?

☒ Self

☐ Other: \_\_\_\_\_

- Is the appeal being filed to support the original applicant's position?

☐ Yes

☐ No

#### 3. REPRESENTATIVE/AGENT INFORMATION

Representative/Agent name (if applicable): \_\_\_\_\_

Company: \_\_\_\_\_

Mailing Address: \_\_\_\_\_

City: \_\_\_\_\_

State: \_\_\_\_\_

Zip: \_\_\_\_\_

Telephone: \_\_\_\_\_

E-mail: \_\_\_\_\_



#### 4. JUSTIFICATION/REASON FOR APPEAL

Is the entire decision, or only parts of it being appealed? ☒ Entire ☐ Part

Are specific conditions of approval being appealed? ☐ Yes ☒ No

If Yes, list the condition number(s) here: \_\_\_\_\_

Attach a separate sheet providing your reasons for the appeal. Your reason must state:

- The reason for the appeal
- How you are aggrieved by the decision
- Specifically the points at issue
- Why you believe the decision-maker erred or abused their discretion

#### 5. APPLICANT'S AFFIDAVIT

I certify that the statements contained in this application are complete and true:

Appellant Signature: *[Signature]*

Date: 05/01/2018

#### 6. FILING REQUIREMENTS/ADDITIONAL INFORMATION

- Eight (8) sets of the following documents are required for each appeal filed (1 original and 7 duplicates):
  - Appeal Application (form CP-7769)
  - Justification/Reason for Appeal
  - Copies of Original Determination Letter
- A Filing Fee must be paid at the time of filing the appeal per LAMC Section 19.01 B.
  - Original applicants must provide a copy of the original application receipt(s) (required to calculate their 85% appeal filing fee).
- All appeals require noticing per the applicable LAMC section(s). Original Applicants must provide noticing per the LAMC, pay mailing fees to City Planning's mailing contractor (BTC) and submit a copy of the receipt.
- Appellants filing an appeal from a determination made by the Department of Building and Safety per LAMC 12.26 K are considered Original Applicants and must provide noticing per LAMC 12.26 K.7, pay mailing fees to City Planning's mailing contractor (BTC) and submit a copy of receipt.
- A Certified Neighborhood Council (CNC) or a person identified as a member of a CNC or as representing the CNC may not file an appeal on behalf of the Neighborhood Council; persons affiliated with a CNC may only file as an individual on behalf of self.
- Appeals of Density Bonus cases can only be filed by adjacent owners or tenants (must have documentation).
- Appeals to the City Council from a determination on a Tentative Tract (TT or VTT) by the Area or City Planning Commission must be filed within 10 days of the date of the written determination of said Commission.
- A CEQA document can only be appealed if a non-elected decision-making body (ZA, APC, CPC, etc.) makes a determination for a project that is not further appealable. [CA Public Resources Code ' 21151 (c)].

This Section for City Planning Staff Use Only		
Base Fee: <u>89.00</u>	Reviewed & Accepted by (DSC Planner): <u><i>Daisy Benica</i></u>	Date: <u>5-2-18</u>
Receipt No: <u>0802517518</u>	Deemed Complete by (Project Planner):	Date:
<input checked="" type="checkbox"/> Determination authority notified		<input type="checkbox"/> Original receipt and BTC receipt (if original applicant)



**BUILDING DIRECTLY ABUTTS MY HOME AND PROPERTY AT  
16158 Moorpark Street Encino, CA 91436**

- **REQUEST FOR 30 DAY EXTENSION TO FILE DETAILED SUPPORTING APPEAL DOCUMENTS**

- We were not given proper notice. We were contacted with regard to a presentation being given by the applicant's representatives at an Encino Neighborhood Council Meeting.

- **LACK OF PROPER ORIGINAL NOTIFICATION AND INCORRECT VENUE.**

- Applicant is required to provide notification within a 500 foot radius of subject property. **This was not done.**
- Once notified over 200 people attended to fight this project. 70 people signed a petition to completely stop this construction.

- **QUALITY OF LIFE, DUST AND DIRT**

- Loss of privacy, generate unreasonable noise and permanently impact my / our quality of life. Dust, dirt and loss of sunlight.

- **CEQA GUIDELINES**

- We believe the Planning Director waived the Step down Ordinance and improperly approved reduction of the northern setback.

- **PROPERTY VALUES**

- This project will severely reduce the neighborhoods and my property values.



- **HOURS OF OPERATION (SATURDAY?)**

- Construction must be performed as to not impact Ventura Boulevard traffic.

- **LOSS OF SUNLIGHT CREATING NEW SHADOWS**

- **PARKING AND LACK of STREET ACCESS.**

Reduction of driveways will impact access along Ventura Boulevard and have a direct impact on Encino Hospital access. Encino Hospital has 2 driveways. 1 for parking and rear access that will allow access to emergency entry and 1 that allows for emergency for frontal emergency access.

- **MOST OF THE SURROUNDING STREETS DO NOT HAVE SIDEWALKS AND DO NOT HAVE ADEQUATE STREET LIGHTING.**

- Streets bordering to the west, "Libbit" Avenue and east, "Woodley" Avenue do not have sidewalks and will have a direct effect on the neighborhoods mobility. If parking is allowed there will no place to walk safely.

- **IF BUILDING IS ALLOWED TO BE BUILT, THERE IS NO PARKING AVAILABLE ON ANY STREET SURROUNDING THE PROPERTY. BUILDING AGAIN, THIS IS AN UNSAFE AREA TO WALK OR RIDE BICYCLES.**

- **BUILDING IS OUT OF SPECIFICATION WITH OTHER MIXED USE PROJECTS IN THE ENCINO CORRIDOR. THIS IS CREATING A DANGEROUS PRECEDENT.**



# ORIGINAL



## APPLICATIONS:

### APPEAL APPLICATION

This application is to be used for any appeals authorized by the Los Angeles Municipal Code (LAMC) for discretionary actions administered by the Department of City Planning.

#### 1. APPELLANT BODY/CASE INFORMATION

Appellant Body:

☐ Area Planning Commission ☒ City Planning Commission ☐ City Council ☒ Director of Planning

Regarding Case Number: DIR-2017-3172-DB-SPP-SPRWDI CEQA: ENV-2017-3173-CE

Project Address: 16161 West Ventura Boulevard (16151-16201 West Ventura Boulevard)

Final Date to Appeal: 05/02/2018

Type of Appeal:

- ☐ Appeal by Applicant/Owner  
☒ Appeal by a person, other than the Applicant/Owner, claiming to be aggrieved  
☐ Appeal from a determination made by the Department of Building and Safety

#### 2. APPELLANT INFORMATION

Appellant's name (print): Jesse R Woods

Company: \_\_\_\_\_

Mailing Address: 16224 Huston Street

City: Encino

State: CA

Zip: 91436

Telephone: (818) 652-1055

E-mail: jrdubya@msn.com

- Is the appeal being filed on your behalf or on behalf of another party, organization or company?

☒ Self

☐ Other: \_\_\_\_\_

- Is the appeal being filed to support the original applicant's position?

☐ Yes

☒ No

#### 3. REPRESENTATIVE/AGENT INFORMATION

Representative/Agent name (if applicable): \_\_\_\_\_

Company: \_\_\_\_\_

Mailing Address: \_\_\_\_\_

City: \_\_\_\_\_

State: \_\_\_\_\_

Zip: \_\_\_\_\_

Telephone: \_\_\_\_\_

E-mail: \_\_\_\_\_



#### 4. JUSTIFICATION/REASON FOR APPEAL

Is the entire decision, or only parts of it being appealed?

☐ Entire

☒ Part

Are specific conditions of approval being appealed?

☐ Yes

☒ No

If Yes, list the condition number(s) here: \_\_\_\_\_

Attach a separate sheet providing your reasons for the appeal. Your reason must state:

- The reason for the appeal
- How you are aggrieved by the decision
- Specifically the points at issue
- Why you believe the decision-maker erred or abused their discretion

#### 5. APPLICANT'S AFFIDAVIT

I certify that the statements contained in this application are complete and true:

Appellant Signature: \_\_\_\_\_

Date: 05/02/2018

#### 6. FILING REQUIREMENTS/ADDITIONAL INFORMATION

- Eight (8) sets of the following documents are required for each appeal filed (1 original and 7 duplicates):
  - Appeal Application (form CP-7769)
  - Justification/Reason for Appeal
  - Copies of Original Determination Letter
- A Filing Fee must be paid at the time of filing the appeal per LAMC Section 19.01 B.
  - Original applicants must provide a copy of the original application receipt(s) (required to calculate their 85% appeal filing fee).
- All appeals require noticing per the applicable LAMC section(s). Original Applicants must provide noticing per the LAMC, pay mailing fees to City Planning's mailing contractor (BTC) and submit a copy of the receipt.
- Appellants filing an appeal from a determination made by the Department of Building and Safety per LAMC 12.26 K are considered Original Applicants and must provide noticing per LAMC 12.26 K.7, pay mailing fees to City Planning's mailing contractor (BTC) and submit a copy of receipt.
- A Certified Neighborhood Council (CNC) or a person identified as a member of a CNC or as representing the CNC may not file an appeal on behalf of the Neighborhood Council; persons affiliated with a CNC may only file as an individual on behalf of self.
- Appeals of Density Bonus cases can only be filed by adjacent owners or tenants (must have documentation).
- Appeals to the City Council from a determination on a Tentative Tract (TT or VTT) by the Area or City Planning Commission must be filed within 10 days of the date of the written determination of said Commission.
- A CEQA document can only be appealed if a non-elected decision-making body (ZA, APC, CPC, etc.) makes a determination for a project that is not further appealable. [CA Public Resources Code ' 21151 (c)].

This Section for City Planning Staff Use Only		
Base Fee: <u>89.00</u>	Reviewed & Accepted by (DSC Planner): <u>Daisy Benicia</u>	Date: <u>5-2-18</u>
Receipt No: <u>0202517522</u>	Deemed Complete by (Project Planner):	Date:
<input checked="" type="checkbox"/> Determination authority notified		<input type="checkbox"/> Original receipt and BTC receipt (if original applicant)



*See Page 2*

DIR-2017-3172-DB-SPP-SPRWDI CEQA: ENV-2017-3173-CE

- **REQUEST FOR 30 DAY EXTENSION TO FILE DETAILED SUPPORTING APPEAL DOCUMENTS**

- We were not given proper notice. We were contacted with regard to a presentation being given by the applicant's representatives at an Encino Neighborhood Council Meeting.

- **LACK OF PROPER ORIGINAL NOTIFICATION AND INCORRECT VENUE.**

- Applicant is required to provide notification within a 500 foot radius of subject property. **This was not done.**
- Once notified over 100 people attended to fight this project. 70 direct neighborhood people signed a petition to completely stop this construction. More people have notified me to be added to the list.

- **BUILDING IS OUT OF SPECIFICATION WITH OTHER MIXED USE PROJECTS IN THE ENCINO CORRIDOR. THIS IS CREATING A DANGEROUS PRECEDENT.**

- **CEQA GUIDELINES**

- We believe the Planning Director waived the Step down Ordinance and improperly approved reduction of the northern setback.

- **PROPERTY VALUES**

- This project will severely reduce the neighborhood property values.

- **CONSTRUCTION WOULD DAMAGE SENSITIVE FOLLIAGE AND TREES IN OUR ZONE. INCLUDING OAK TREES.**



- **PARKING AND LACK of STREET ACCESS.**

Reduction of driveways will impact access along Ventura Boulevard and have a direct impact on Encino Hospital access. Encino Hospital has 2 driveways. 1 for parking and rear access that will allow access to emergency entry and 1 that allows for emergency for frontal emergency access.

- **MOST OF THE SURROUNDING STREETS DO NOT HAVE SIDEWALKS AND DO NOT HAVE ADEQUATE STREET LIGHTING.**

- Streets bordering to the west, "Libbit" Avenue and east, "Woodley" Avenue do not have sidewalks and will have a direct effect on the neighborhoods mobility. If parking is allowed there will no place to walk safely.

- appealing site plan review and
- project permit compliance and
- waiving dedication.





# APPEAL APPLICATION

This application is to be used for any appeals authorized by the Los Angeles Municipal Code (LAMC) for discretionary actions administered by the Department of City Planning.

## 1. APPELLANT BODY/CASE INFORMATION

**Appellant Body:**

- ☐ Area Planning Commission      ☐ City Planning Commission      ☐ City Council      ☒ Director of Planning

Regarding Case Number: DIR-2017-3172-DB-SPP-SPRWDI CEQA: ENV-2017-3173-CE

Project Address: 16161 West Ventura Boulevard (16151-16201 West Ventura Boulevard)

Final Date to Appeal: 05/02/2018

- Type of Appeal:
- ☐ Appeal by Applicant/Owner
- ☒ Appeal by a person, other than the Applicant/Owner, claiming to be aggrieved
- ☐ Appeal from a determination made by the Department of Building and Safety

## 2. APPELLANT INFORMATION

Appellant's name (print): Homeowners of Encino / Gerald A. Silver, President

Company: \_\_\_\_\_

Mailing Address: PO Box 260064

City: Encino State: CA Zip: 91426

Telephone: (818) 990-2757 E-mail: [homeowners-encino@earthlink.net](mailto:homeowners-encino@earthlink.net)

- Is the appeal being filed on your behalf or on behalf of another party, organization or company?

- ☐ Self      ☒ Other: Homeowners of Encino

- Is the appeal being filed to support the original applicant's position? ☐ Yes ☒ No

### 3. REPRESENTATIVE/AGENT INFORMATION

Representative/Agent name (if applicable): Gerald A. Silver

Company: President Homeowners of Encino

Mailing Address: PO Box 260064

City: Encino State: CA Zip: 91426

Telephone: (818) 990-2757 E-mail: [homeowners-encino@earthlink.net](mailto:homeowners-encino@earthlink.net)



#### 4. JUSTIFICATION/REASON FOR APPEAL

Is the entire decision, or only parts of it being appealed?

☒ Entire

☒ Part

Are specific conditions of approval being appealed?

☐ Yes

☒ No

If Yes, list the condition number(s) here: \_\_\_\_\_

Attach a separate sheet providing your reasons for the appeal. Your reason must state:

- The reason for the appeal
- How you are aggrieved by the decision
- Specifically the points at issue
- Why you believe the decision-maker erred or abused their discretion

#### 5. APPLICANT'S AFFIDAVIT

I certify that the statements contained in this application are complete and true:

Appellant Signature: *P. A. Lib...*

Date: 5/1/18

#### 6. FILING REQUIREMENTS/ADDITIONAL INFORMATION

- Eight (8) sets of the following documents are required for each appeal filed (1 original and 7 duplicates):
  - Appeal Application (form CP-7769)
  - Justification/Reason for Appeal
  - Copies of Original Determination Letter
- A Filing Fee must be paid at the time of filing the appeal per LAMC Section 19.01 B.
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- A Certified Neighborhood Council (CNC) or a person identified as a member of a CNC or as representing the CNC may not file an appeal on behalf of the Neighborhood Council; persons affiliated with a CNC may only file as an individual on behalf of self.
- Appeals of Density Bonus cases can only be filed by adjacent owners or tenants (must have documentation).
- Appeals to the City Council from a determination on a Tentative Tract (TT or VTT) by the Area or City Planning Commission must be filed within 10 days of the date of the written determination of said Commission.
- A CEQA document can only be appealed if a non-elected decision-making body (ZA, APC, CPC, etc.) makes a determination for a project that is not further appealable. [CA Public Resources Code ' 21151 (c)].

This Section for City Planning Staff Use Only		
Base Fee:	Reviewed & Accepted by (DSC Planner):	Date:
89	<i>DENNIS GHER</i>	5/2/2018
Receipt No:	Deemed Complete by (Project Planner):	Date:
0202517583		
<input type="checkbox"/> Determination authority notified		<input type="checkbox"/> Original receipt and BTC receipt (if original applicant)



## **STANDING - HOMEOWNERS OF ENCINO (HOME)**

Homeowners of Encino (HOME) is a California non-profit corporation duly organized and existing under the laws of the State of California. Homeowners of Encino is a public benefit association organized for the purpose of promoting social welfare. This corporation seeks to protect the residential character of its neighborhoods and to enhance the quality of life for its members and the community. HOME has members in good standing that live on the 16100 block of Moorpark and own or rent property immediately adjacent to 16161 Ventura Blvd. These members will be negatively impacted by this project. This project will severely reduce their property values, cause loss of privacy, generate unreasonable noise and permanently impact the resident's quality of life. In addition, violations of CEQA, such as traffic congestion, air pollution and construction impacts, etc., generally also affect those persons that work and live in the community at large, giving them legal standing.

## **REQUEST FOR 30 DAY EXTENSION TO FILE DETAILED SUPPORTING APPEAL DOCUMENTS**

Based on the assertions of lack of due process, abuse of discretion and other claims below, the Appellant is hereby requesting a 30-day extension to file additional supporting appeal documents. This appeal involves many complex issues that must be addressed. The Appellant expressly reserves the right to revise, modify, amend or supplement its Appeal before the decision-maker takes any dispositive action.

It must be recognized that impacted groups, property owners, corporate officials, and others have not been notified or have not received adequate notice and time to respond to the flawed Director's Determination. The Encino Neighborhood Council has voted to oppose this project. Due to Brown Act requirements, more time is needed by the Encino Neighborhood Council to provide comment.

## **HOW YOU ARE AGGRIEVED BY THE DECISION**

### **Denial of Due Process**

The Appellant asserts that its members and other affected Encino residents have been denied due process, the decision-maker has erred in its findings and has abused its discretion. The decision-maker failed to follow a fair procedure and is depriving persons of "life, liberty, *or property*." When the government seeks to deprive a person of one of those interests, the procedural due process requires at least for the decision-maker to afford the person notice, an opportunity to be heard, and a decision made by a neutral decision maker. The procedural due process is required by the Due Process Clauses of the Fourteenth Amendment to the US Constitution. Further, the Planning Department's Expedite Division did not act in accordance and compliance with the Due Process Clause in the Government Ethics Ordinance requiring both "reasonable notice" and "reasonable opportunity" and access to be heard.

### **Abuse of Discretion**

The Appellant asserts Abuse of Discretion by the decision-maker. The claims, findings, and conclusions in the Director's Determination fail to take into proper consideration



the facts and law relating to Abuse of Discretion. The Director's Determination is based on arbitrary, unreasonable conclusions and is a departure from precedent and settled custom. Where a decision-maker must exercise discretion in deciding a question, it must do so in a way that is not clearly against the logic and the evidence. An improvident exercise of discretion is an error and grounds for reversing a decision.

The traditional standard of review must be evidence-related. Evidence may consist of oral testimony, written testimony, videotapes and sound recordings, documentary evidence such as exhibits and business records, and a host of other materials. None of these elements were provided in the Director's Determination.

## **WHY YOU BELIEVE THE DECISION-MAKER ERRED OR ABUSED THEIR DISCRETION**

### **The Director's Determination Fails to Abide by CEQA**

The Director's Determination is fatally flawed because it fails to provide substantial evidence supporting a categorical exemption pursuant to CEQA Guidelines, Section 15300.2. The Director's Determination reaches an erroneous and faulty conclusion:

"Determine based on the whole of the administrative record, that the Project is exempt from CEQA pursuant to CEQA Guidelines, Section 15332, Article 19 (Class 32), and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies"

Section 15300.2. is intended to promote infill development within urbanized areas. The class consists of environmentally *benign* in-fill projects which are consistent with local general plan and zoning requirements. *This class is not intended to be applied to projects which would result in any significant traffic, noise, air quality, or water quality effects.* This project does not support findings for a categorical exemption.

Title 14. California Code of Regulations California Environmental Quality Act Article 19. defines the requirements for Categorical Exemptions:

15332. In-Fill Development Projects. Class 32 consists of projects characterized as in-fill development meeting the conditions described in this section.

(a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.

(b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.

(c) The project site has no value as habitat for endangered, rare or threatened species.

*(d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.*

(e) The site can be adequately served by all required utilities and public services.



## **SPECIFICALLY THE POINTS AT ISSUE**

### **Notification Failure**

The email message notification below by the Planning Dept. was not made widely available to all aggrieved and affected parties.

From: "Courtney Shum <courtney.shum@lacity.org>  
Date: Tuesday, April 17, 2018, 3:05 PM  
To: undisclosed-recipients: <undisclosed-recipients:>  
Subject: DIR-2017-3172-DB-SPP-SPR-WDI / 16161 Ventura Boulevard / Letter of Determination  
Attach: [pdf file]  
Good afternoon,  
Per your request, please find attached the Letter of Determination for the above-referenced case for the project at 16161 Ventura Boulevard.  
Thank you,  
Courtney Shum"

### **The transportation study is inherently flawed and uses outdated metrics to capture commutes and congestion.**

Nowhere in the study does it mention Ventura Blvd is anti-gridlock zone. Also, nowhere in the study does it take into account that the massive congestion of the 101, 405, & Ventura Blvd, cause side street to be used as major thoroughfares above 100% capacity creating Grade F conditions. During normal, non-holiday uses, commute times for 1 mile of distance is upwards of 30 minutes, despite the Anti-Gridlock additions of a lane in lieu of parking.

Although "Rapid" bus service exists in the area, they hopelessly stuck in the same traffic scenario. A true study would need to be conducted by the city to actually capture the true operating capacity of Ventura Blvd by closing off nonarterial bypass streets. (causes of false data due to technological advancements by applications such Waze and Google Maps) Alternatively, if one wishes to verify this on any given workday, just open the map and check travel speeds and traffic densities on these apps. You will find that all major, minor, and highways are moving under 2 miles per hour.

The DOT study does not take into account the single-use driveway conflict between pedestrians, bicyclists, personal vehicles, and commercial vehicle; it merely mentions that "mirrors" will assist vehicles entering or exiting the site. Additionally, the DOT study completely ignores that a major hospital is located one building to the West of the site. Construction could block ambulance traffic to the Encino Hospital. Increase critical travel time through traffic to deliver life-saving support to emergency patients, who will lose precious lifesaving minutes because of the additional traffic both during and after construction. The noise of construction will hurt patient's ability to recover. The additional pollution from diesel fumes generated by heavy equipment will be an additional detriment to patient recoveries. Encino Hospital's Rehab center will lose



serenity and make it harder for recovering addicts to rehabilitate themselves and receive treatment.

The DOT study does not mention how the bicyclists will leave the said property during rush hour conditions or how it will interact with the gridlock. It just states that bicycles will relieve congestion. This is pure conjecture as no one can know what percentage of the 16161 building's tenants will be bike riders. No one will know till after the fact how much they will use their bikes if at all. No one can prophesize where the people who choose to rent apartments in the 16161 building will work and what kind of commute they face. Per the LA Times story of 2018, Vehicle vs bicyclists accidents actually have increased in areas classified as pedestrian mobility zones and vision zero targets. Although located next to a hospital, an increase in injuries or fatalities is unacceptable.

Bike path arterial routes are nowhere near the project site. Due to the level of service (LOS) on Ventura Blvd which the city classifies as D, E, and F, bicyclists will face heavy pollution from vehicle exhausts leading to substantial health problems. Also, since there are no dedicated bike lanes on Ventura Blvd Bicycles will be a traffic and safety hazard.

A refusal of expanding the required city dedication will only increase these problems, especially since it is a pedestrian enhancement district (PED) district. Ordinance 17452 of 2001 recognized massive transportation issues which have only gotten worse.

Reduction of existing 2 driveway approaches to two properties with setbacks and space will be replaced by one, not meeting the width requirement for adequate commercial vehicles such as trucks (waste), residence personal vehicles, and bikes. This presents a safety hazard and a congestion issue of egress and regress into the proposed property.

The lack of street improvements not demanded by the Planning Department will cause the site to have more persons entering and exiting on non-compliant sidewalks per ADA standards due to narrow widths of the sidewalk the giant billboard on the site and the necessary utility cabinets that will cause crowding and block pedestrians from their appointed rounds.

### **No official public hearing was held on this project – fast track**

This project was fast-tracked with no official public hearings held. The project Case Review should have gone to CPC not DIR due to exceptions requested for height, parking, and transportation. In order to correct the numerous Administrative Errors and Improper Filings and Notifications, the case of 16161 Ventura Blvd should immediately be heard by the correct entirety, in a Brown Act Compliant setting of a CPC, located at the Braude Building, at hours conducive to working concerned citizens, and with sufficient notice (60 days) to allow the Neighborhood Council to properly respond.

The Grieved Parties contend improper outreach and inadequate notifications were sent out. First-round notifications on CPC letters were not mailed out. The Encino Neighborhood Council heard the case and notified residents. Then the CPC case was changed/alterd to a different format. Resubmission of notification of the "NEW" case, hearing agency, and location established was not properly noticed. This violates due



process and Planning and Zoning procedures per Volume I, Article IX Sec. 907. Early Warning System.

The Early Notification System did not send out notice, the Neighborhood Council was not informed Stakeholders within 500 feet of the building were not informed about this massive project. Applicant did not send any proper notice of the new case.

Planning department failed to notify ENC & ENC PLU of changes despite a letter of correspondence sent in January 2018 asking for notification and a specific venue.

Planning file incomplete/missing items Errors in Application Case Review should have gone to CPC, not DIR due to exceptions requested for height, parking, Transportation Alternatives (bike lanes do not exist on Ventura Blvd), exception from a specific plan,

The project is located adjacent to a sensitive use facility – Hospital (not indicated on application). The Encino Hospital will be exposed to extensive construction noise, air pollution and traffic disruption that will especially impact Encino Hospital which is immediately adjacent to the construction site. An injunctive lawsuit is reasonably foreseeable, considering the sensitivity of the hospital environment.

Additional Assessment is required. Project Info not checked. Haul Permit not addressed. Use or structures in public ROW – Project will close and relocate Driveway Aprons and sidewalk, extensive work on Ventura Blvd to include subsurface infrastructure upgrades. – No assessment or comment made in the application. No attempt to mitigate negative effects of construction and street work is noted in the application.

Change of Use and/or hours of operation. – Existing use is for commercial units changing to residential uses. Hours of operations for businesses differ to that of the 9-5., exemplified in DOT study.

Housing Component Information – Mixed use indicated by “live-work” units, leasing, & fitness which take up floor area and require additional parking units not calculated, which will cause additional congestion and pollution due to the extremely low number of parking space in this building.

~~Actions requested. Project requests three off menu items, height variance over allowable under density bonus, and two overrides of the set back requirements front and rear of the building (cannot be counted as one)~~

~~Per Ventura Cahuenga Specific Plan, structures cover over 75% of lot area. There are two lots here, not merged Per Ventura Cahuenga Plan E.1.c Encino Specific Height limit is 45 ft. Even with the density bonus, floor area ratio is over limit and require CPC Hearing.~~

CEQA box not checked even though current project on one site expands building from 2 stories to 7, and 1 story to 7. CEQA is required on this project. Building & Safety Reference or referral not given. Building & Safety must evaluate parking issues, safety, setbacks, etc. The negative vote denying approval for the project from the Encino Neighborhood Council and the CIS from the ENC was NOT part of the decision packet. Due to zoning laws, the ENC cannot file an appeal and requests immediate CPC hearing and investigation on missing items from the packet. However, should this appeal fail, it will constitute a breach of faith of intergovernmental workings and set a



dangerous precedent of overrides of due process and abolition of stakeholder's civil rights. Additionally, Sec. Volume I, Article IX sec 910. Monitoring of City Services of the City Charter "Neighborhood councils shall monitor the delivery of City services in their respective areas" is thus made not possible.

### **The Encino Neighborhood Council (ENC)**

Zoning Appeals have written procedures preventing appeals by NCs

Whereas the ENC cannot comment on actions within the 15 Day appeal period as a result of Brown Act constraints causing violations of Volume I, Article IX Sec. 906. Certification of Neighborhood Councils. Sec A 3,4, & 6 of the City Charter.

Neighborhood Councils are prohibited from appeals. The project presenters misled the Neighborhood Council and did not notify the ENC of the change of venue: where, when, type, decisions authority, and "by-right vs "off menu" overrides, pertaining to the Case; despite pledge to do so.

The Expedite Division accepted a case which did not meet expedite qualifications --, Volume I, Article IX Sec. 900. Whereas the expedite division is located in an area of the city where in accordance and compliance with Due Process Clause in the Government Ethics Ordinance requiring both "reasonable notice" and "reasonable opportunity" & access to be heard.

The Planning Department did not include in their file the CIS from the Encino Neighborhood Council, the 70-person petition against the project, nor the request of notification for changes in the project requested by the ENC: where one such change was the case planner, the point of contact. In order to correct the numerous Administrative Errors and Improper Filings and Notifications that the Case of 16161 Ventura Blvd be immediately be reheard in its true and correct entirety, in a Brown Act Compliant setting of a CPC, located at the Braude Building, at hours conducive to working concerned citizens, and with sufficient notice (60 days) to allow the Neighborhood Council and those most affected by this overly large building to properly respond.

### **Environmental Issue Details**

Haul Route – Per the DOT study Project construction will include site clearing, shoring, major excavation, hauling, construction, and finishing work. The project developer will "attempt" to park and stage for construction on-site as much as possible which is impossible due to the amount of excavation, shoring steel and cement needed to create a foundation for a 7-story building. The bulk of the work, they say including truck staging, will be conducted on-site but mostly they will have to stage on Woodley and Libbet or other residential streets as there is no natural staging area, around. However, the project's potential construction impacts may involve temporary construction activities within the Ventura Boulevard roadway that would cause lane or street closures; a temporary loss of vehicular or pedestrian access to an adjacent property; a temporary relocation of a bus stop; and a temporary loss of on-street parking. It will also cause a loss of a number of meter parking spots again, adding to congestion and hampering the ability of people to use the typical services that a major thoroughfare to provide.



Per the applicant's presentation to the Encino Neighborhood Council, project construction on Ventura Blvd will take 18 months. This is easily the case due to the infrastructure servicing site will need to be vastly expanded. Sewer connection of 6" pipe built in 1964 must be replaced and upgraded, electrical conduits are of the same age and larger water pipes will require massive work under Ventura Blvd.

This self-evident need was identified prior to the applicant changing the case from a CPC to a DIR with no update to the application. Granting "Relief" from "waiver of Street Dedication/Improvement CP4047 violates the City General Mobility Plan & Highway Dedication per S-470 not met violating Article V of the City charter Sec. 562. Variances. (c) Findings for Granting a Variance. (5) that the granting of the variance will not adversely affect any element of the General Plan. Ventura Blvd is a Major Highway and must be expanded due to traffic Congestion identified under Ordinances Ventura Blvd is an Anti-Gridlock Zone Demolition of buildings hazardous substances Near Hospital and a Rehab Clinic. Noise from construction

### **Housing height not in character with the neighborhood.**

Although Apartments exist on Ventura Blvd in the Encino Corridor, none are at the height of the proposed project. It is out of scale with all existing apartment and mixed-use buildings. All multifamily units are 4 stories. The project is not eligible for Density bonus per item 1) the incentive does not contribute to the long-term affordability of the housing set-asides; due to the areas increasing rental values, the addition of these proposed units given conditions on Ventura Blvd will actually translate to an increase in the cost of living thereby defeating the point of the density bonus. Due to the fact that the area has limited parking, bike lanes do not exist in the immediate area, the applicant chose to not increase the street dedication, possibly allowing future bike paths additional lanes, greater pedestrian mobility, residents will be required to use vehicles. Since there is not sufficient access to vehicle parking stalls, applicants will be forced to use off-street parking or to park great distances away in residential neighborhoods with no sidewalks and poor street lighting making them targets for criminal activity.

Off-street parking is not available within a direct 500 ft walking path, with the exception of Ventura Blvd. Ventura Blvd is an anti-gridlock zone twice during the day for long durations, preventing offsite parking. No ADA paths exist connecting future residents to parking on subsidiary streets. Reduction in Encino's only Commercial corridor; replacing the limited commercial zones with that of residence takes away the ability to work in close proximity to one's residence resulting in increased vehicle commute elsewhere and a reduction of jobs locally. Furthermore, existing businesses will be displaced with nowhere else in Encino to go, resulting in a net loss of jobs and services in the area. This will cause other residents who use these current businesses to commute elsewhere. The additional commute will cause an increase in traffic and cost. Although slightly more residence will be available, the sustainability quotient will be decreased resulting in a decrease in purchasing power and a net loss of affordability.

Minimum Setbacks of buildings on these lots should be 10'. The current buildings have setbacks. These setbacks would be eliminated and a continuous building wall would be created. The building north side will



look down upon single-family residences, causing privacy issues, blocking the sky and sunlight. By blocking the sky and sunlight the developer of the 16161 property will transfer value that was in the resident's property to his speculation. Additionally, valuable trees will be cut down to make way for this building. No garden areas or setbacks with adequate greenery have been proposed. No, additionally trees will be planted to compensate for the trees that will be killed to build this building which is contrary to city ordinance. Encino only has one Commercial corridor and changing the use of the building from a commercial building to a residential one hurts the community and is against the Ventura Cahuenga Specific plan and the Community Commercial Plan Design. Encino Investors LLC potential profit comes from imposing the cost of their project on everyone else, that is the loss of mobility, the loss of light, the loss of access to established businesses and the jobs associated with them, the loss of access and longer response times to health care and emergency services. For what? To gain 11 low-income apartments and 103 very expensive apartments without enough parking, that won't do a thing to alleviate the so-called housing crisis.



HOMEOWNERS OF ENCINO  
GERALD A. SILVER, PRESIDENT  
P. O. BOX 260064  
ENCINO, CA 91426-0205  
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LOS ANGELES CITY PLANNING COMMISSION

16161 VENTURA BLVD. APPEAL

HOMEOWNERS OF ENCINO	)	APPEAL SUPPLEMENT
A California Non-Profit Corporation	)	
	)	CASE NO.
	)	DIR-2017-3172-DB-SPP-SPR-1A
	)	
CITY OF LOS ANGELES	)	
CITY PLANNING COMMISSION	)	JUNE 13, 2018
	)	
Courtney Shum, City Planner	)	16161 VENTURA BLVD,
	)	ENCINO
	)	

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APPEAL SUPPLEMENT, ADDENDUM  
REQUEST FOR 90 DAY EXTENSION

I.

HOMEOWNERS OF ENCINO, INC. STANDING

This Appeal and Supplement, Addendum is filed by the Homeowners of Encino, a California non-profit corporation duly organized and existing under the laws of the State of California. Homeowners of Encino is a public benefit association organized for the purpose of promoting social welfare. This corporation seeks to protect the residential character of its neighborhoods and to enhance the quality of life for its members and the community. Many of its members reside within the neighborhood of the proposed project and will be heavily impacted by it. Homeowners of Encino asserts that it has full legal standing to contest any and all claims, assertions, representations, concessions or incentives made or granted by the City of Los Angeles related to this Project.

II.

PROPOSED PROJECT

The project located at 16161 Ventura Blvd., Encino involves the demolition and removal of two commercial-office buildings and a surface parking lot, and the new construction, use, and maintenance of an approximately 106,846 square-foot, 114-unit, multi-family residential development, inclusive of 32 studio units, 65 one-bedroom units, 15 two-bedroom units, and two live-work units. The proposed project will set aside 11 units (11 percent of the base density) for



Very Low-Income Household occupancy. The building is proposed to be 86 feet (at its highest point) built to six stories plus a mezzanine. The total floor area ratio of the proposed development is 2.7 to 1. The proposed project provides 114 automobile parking spaces and 126 bicycle parking spaces. On-site parking is provided partially on the ground floor and within a parking garage located below the building on two subterranean levels.

### III. APPEAL ISSUES

The City Planning Commission will consider the following: Appeals of the Director of Planning's determination to conditionally approve a Density Bonus/Affordable Housing Incentives Compliance Review, Project Permit Compliance Review, and Site Plan Review for the project, pursuant to Los Angeles Municipal Code (LAMC) Sections 12.22-A, 25, 11.5.7-C, and 16.05, respectively; and of Categorical Exemption ENV-2017-3173-CE, as the environmental clearance for the project.

Homeowners of Encino disagrees with the claims presented by City Planner Courtney Shum in her email to Homeowners of Encino on Monday, June 04, 2018 3:50 PM, namely:

“This email is in regards to your appeal concerning the project at 16161 Ventura Boulevard. It is our understanding that you appealed the decision in part, including the approval of the Project Permit Compliance Review, Site Plan Review, and Waiver of Dedication and Improvements. *Please note, however, that the decision concerning the Waiver of Dedication and Improvements can only be appealed by the project applicant pursuant to Los Angeles Municipal Code Section 12.37-I, 3. As such, that portion of your appeal has been dismissed and cannot be considered by the City Planning Commission.* The City Planning Commission will still hear and consider all other parts of your appeal. Thank you for your time. Courtney Shum”

### IV. DENIAL OF DUE PROCESS / EQUAL PROTECTION

The City of Los Angeles misinterprets Sec. 12.37 I “Appeal”, regarding entities that may appeal such City Engineers determinations. This section merely provides that any person required to make such improvements *may* appeal such determination. However, the section does not set forth any statutory authority which disallows stakeholder persons or entities from appealing such determinations. Indeed, such a holding flies in the face of both State and Federal Constitutional principles of Due Process and Equal Protection.

The Appellant asserts that its members and other affected Encino residents have been denied due process, the decision-maker has erred in its findings and has abused its discretion. The decision-maker failed to follow fair procedures and is depriving persons of “life, liberty, *or property.*” When the government



seeks to deprive a person of one of those interests, the procedural due process requires at least for the decision-maker to afford the person notice, an opportunity to be heard, and a decision made by a neutral decision maker. The procedural due process is required by the Due Process Clauses of the Fourteenth Amendment to the US Constitution. Further, the Planning Department's Expedite Division did not act in accordance and compliance with the Due Process Clause in the Government Ethics Ordinance requiring both "reasonable notice" and "reasonable opportunity" and access to be heard. Lastly, the Appellants are denied equal protection under the law, since the Commission's ruling discriminates in favor of the Project Applicant regarding standing to appeal.

Homeowners of Encino and Encino residents are being denied due process (life, liberty, and property) specifically, the diminishment of home values near the proposed 114 apartment building. The homes will lose value due to the blocking of sunlight, standing in the shadow of this 7-story building, and, loss of privacy from balconies looking down on neighbor's property. Additionally, the lack of parking spaces will deprive Encino of liberties such as free passage by creating a more traffic and congestion. They will deprive the Libbit Ave., Morrison St., Huston St., Swinton Ave., Moorpark St., Woodley Ave and Dickens neighbors of their parking places in front of their houses, as parking will become a contest to claim any available parking space due to little parking and an excess of bicycle parking. Additionally, the promotion of excessive bike racks will encourage residents to be exposed to dangerous traffic conditions on Ventura Blvd. as there is no place to add bicycle lanes. The planning fantasy of bicycle commuting will result in injuries and fatalities, therefore, depriving the victims of life.

Due to additional traffic problems created by this project, the new 17017 Ventura Blvd. assisted living facility (82,000 square feet, 97 guest rooms, 460 guest rooms), the 16206 -16218 Ventura Blvd (2 new commercial buildings to include restaurant, gym and juice store (all high traffic car-intensive establishments) the 158-guest room, 75 ft. high, 6-story hotel at 15481-15491 Ventura Blvd., having the 16161 building adjacent to the Fire Department's go to Emergency Hospital will surely deprive some residents of their life due to longer emergency response time.

Additionally, the non-stop construction noise, banging and beeping is very stressful and pervasive further eroding property values and potentially causing deteriorating health in nearby residents. By creating un-mitigable traffic, the Project Applicant is depriving Encino residents and others who use Ventura Blvd of life and liberty. These effects cannot be compensated for by the Project Applicant, the City, County or the State.

Another flaw in the Project Applicant's presentation is the traffic study's omission, which fails to mention that the 16161 building is next to a sensitive zoning site: Encino Hospital (16237 Ventura Blvd). Again, the traffic impacts from this project cannot be mitigated and this creates a hazard to life and limb. Since this information was not included -- the Director's Determination is



flawed and must be withdrawn due to public safety, and the critical sensitive site of designation.

It must be recognized that no further development should be allowed on the Ventura Corridor in Encino until a traffic mitigation plan is in place that will reduce the flow of traffic, make sure emergency response times are adequate to the needs of the Encino community and that essential services such as water can be delivered in reasonable quantities to all residents.

V.  
RELIEF FROM DENSITY BONUS IS FLAWED

The Planning Dept. is proposing to grant a density bonus for this Project. The incentive will have a specific, adverse impact, upon public health, safety and, the physical environment. The concession is contrary to State law, viz Section 50052.5 of the Health and Safety Code.

The City shall grant the concession requested by the applicant if the City makes a written finding, based upon *substantial evidence*, of any of the following:

(A) The concession or incentive does not result in identifiable and actual cost reductions, consistent with subdivision (k), to provide for affordable housing costs, as defined in Section 50052.5 of the Health and Safety Code, or for rents for the targeted units to be set as specified in subdivision (c).

(B) The concession or incentive would have a specific, adverse impact, as defined in paragraph (2) of subdivision (d) of Section 65589.5, upon public health and safety or the physical environment or on any real property that is listed in the California Register of Historical Resources and for which there is no feasible method to satisfactorily mitigate or avoid the specific, adverse impact without rendering the development unaffordable to low-income and moderate-income households.

The 16161 project does not qualify for a density bonus. The concession or incentive does not result in identifiable and actual cost reductions, consistent with subdivision (k), to provide for affordable housing costs, as defined in Section 50052.5 of the Health and Safety Code, or for rents for the targeted units to be set as specified in subdivision (c).

GOV § 65589.5 (2) the 16161 project as proposed would have a specific, adverse impact upon the public health and safety, and there is no feasible method to satisfactorily mitigate or avoid the specific adverse impact without rendering the development unaffordable to low- and moderate-income households. These impacts are traffic pollution and causing an already overburdened water system to be rationed for all residences. Since there is no feasible method to satisfactorily mitigate or avoid the adverse impact identified pursuant to paragraph (1), other than the disapproval of the housing development project or the approval of the project upon the condition that it be developed at a lower density.



Based on the facts in this case, the Project Applicant has not met the standard to permit granting a density bonus.

## VI.

### THE DIRECTOR'S DETERMINATION FAILS TO ABIDE BY CEQA

The Director's Determination is fatally flawed because it fails to provide substantial evidence supporting a categorical exemption pursuant to CEQA Guidelines, Section 15300.2. The Director's Determination reaches an erroneous and faulty conclusion:

"Determine based on the whole of the administrative record, that the Project is exempt from CEQA pursuant to CEQA Guidelines, Section 15332, Article 19 (Class 32), and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies"

Public Resources Code section 21151 provides in pertinent part as follows: 'All local agencies shall prepare, or cause to be prepared by contract, and certify the completion of an environmental impact report on any project they intend to carry out or approve which may have a significant effect on the environment.'

## VII.

### NEW ISSUES HAVE EMERGED THAT IMPACT THE DECISION

Several new large-scale project developments have been filed with the Planning Dept. that will have huge negative impacts on the project at hand. These and the other issues described below represent a significant change of circumstances and conditions that were not assessed with respect to the project under appeal.

1. 15481-15491 Ventura Blvd., Case No. CPC-2018-2801-ZV-SPE-SPP-SPR. DKN Hotels, LLC, seeks to demolish and remove the existing 1- and 2-story motel complex (66 guest rooms and approximately 31,472 square feet of Floor Area), ancillary retail space and the associated surface parking lot; in order to construct, use and maintain an approximately 78,962 square foot (or "SF") AC Hotel with 158 guest rooms, built to a maximum height of 75 feet with six-stories ("Project"), located at 15481-15491 W Ventura Boulevard (the "Subject Property"). Off-street parking is provided at and below grade and screened from view within the hotel structure and on the northern portion of the Subject Property in a surface parking lot. The Subject Property is comprised of two lots both of which are dual zoned, C4-1L and R3-1, and located within the Ventura Cahuenga Boulevard Corridor Specific Plan, Regional Commercial Designated Area.

2. 16206 -16218 Ventura Blvd., Encino, Case Number: ZA-2017-1767-ZV-SPP. The demolition of an office building and the construction of two new commercial buildings with a total of 12,880 square feet. The commercial space will have 4,745 square feet dedicated to gym/health club uses, and the remaining 8,137 square feet will have restaurant



uses. The project also includes a master sign program and a parking lot restripe with landscaping, on a 48,787 square -foot lot.

3. 17017 Ventura Blvd., Encino Case Number: CPC-2018-3286-VZC-SPE-ELD-SPP-SPR. The construction of a new 82,055 sf 5-story assisted living facility with 97 guest rooms and a 2-story commercial health club building with 37,798 sq. ft. of floor area, including 460 parking spaces.

The cumulative impacts of these projects with the 16161 Ventura Blvd. project with 114 apartments, make the need for a comprehensive traffic study and management plan, extremely necessary before any more construction is permitted in Encino along the Ventura Blvd. Corridor.

## VIII. CHANGE OF CIRCUMSTANCES, NEW LEGISLATION

Of significant importance is the fact that several major issues, actions and new legislation have emerged that impact the Decision Makers assessment of the merits of this Appeal. These are critical and weigh heavily on the viability and feasibility of the proposed project. They cry out for an abundance of caution and careful assessment before any further actions are taken:

### 1. Actions by the Encino Neighborhood Council (ENC)

The Encino Neighborhood Council received extensive negative public comment on the 16161 Ventura Blvd. project. On September 27, 2017 the Encino Neighborhood Council voted to oppose the project as described:

#### APPROVED MOTION SEPTEMBER 27, 2017:

- “1) That the Encino NC go on record to oppose the project (16161 Ventura Blvd Encino) as described.
- 2) That the traffic, parking, access and vehicle capacity on Ventura Blvd. cannot support this 114 unit mixed use project.
- 4) sic The project is out of character with other housing along Ventura Blvd. in the Encino corridor.”

On June 6, 2018 the Encino Neighborhood Council’s Traffic and Transportation Committee passed the motions below and forwarded them to the full Encino Neighborhood Council Board for further action. Collectively, these motions speak to the general unhappiness and unrest with the City’s planning and land use policies and headlong rush into bicycle mobility to replace automobiles.

“We [The Encino Neighborhood Council] request that the DOT prepare a traffic study of Ventura Boulevard from Hayvenhurst to the 405 Freeway and that the finding be given to the Council Office and all relevant parties.”



"Los Angeles decision makers and planners should reevaluate the Los Angeles Bicycle Plan and place a moratorium on construction of new bicycle lanes and facilities in Encino until safety, costs and commuter impacts are resolved."

On June 12, 2018 the Encino Neighborhood Council's Planning and Land Use Committee passed the motion below and forwarded it to the full Encino Neighborhood Council Board for further action:

"The Encino Neighborhood Council formally requests That CM Koretz and/or the office of Council District 5 fund an independent Traffic Study in Encino from the I-405 to Hayvenhurst Ave between Ventura Blvd and Mullholland Dr. to gather empirical data on the present traffic patterns of the area and the potential additional impacts of development on this hillside area and its streets, including but not limited to feeder streets such as Dickens, Sherman Oaks Ave and Fiume. The ENC will assist the Council Office in the selection of a qualified consultant."

## 2. New Legislative Mandates

Senate Bill-606 was signed into law by Governor Brown on 5/31/18 makes clear that there is not enough water in the State, County, or City to support additional development. Approving the 114 apartment 7 story apartment building is a clear violation of the California Environmental Quality Act. If one does the math on water usage allowed it is clear that one will not be allowed to do laundry and shower in the same day, restrictions on landscape and pool water use have not been set, but it is certain it will be equally restrictive. Therefore, since there is not enough water to go around allowing this building to be built is a clear violation of the CEQA Standards.

As the significant environmental impacts of the 16161 Apartment Project cannot be mitigated due to lack of water both during construction and occupancy. As 103 of these apartments are going to be larger than the average apartment luxury or above market rents will ensue. Renters who will be able to afford such rents will likely not be bicyclists. They will have 2 cars, maybe even 3 cars. These cars will be causing traffic, therefore tailpipe emissions and greenhouse gases due to lack of convenient parking. These are un-mitigatable environmental impacts and under CEQA this project must be denied as well as the additional proposed projects, described above.

([https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill\\_id=201720180SB606](https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=201720180SB606))

## IX.

### FORMAL REQUEST FOR A 90 DAY CONTINUANCE

Based on the assertions of lack of due process, abuse of discretion and other claims addressed here, the Appellant is hereby requesting a 90-day extension to file additional supporting appeal documents. This appeal involves many complex issues that must be fully addressed. The Appellant expressly reserves



the right to revise, modify, amend or supplement its Appeal before the decision-maker takes any dispositive action.

It must be recognized that impacted groups, property owners, corporate officials, and others have not been notified or have not received adequate notice and time to respond to the flawed Director's Determination.

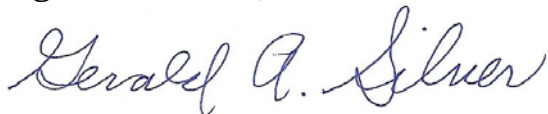
The Encino Neighborhood Council voted to oppose this project on September 27, 2017. However, due to Brown Act requirements, adequate time was not available for the Encino Neighborhood Council's Board to provide written comments on the Appeal by the June 4, 2018 deadline.

X.  
EXHAUSTION OF ADMINISTRATIVE REMEDIES

Homeowners of Encino wishes to avoid participating in a judicial challenge on the issues set forth in this Appeal filing. It should be abundantly clear that numerous administrative issues need to be resolved to avoid a judicial review of the final decision. Homeowners of Encino is mindful that litigation is costly to the City, the Project Applicant and residents. Traffic, congestion, noise and other environmental issues can be avoided without litigation.

Homeowners of Encino reserves the right to amend, expand or revise its response prior to or during the hearing.

Signed: June 13, 2018

A handwritten signature in blue ink that reads "Gerald A. Silver". The signature is written in a cursive, flowing style.

Gerald A. Silver,  
President. Homeowners of Encino



HOMEOWNERS OF ENCINO  
GERALD A. SILVER, PRESIDENT  
P. O. BOX 260064  
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LOS ANGELES CITY PLANNING COMMISSION

16161 VENTURA BLVD. APPEAL

HOMEOWNERS OF ENCINO	)	APPEAL SUPPLEMENT <b>NO. 2</b>
A California Non-Profit Corporation	)	
	)	CASE NO.
	)	DIR-2017-3172-DB-SPP-SPR-1A
	)	
CITY OF LOS ANGELES	)	
CITY PLANNING COMMISSION	)	JUNE 18, 2018
	)	
Courtney Shum, City Planner	)	16161 VENTURA BLVD,
	)	ENCINO
	)	

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APPEAL SUPPLEMENT, ADDENDUM **NO. 2**

I.  
PROPOSED PROJECT

The project located at 16161 Ventura Blvd., Encino involves the demolition and removal of two commercial-office buildings and a surface parking lot, and the new construction, use, and maintenance of an approximately 106,846 square-foot, 114-unit, multi-family residential development, inclusive of 32 studio units, 65 one-bedroom units, 15 two-bedroom units, and two live-work units. The proposed project will set aside 11 units (11 percent of the base density) for Very Low-Income Household occupancy. The building is proposed to be 86 feet (at its highest point) built to six stories plus a mezzanine. The total floor area ratio of the proposed development is 2.7 to 1. The proposed project provides 114 automobile parking spaces and 126 bicycle parking spaces. On-site parking is provided partially on the ground floor and within a parking garage located below the building on two subterranean levels.

II.  
ARBITRARY AND CAPRICIOUS ACTION ISSUES

Homeowners of Encino again disagrees with the claims presented by City Planner Courtney Shum in her second email to Homeowners of Encino on Thursday, June 14, 2018 3:48 PM, namely:



"Thursday, June 14, 2018 3:48 PM

Re: confirm receipt APPEAL SUPPLEMENT, ADDENDUM - REQUEST FOR 90 DAY EXTENSION

Mr. Silver,

Thank you for your letter and I received your voicemail as well. Your comments will be included as part of the record. *As mentioned in previous correspondence, the granting of the Waiver of Dedication and Improvements is not appealable.* An extension of time can only be granted with mutual consent between the Commission and applicant. At this time, neither has agreed to an extension of time so the case will still be heard at the City Planning Commission on June 28, 2018, as noticed. Thank you. Courtney"

It is imperative that Ms. Shum cite the legal authority for her appeal restriction on the granting of the Waiver of Dedication and Improvements. Her position is legally insufficient and lacks foundation. Homeowners of Encino requests that she provide the Appellant with the legal authority, if it exists.

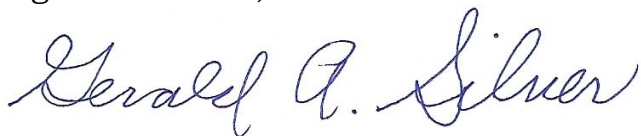
The failure to grant the Appellant the right to appeal the Waiver of Dedication and Improvements is clearly discriminatory, arbitrary and capricious. A local agency must confine itself to 'reasonable interpretation' in adopting regulations and administration of government statutes. If it goes beyond that, the legislative area has been invaded and the regulation counts for naught". Regulations which are contrary to the law are void. A restriction is arbitrary when it bears no rational relationship to the protection, preservation, operation or purpose of the affected land. There is simply no justification to allow the Project Applicant the right to appeal a Waiver of Dedication and Improvements and not members of the public who may be seriously impacted.

The restriction lacks reasonableness. Implicit in every constitutional statutory and judicial authorization is the recognition that every action of municipal government based thereon must be reasonable from both the standpoint of accomplishing a municipal purpose and from the counterpoint of preventing unnecessary restrictions. In other words, no municipal action can be arbitrary or excessive in scope.

Finally, the Appellants are denied equal protection under the law, since the Commission's interpretation of appeal rights discriminates in favor of the Project's applicant and against Encino residents who are impacted by the City Planner's determination.

Homeowners of Encino reserves the right to amend, expand or revise its response prior to or during the hearing.

Signed: June 18, 2018

A handwritten signature in blue ink that reads "Gerald A. Silver". The signature is fluid and cursive, with the first name "Gerald" and last name "Silver" clearly legible.

Gerald A. Silver,  
President, Homeowners of Encino



## **EXHIBIT C**

### **DIRECTOR'S DETERMINATION DIR-2017-3172-DB-SPP-SPR-WDI**



DEPARTMENT OF  
CITY PLANNING

CITY PLANNING COMMISSION

DAVID H. J. AMBROZ  
PRESIDENT

RENEE DAKE WILSON  
VICE-PRESIDENT

CAROLINE CHOE  
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<http://planning.lacity.org>

April 17, 2018

Steven Gryczman (A)(O)  
Encino Investors, LLC  
407 East Ninth Street, Suite 219  
Los Angeles, CA 90015

Brad Rosenheim/Heather Waldstein (R)  
Rosenheim & Associates, Inc.  
21600 Oxnard Street, Suite 630  
Woodland Hills, CA 91367

**Case No.** DIR-2017-3172-DB-SPP-SPR-WDI  
**CEQA:** ENV-2017-3173-CE  
**Location:** 16161 West Ventura Boulevard  
(16151-16201 West Ventura Boulevard)  
**Council District:** 5 - Koretz  
**Neighborhood Council:** Encino  
**Community Plan Area:** Encino - Tarzana  
**Land Use Designation:** Regional Center Commercial  
**Zone:** C4-1L  
**Legal Description:** Lot FR 3, Block 24, Tract 2955

**Last Day to File an Appeal: May 2, 2018**

Pursuant to Los Angeles Municipal Code (LAMC) Sections 12.22-A,25, 11.5.7-C, 16.05, and 12.37-I,3, I have reviewed the proposed project and as the designee of the Director of Planning, I hereby:

1. **Determine** based on the whole of the administrative record, that the Project is exempt from CEQA pursuant to CEQA Guidelines, Section 15332, Article 19 (Class 32), and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies;
2. **Approve**, pursuant to LAMC Section 12.22-A,25, a 15% Density Bonus (with 11% of the base number of units set aside for Very Low Income Households), for a project totaling 114 dwelling units, reserving 11 units for Very Low Income Household occupancy for a period of 55 years and two (2) On-Menu Incentives as follows:
  - a. **Approve**, pursuant to LAMC Section 12.22-A,25(f)(4)(ii) a maximum allowable Floor Area Ratio of 2.7:1 in lieu of the otherwise permitted 1.25:1 Floor Area Ratio, and
  - b. **Approve**, pursuant to LAMC Section 12.22-A,25(f)(5) a maximum 11-foot increase to the permitted height limit (where applicable), allowing a maximum 86 feet in height in lieu of the otherwise permitted 75 feet.
3. **Approve**, pursuant to LAMC Section 11.5.7-C, a Project Permit Compliance Review to



permit the construction of a new residential project with 114 dwelling units on a 39,421 square-foot lot within the Ventura – Cahuenga Boulevard Corridor Specific Plan,

4. **Approve**, pursuant to LAMC Section 16.05, a Site Plan Review for a development project which creates or results in an increase of 50 or more dwelling units,
5. **Approve**, pursuant to LAMC Section 12.37-I,3, a Waiver of Dedication and Improvement requirements for the north side of Ventura Boulevard which adjoins the project site's street frontage, and
6. **Adopt** the attached Findings.

### CONDITIONS OF APPROVAL

Pursuant to Sections 12.22-A,25, 11.5.7, 16.05, and 12.37-I of the Los Angeles Municipal Code, the following conditions are hereby imposed upon the use of the subject property:

1. **Site Development.** Except as modified herein, the project shall be in substantial conformance with the plans and materials submitted by the applicant, stamped "Exhibit A", and attached to the subject case file. Minor deviations may be allowed in order to comply with the provisions of the Los Angeles Municipal Code or the project conditions. Changes beyond minor deviations required by other City Departments or the LAMC may not be made without prior review by the Department of City Planning, and written approval by the Director of Planning. Each change shall be identified and justified in writing.
2. **Residential Density.** The project shall be limited to a maximum density of 114 residential units, including On-site Restricted Affordable Units and two (2) live/work units.
3. **Live/Work Units.** All live/work units shall be built in conformance with Section 419 of the California Building Code, subject to verification by the Los Angeles Department of Building and Safety.
4. **Code Compliance.** Area, height and use regulations of the C4-1L Zone classifications of the subject property shall be complied with, except where herein conditions are more or less restrictive.

### Density Bonus Conditions

5. **On-site Restricted Affordable Units.** Eleven (11) units, or equal to 11 percent of the base density, shall be designated for Very Low Income Households, as defined by the Los Angeles Housing and Community Investment Department (HCIDLA) and California Government Code Section 65915(c)(2).
6. **Changes in On-site Restricted Units.** Deviations that increase the number of restricted affordable units or that change the composition of units or change parking numbers shall be consistent with LAMC Section 12.22-A,25.
7. **Housing Requirements.** Prior to issuance of a building permit, the owner shall execute a covenant to the satisfaction of the Los Angeles Housing and Community Investment Department (HCIDLA) to make 11 percent of the base density available to Very Low Income Households, for sale or rental as determined to be affordable to such households by HCIDLA for a period of 55 years. In the event the applicant reduces the proposed density of the project, the number of required set-aside affordable units may be adjusted, consistent with LAMC Section 12.22-A,25, to the satisfaction of HCIDLA, and in consideration of the project's AB 2556 Determination. Enforcement of the terms of said covenant shall be the responsibility



of HCIDLA. The applicant will present a copy of the recorded covenant to the Department of City Planning for inclusion in this file. The project shall comply with the Guidelines for the Affordable Housing Incentives Program adopted by the City Planning Commission and with any monitoring requirements established by the HCIDLA. Refer to the Density Bonus Legislation Background section of this determination.

## 8. **Parking**

- a. **Automobile Parking.** Parking shall be provided consistent with LAMC Section 12.22-A,25(d)1 (Parking Option 1). Reductions in the required automobile parking shall be consistent with the requirements of bicycle replacement pursuant to LAMC Section 12.21-A,4.
- b. **Bicycle Parking.** Bicycle parking shall be provided consistent with LAMC Section 12.21-A.16.
- c. **Adjustments to Parking.** In the event that the number of Restricted Affordable Units should increase, or the composition of such units should change (i.e the number of bedrooms, or the number of units made available to Senior Citizens and/or Disabled Persons), or the applicant selects another Parking Option (including Bicycle Parking Ordinance) and no other Condition of Approval or incentive is affected, then no modification of this determination shall be necessary, and the number of parking spaces shall be re-calculated by the Department of Building and Safety based upon the ratios set forth above.

## 9. **Incentives.**

- a. **Floor Area Ratio.** The project shall be permitted a maximum Floor Area Ratio (FAR) of 2.7:1 in lieu of the otherwise permitted FAR of 1.25:1.
- b. **Height.** The project is granted a maximum building height of 86 feet in lieu of the otherwise permitted 75 feet for the portion of the building not subject to step back requirements along Ventura Boulevard pursuant to the Ventura – Cahuenga Boulevard Corridor Specific Plan, and for the rear portion of the building located within 50 feet of a lot classified in an R1 or more restrictive residential zone. The measurement of building height may exclude roof structures and equipment as defined by Section 12.21.1 of the LAMC.

## **Site Plan Review Conditions**

10. **Graffiti.** All graffiti on the site shall be removed or painted over to match the color of the surface to which it is applied within 24 hours of its occurrence.
11. **Mechanical Equipment.** All mechanical equipment on the roof shall be screened from view. The transformer, if located in the front yard, shall be screened with landscaping.
12. **Maintenance.** The subject property (including any trash storage areas, associated parking facilities, sidewalks, driveways, yard areas, parkways, and exterior walls along the property lines) shall be maintained in an attractive condition and shall be kept free of trash and debris.
13. **Lighting.** Outdoor lighting shall be designed to shine downward, installed with shielding, and directed onto the project site, so that the light source does not directly illuminate any adjacent properties, the public right-of-way, or the above night skies.



14. **Trash.** All trash collection and storage areas shall be located on-site and not visible from the public right-of-way.
  - a. Trash receptacles shall be enclosed and/or covered at all times.
  - b. Trash/recycling containers shall be locked when not in use.
15. **Landscaping.** All open areas not used for buildings, driveways, parking areas or walkways shall be attractively landscaped and shall include an automatic irrigation plan.
  - a. A landscape buffer shall be planted along the northern property line abutting the R1 Zone, in substantial conformance with the landscape plan, stamped "Exhibit A" and attached to the subject case file.
  - b. Plant species within the rear yard shall be of a lush, hardy, and non-deciduous variety. Trees planted within the rear yard shall be a minimum 36-inch box size, and be in substantial conformance with the landscape plan, stamped "Exhibit A" and attached to the subject case file.
  - c. Any trees that are planted on any podium, rooftop, or above-grade deck shall have a minimum depth of 36 inches.
16. **Privacy Wall.** Prior to the issuance of a certificate of occupancy, a minimum 6-foot high slumpstone or decorative masonry wall shall be constructed along the northern property line, if no such wall already exists.
17. **Noise.** Exterior amplified noise shall not be permitted between the hours of 10:00 PM and 7:00 AM in areas designated for outdoor common open space, including the ground floor rear yard, second level court yard, and sixth level deck.
18. **Solar Ready Buildings.**
  - a. The project shall comply with the Los Angeles Municipal Green Building Code, Section 95.05.211, to the satisfaction of the Department of Building and Safety.
  - b. A minimum of 2,460 square feet of the roof area, as shown on Exhibit A, shall be reserved for the installation of solar panels. The solar panels shall be installed prior to the issuance of a certificate of occupancy. The lowest point of the solar panel may not be more than five feet above the roof line.
19. **Construction.** The project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices. To the extent feasible, on-site power generators shall either be plug-in electric or solar powered.
20. **Ground Floor Plaza.** Prior to the issuance of a certificate of occupancy, a covenant acknowledging and agreeing to provide a 1,935 square-foot, publicly accessible ground floor plaza in substantial conformance with the stamped "Exhibit A" shall be recorded in the County Recorder's Office.

**Ventura-Cahuenga Boulevard Corridor Specific Plan Project Permit Compliance Conditions**

21. **Signage.** All signs shall comply with the provisions of LAMC Chapter II, Article 8, Section 28.00 et seq.; Chapter VI, Article 7, Section 67.00, et seq.; and Chapter IX, Article I, Division 62.



22. **Mechanical and Rooftop Equipment Screening.** No mechanical or rooftop equipment shall be visible from Ventura Boulevard or adjacent properties, and shall be screened behind architectural elements.
23. **Project Impact Assessment Fee.** Prior to Planning clearance, the applicant shall meet with the Department of Transportation (DOT) for assessment of this project. A "Project Impact Assessment" (PIA) fee may be required and paid to the satisfaction of DOT for the purpose of funding the Specific Plan improvements and services, as well as pedestrian improvements which are intended to mitigate the cumulative impacts of new developments within the Specific Plan area.

NOTE: PIA fees to be paid are subject to change due to increases to the Annual Indexing as determined by the DOT.

24. **Specific Plan Covenant and Agreement.** A Covenant and Agreement shall be recorded with the Los Angeles County Recorder acknowledging the contents and limitations of the Ventura/Cahuenga Boulevard Corridor Specific Plan, as well as the conditions of approval established herein. The Covenant and Agreement shall run with the land and shall be binding on any subsequent property owners, heirs or assigns and shall be submitted to the Department of City Planning for approval prior to being recorded. After recording, a copy bearing the County Recorder's number and date shall be provided to the Department of City Planning for attachment to the administrative file.
25. **Modifications.** Any modifications, change of use, or increase in floor area of the property shall be cause for separate discretionary review pursuant to the definition of a Project per the Specific Plan, and Section 11.5.7 of the LAMC and other applicable statutory requirements.

### **Street Standards**

26. No dedication shall be required on the project's street frontage along Ventura Boulevard. The project shall close any unused driveway and repair and maintain the existing concrete sidewalks, curb return, or curb, satisfactory to the City Engineer.

### **Administrative Conditions of Approval**

27. **Approval, Verification and Submittals.** Copies of any approvals, guarantees or verification of consultations, reviews or approval, plans, etc., as may be required by the subject conditions, shall be provided to the Department of City Planning for placement in the subject file.
28. **Covenant.** Prior to the issuance of any permits relative to this matter, a covenant acknowledging and agreeing to comply with all the terms and conditions established herein shall be recorded in the County Recorder's Office. The agreement (standard master covenant and agreement form CP-6770) shall run with the land and shall be binding on any subsequent owners, heirs or assigns. The agreement with the conditions attached must be submitted to the Development Services Center for approval before being recorded. After recordation, a certified copy bearing the Recorder's number and date shall be provided to the Development Services Center for inclusion in the case file.
29. **Definition.** Any agencies, public officials or legislation referenced in these conditions shall mean those agencies, public offices, legislation or their successors, designees or amendment to any legislation.
30. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Department of City Planning and any designated agency, or the



agency's successor and in accordance with any stated laws or regulations, or any amendments thereto.

31. **Building Plans.** A copy of the first page of this grant and all Conditions and/or any subsequent appeal of this grant and its resultant Conditions and/or letters of clarification shall be printed on the building plans submitted to the Development Services Center and the Department of Building and Safety for purposes of having a building permit issued.
32. **Corrective Conditions.** The authorized use shall be conducted at all times with due regard for the character of the surrounding district, and the right is reserved to the City Planning Commission, or the Director pursuant to Section 12.27.1 of the Municipal Code, to impose additional corrective conditions, if, in the Commission's or Director's opinion, such conditions are proven necessary for the protection of persons in the neighborhood or occupants of adjacent property.
33. **Expedited Processing Section.** Prior to the clearance of any conditions, the applicant shall show proof that all fees have been paid to the Department of City Planning, Expedited Processing Section.
34. **INDEMNIFICATION AND REIMBURSEMENT OF LITIGATION COSTS.**

Applicant shall do all of the following:

- a. Defend, indemnify and hold harmless the City from any and all actions against the City relating to or arising out of, in whole or in part, the City's processing and approval of this entitlement, including but not limited to, an action to attack, challenge, set aside, void or otherwise modify or annul the approval of the entitlement, the environmental review of the entitlement, or the approval of subsequent permit decisions or to claim personal property damage, including from inverse condemnation or any other constitutional claim.
- b. Reimburse the City for any and all costs incurred in defense of an action related to or arising out of, in whole or in part, the City's processing and approval of the entitlement, including but not limited to payment of all court costs and attorney's fees, costs of any judgments or awards against the City (including an award of attorney's fees), damages and/or settlement costs.
- c. Submit an initial deposit for the City's litigation costs to the City within 10 days' notice of the City tendering defense to the Applicant and requesting a deposit. The initial deposit shall be in an amount set by the City Attorney's Office, in its sole discretion, based on the nature and scope of action, but in no event shall the initial deposit be less than \$50,000. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (b).
- d. Submit supplemental deposits upon notice by the City. Supplemental deposits may be required in an increased amount from the initial deposit if found necessary by the City to protect the City's interests. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement (b).
- e. If the City determines it necessary to protect the City's interests, execute an indemnity and reimbursement agreement with the City under terms consistent with the requirements of this condition.



The City shall notify the applicant within a reasonable period of time of its receipt of any action and the City shall cooperate in the defense. If the City fails to notify the applicant of any claim, action or proceeding in a reasonable time, or if the City fails to reasonably cooperate in the defense, the applicant shall not thereafter be responsible to defend, indemnify or hold harmless the City.

The City shall have the sole right to choose its counsel, including the City Attorney's office or outside counsel. At its sole discretion, the City may participate at its own expense in the defense of any action, but such participation shall not relieve the applicant of any obligation imposed by this condition. In the event the Applicant fails to comply with this condition, in whole or in part, the City may withdraw its defense of the action, void its approval of the entitlement, or take any other action. The City retains the right to make all decisions with respect to its representations in any legal proceeding, including its inherent right to abandon or settle litigation.

For purposes of this condition, the following definitions apply:

"City" shall be defined to include the City, its agents, officers, boards, commission, committees, employees and volunteers.

"Action" shall be defined to include suits, proceedings (including those held under alternative dispute resolution procedures), claims or lawsuits. Actions includes actions, as defined herein, alleging failure to comply with any federal, state or local law.

Nothing in the definitions included in this paragraph are intended to limit the rights of the City or the obligations of the Applicant otherwise created by this condition.



## PROJECT BACKGROUND

The project site is a rhombus-shaped property fronting on the north side of Ventura Boulevard between Libbit Avenue to the west and Woodley Avenue to the east within the Encino – Tarzana Community Plan. The subject property, a relatively flat property, is comprised of two lot portions with a combined area of approximately 39,421 square feet (0.9 acre). The subject property is zoned C4-1L with a corresponding General Plan land use designation of Regional Commercial. The site is also located within the Ventura – Cahuenga Boulevard Corridor Specific Plan and Encino Streetscape Plan. It is not within the boundaries of or subject to any other specific plan, community design overlay, or interim control ordinance.

The subject property is improved with two currently-occupied buildings: a one-story, approximately 730 square-foot commercial building located at 16163 Ventura Boulevard built around 1953; and, a two-story approximately 23,261 square-foot commercial office building located at 16161 Ventura Boulevard built around 1955. Neither of the two existing buildings are identified as historic resources designated in the City, state or federal programs or identified and recorded in SurveyLA as potentially eligible historic resources. Also located on site is a freestanding billboard sign, measuring approximately 49 feet in height, located near the southeast corner of the project site, and which is to remain as part of the proposed development.

The proposed project includes the demolition and removal of the two currently occupied, existing commercial-office buildings and a surface parking lot; and the construction of an approximately 106,846 square-foot, 114-unit, multi-family residential development, inclusive of 11 restricted affordable units. The proposed 114 residential dwelling units consist of 112 multi-family apartment units with a mix of studio (32 units), one-bedroom (65 units), and two-bedroom (15 units) units, and two live/work units. The building is proposed to be 86 feet (at its highest point) built to six stories plus a mezzanine on part of the building, with the building step-backs from Ventura Boulevard as prescribed by the Ventura – Cahuenga Boulevard Corridor Specific Plan; and, as provided by the City's Density Bonus provisions under LAMC Section 12.22-A,25(f)(5)(iii), within 50 feet of the rear property line (adjacent to the R1 Zone) the building height is approximately 72 feet and steps up to 86 feet beyond the 50-foot required step back. The total floor area of the proposed development is 2.7 to 1. The project's maximum lot coverage is 66 percent.

In accordance with California State Law and LAMC Section 12.22-A,25, the project is eligible for a density bonus of 35 percent and up to two on-menu incentives in exchange for setting aside a minimum 11 percent of pre-density bonus units for Very Low Income households for a period of 55 years. The underlying C4 zoning of the site permits a maximum residential density of 99 dwelling units. In exchange for setting aside 11 units (equal to 11 percent of the base density) for Very Low Income Households, the project is entitled to a density bonus of up to 35 percent (an additional 35 dwelling units) up to a maximum permitted density of 134 dwelling units. In this case, the proposed density of 114 units equates to an additional 15 units, or a 15 percent density bonus.

The proposed project complies with the parking required pursuant to LAMC Section 12.22-A,25(d)(1), Density Bonus Parking Option 1 and the Bicycle Parking Reduction under LAMC Section 12.21-A,4 resulting in an overall parking requirement of 111 parking spaces. The proposed project provides 114 vehicle parking spaces and 126 bicycle long-term and short-term spaces. On-site parking is provided partially on the ground floor and within a parking garage located below the building on two subterranean levels. No vehicular parking will be visible from the street. Vehicular access to the proposed project will be directly from Ventura Boulevard. The minimum 19-foot wide driveway will provide access to the entrance of the parking garage and will serve as the fire lane along the western edge of the subject property.

The proposed project includes 12,075 square feet of usable open space, in excess of the required 11,825 square feet based on the unit mix. Proposed open space areas include; an approximately 1,935 square-foot ground floor plaza area along Ventura Boulevard; an approximately 3,600



square-foot residential courtyard amenity space on Level 2 open to above, with access to a 2,460 square foot fitness room and clubroom; a 750 square-foot rooftop lounge and outdoor deck on Level 6; and approximately 2,400 square feet of private balconies. The common open space areas will be landscaped with a combination of trees, shrubs, and groundcover. The project includes 4,412 square feet of landscaped area dispersed throughout the ground floor, second floor, and sixth floor.

### **Surrounding Properties**

Surrounding properties are characterized by relatively level terrain and improved streets, developed with a combination of commercial, office, institutional, and residential uses. Immediately abutting land uses include single-family residences to the north within the R1-1 Zone, a 13-story commercial office building to the east within the C4-1L Zone, a five-story commercial office building to the south across Ventura Boulevard within the C4-1L Zone, and a two-level above-ground parking structure to the west that serves the Encino Hospital Medical Center within the C4-1L Zone.

### **Streets, Circulation, and Transit**

Ventura Boulevard, abutting the subject property to the south, is a designated Boulevard II, dedicated to a right-of-way width of 100 feet along the project's street frontage, and improved with asphalt roadway and concrete curb, gutter, and sidewalk.

The following bus stops are located near the project site:

- Metro Local Lines – 150/240 (0.1 mile); 155 (0.8 mile); and 236 (0.9 mile)
- Metro Rapid Line – 750 (0.1 mile) and 744 (0.1 mile)

The nearest freeway access is to the 101 Freeway via Hayvenhurst Avenue approximately 0.9 mile northwest of the project site and the 405 Freeway via Ventura Boulevard approximately one mile east of the project site. The subject property is not located within 1,000 feet of any freeway.

### **Housing Replacement**

With Assembly Bill 2222, applicants of Density Bonus projects filed as of January 1, 2015 must demonstrate compliance with the housing replacement provisions which require replacement of rental dwelling units that either exist at the time of application of a Density Bonus project, or have been vacated or demolished in the five-year period preceding the application of the project. This applies to all pre-existing units that have been subject to a recorded covenant, ordinance, or law that restricts rents to levels affordable to persons and families of lower or very low income; subject to any other form of rent or price control; or occupied by Low or Very Low Income Households.

On September 28, 2016, Governor Brown signed Assembly Bill 2556 (AB 2556) which further amended the State Density Bonus Law. The amendments took effect on January 1, 2017. AB 2556 clarifies the implementation of the required replacement of affordable units in Density Bonus projects, first introduced by AB 2222. AB 2556 further defines "equivalent size" to mean that as a whole, the new units must contain at least the same total number of bedrooms as the units being replaced.

Pursuant to the Determination made by the Los Angeles Housing and Community Investment Department (HCIDLA) dated August 17, 2017, the proposed project will not be required to provide any units affordable to Low or Very Low Income Households, since the existing structures on-site are commercial and these regulations do not apply to commercial buildings.



**Code Criteria**

Pursuant to LAMC Section 12.22-A,25(e)(2), in order to be eligible for any on-menu incentives, a Housing Development Project shall comply with the following criteria, which it does:

- a. *The façade of any portion of a building that abuts a street shall be articulated with a change of material or a break in plane, so that the façade is not a flat surface.*

The building provides a variety of architectural materials and building planes, while creating a pedestrian-scaled project at the street level. The proposed project has been designed with a street-facing façade along Ventura Boulevard, including two live/work units along the ground floor frontage of the property along with the apartment lobby and leasing office space. The proposed building façade creates a pedestrian scale commercial frontage along Ventura Boulevard with a glazed storefront system and differentiates the upper floors with alternate building materials, utilizing a maximum of three materials in three different colors: the body of the proposed building is a white, smooth-finish plaster with accent areas of an additional shade, lap siding and simulated wood panels. The upper floors create visual interest with the application of varied finishes, private balconies, and roof terraces to provide horizontal and vertical articulation throughout the building façade. The building has also been designed with a step back along Ventura Boulevard, which provides a break along the street-facing façade for massing relief. As such, the street-facing façade of the new building will be articulated with a change of materials and breaks in plane, so that the façade is not a flat surface.

- b. *All buildings must be oriented to the street by providing entrances, windows architectural features and/or balconies on the front and along any street facing elevation.*

The proposed building will be oriented toward Ventura Boulevard with the main entrance, windows, architectural features, and balconies on the street-facing elevation as required. The project has a main residential lobby accessed at the street level on Ventura Boulevard, providing activity along the street frontage. The project's street-facing façade contains balconies and windows and materials of different sizes and types, including transparent windows and doors broken up by a combination of cementitious siding, simulated wood panels, finished concrete, plaster, metal screen guardrails, and metal awnings. The articulation and fenestration of the building adds visual interest and variety, particularly to the street-facing façade along Ventura Boulevard.

- c. *The Housing Development Project shall not involve a contributing structure in a designated Historic Preservation Overlay Zone (HPOZ) and shall not involve a structure that is a City of Los Angeles designated Historic-Cultural Monument (HCM).*

The proposed project is not located within a designated Historic Preservation Overlay Zone, nor does it involve a property that is designated as a City Historic-Cultural Monument.

- d. *The Housing Development Project shall not be located on a substandard street in a Hillside Area or in a Very High Fire Hazard Severity Zone as established in Section 57.25.01 of the LAMC.*

The project is not located in either a Hillside Area or Very High Fire Hazard Severity Zone.



## FINDINGS

### **DENSITY BONUS/AFFORDABLE HOUSING INCENTIVES COMPLIANCE FINDINGS**

Pursuant to Section 12.22-A,25(c) of the LAMC, the Director shall approve a density bonus and requested incentive(s) unless the director finds that:

1. The incentives are **not required** to provide for affordable housing costs as defined in California Health and Safety Code Section 50052.5 or Section 50053 for rents for the affordable units.

The record does not contain substantial evidence that would allow the Director of City Planning to make a finding that the requested incentives are not necessary to provide for affordable housing costs per State Law. The California Health & Safety Code Sections 50052.5 and 50053 define formulas for calculating affordable housing costs for very low, low, and moderate income households. Section 50052.5 addresses owner-occupied housing and Section 50053 addresses rental households. Affordable housing costs are a calculation of residential rent or ownership pricing not to exceed 25 percent gross income based on area median income thresholds dependent on affordability levels.

The project substantially complies with the applicable regulations, standards, and provisions of the State Density Bonus Program. The project includes 11 percent of the project's base density as Very Low Income restricted affordable units, for a total of 11 residential units. The project represents an urban in-fill development on a commercial lot that is underutilized in the C4 Zone. No substantial evidence has been entered into the record indicating that either the requested on-menu incentives to increase FAR to 2.7:1 and to allow a maximum 86-foot building height are not required to provide for the project's affordable housing costs (as defined in California Health and Safety Code Sections 50052.5 or 50053) and/or accommodate the restricted very low income unit rents.

The list of On-Menu Incentives in Section 12.22-A,25 of the L.A.M.C. were pre-evaluated at the time the Density Bonus Ordinance was adopted to include types of relief that minimize restrictions on the size of the project. As such, the Director will always arrive at the conclusion that the Density Bonus On-Menu Incentives are required to provide for affordable housing costs because the incentives by their nature increase the scale of the project.

#### **Floor Area Ratio**

Pursuant to LAMC Section 12.22-A,25(f)(4)(ii), a project whose parcel is located within 1,500 feet of a Transit Stop, in a commercial zone in Height District 1 (including 1VL, 1L, and 1XL), and fronts on a Major Highway (Boulevard II under the Mobility Plan 2035) shall not exceed a Floor Area Ratio of 3 to 1. The subject property is located with frontage on Ventura Boulevard, a Boulevard II designated roadway. In addition, the subject property is located within 1,500 feet of bus routes including the Metro Rapid (744 and 750) and Metro Local and Limited (150/240) lines, which all stop at the intersection of Ventura Boulevard and Woodley Avenue, approximately 600 feet east of the project site.

The subject property is located in the C4-1L Zone, fronting on Ventura Boulevard and within the geographic boundaries of the Ventura – Cahuenga Boulevard Corridor Specific Plan, which would normally allow a maximum Floor Area Ratio of 1.25 to 1. The proposed project qualifies for an increase in the allowable FAR of up to 3 to 1 as detailed in the paragraph above. To achieve its proposed floor area of approximately 106,846 square feet, the project is utilizing an FAR of 2.7:1 (2.7 x 39,421 square feet = 106,846 SF).



The additional FAR would allow for the construction of units which are sufficient in size and developed throughout the entirety of the site. Accordingly, no substantial evidence has been entered into the record indicating that the requested FAR incentive is not required to accommodate the project's affordable housing costs and very low income restricted rent levels.

### Height

The subject property is located in the C4-1L Zone, within the boundaries of the Ventura – Cahuenga Boulevard Corridor Specific Plan, allowing for a maximum height, per the underlying zone, of 75 feet, and in addition, must meet the Specific Plan's requirements to incorporate the necessary setbacks to reach a height above 45 feet.

The proposed project reaches a maximum height of 86 feet and incorporates an incremental 30-foot setback to meet the Specific Plan's requirements for height above 45 feet. In addition, with a Density Bonus request pursuant to LAMC Section 12.22-A,25(f)(5), the proposed project maintains a maximum height of 75 feet within 50 feet of the rear property line (common lot line with a lot classified in the R-1 Zone.) For the portions of the property located more than 50 feet of the rear property line, the proposed building reaches a maximum height of 86 feet. This represents an 11-foot height increase through the utilization of an on-menu incentive for height under LAMC Section 12.22-A,25(f)(5).

The additional height is necessary to physically construct the proposed project inclusive of the affordable and market rate units at the proposed 2.7 to 1 FAR. Thus, the requested incentive to allow a maximum 86-foot building height must be approved pursuant to California Government Code Section 65915(e) as no substantial evidence has been submitted into the record indicating that the height is unnecessary to physically accommodate and construct the proposed project.

It is the intent of the incentives to allow the project to be configured in such a manner that makes it functionally feasible. The requested on-menu incentives allow the developer to expand the building envelope so the additional 11 restricted affordable units can be constructed and the overall space dedicated to residential uses is increased. These incentives support the applicant's decision to set aside 11 units for Very Low Income Households for a period of 55 years.

2. **The Incentive will have a specific adverse impact upon public health and safety or the physical environment, or on any real property that is listed in the California Register of Historical Resources and for which there are no feasible method to satisfactorily mitigate or avoid the specific adverse impact without rendering the development unaffordable to Very Low, Low and Moderate Income households. Inconsistency with the zoning ordinance or the general plan land use designation shall not constitute a specific, adverse impact upon the public health or safety.**

There is no evidence in the record that the proposed density bonus incentives will have a specific adverse impact. A "specific adverse impact" is defined as, "a significant, quantifiable, direct and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete" (LAMC Section 12.22,A-25(b)). As required by Section 12.22 A.25(e)(2), the project meets the eligibility criterion that is required for density bonus projects. The project also does not involve a contributing structure in a designated Historic Preservation Overlay Zone or on the City of Los Angeles list of Historical-Cultural Monuments. It is also not located on a substandard street in a Hillside area or Very High Fire Hazard Severity Zone. The record does not identify any written objective health or safety standards that are exceeded or violated. Nor does the record contain any evidence



that significant, quantifiable, direct and unavoidable impacts will occur. Finally, the project and potential impacts were analyzed in accordance with the California Environmental Quality Act (CEQA) Guidelines and the City's L.A. CEQA Thresholds Guide. These two documents establish guidelines and thresholds of significant impact, and provide the data for determining whether or not the impacts of a proposed project reach or exceed those thresholds. Analysis of the proposed project determined that it is Categorically Exempt from environmental review pursuant to Article 19, Class 32 of the CEQA Guidelines. Therefore, there is no substantial evidence that the proposed incentives will have a specific adverse impact on public health and safety.

### **PROJECT PERMIT COMPLIANCE FINDINGS**

#### **3. The project substantially complies with the applicable regulations, standards, and provisions of the specific plan.**

With approval of the associated on-menu Density Bonus incentives described above, the proposed project complies with all applicable development requirements (regulations, standards, and provisions) of the Ventura – Cahuenga Boulevard Corridor Specific Plan, as follows:

##### *Section 5: Prohibitions, Violations, Enforcement, Use Limitations and Restrictions, and Exemptions*

##### *Section 5.C.3, Other Limitations within the Ventura/Cahuenga Boulevard Corridor Specific Plan Area*

This provision restricts the use of permanent cargo containers, and allows for the use of temporary permits for cargo containers for incidental storage to an existing commercial use. The proposed Project will not employ the use of cargo containers, and thus, is in compliance with this provision.

##### *Section 6: Building Limitations*

##### *Section 6.B.3. Floor Area Ratio Limitations*

This provision limits projects within the Regional Commercial Plan Designations to a maximum Floor Area Ratio of 1.25 to 1. The proposed Project includes approximately 106,846 square feet of floor area on an approximately 39,421 square-foot lot, with a buildable area of approximately 39,421 square feet. This results in a Floor Area Ratio of 2.7 to 1. In conjunction with the approval of the Density Bonus with requested on-menu incentive for increased FAR up to 3 to 1 based on the subject property's location within 1,500 feet of a Transit Stop, the project complies with the applicable FAR limitations of the Specific Plan.

##### *Section 7: Land Use Regulations*

##### *Section 7.A.2. Regional Commercial and Community Commercial Plan Designation Areas*

- a. **Front Yards and Setbacks.** *No project shall be built within 18 inches of the front lot line and this area shall be landscaped to the satisfaction of the Director of Planning. A maximum 10-foot Front Yard shall be permitted. No parking area or driveway shall be placed directly in front of the building except where a driveway is located to provide direct access through the building to a parking area located in the building or to the rear of the building.*



**Alternatives:**

1. *Notwithstanding Paragraph (a) above, except for areas required for vehicular access to parking, a Front Yard of between 10 feet and 40 feet in depth for a maximum of 50 percent of the length of the front lot line or a maximum width of 50 feet, whichever is less, may be provided. If this Alternative is utilized, then the Project shall not be subject to the requirement is Subsection 7 E 1 (f) and (g).*

This provision applies to the Regional Commercial and Community Commercial Plan Designation Areas, providing for a minimum front yard depth of 18 inches and a maximum front yard depth of 10 feet for 50 percent of the length of the front lot line and a maximum of 40 feet for a maximum of 50 percent of the length of the front lot line. The proposed project provides for an 18-inch front yard setback from the front property line, which will be landscaped as shown on the plans stamped as Exhibit "A" and attached to the subject case file. The project also proposes a ground floor plaza area that spans a length of 53 feet (48 percent of the lot frontage) along the Ventura Boulevard frontage and for a variable depth of between 33 feet to 40 feet. The ground floor plaza area will be landscaped and provide residents and visitors with a place to gather thus activating the subject property's Ventura Boulevard frontage.

- b. **Side Yards.** *No side yard shall be permitted at the Ground Floor except that an accessway, which may include a maximum 20-foot wide driveway, a maximum 4 foot wide walkway and landscape buffers of 18 inches to 5 feet on either side of the accessway may be provided for vehicular access to parking and pedestrian access to the building, or as specified in Subsection D [Parking] below, or where the Project contains residential uses, in which case, LAMC Sections 12.07, 12.07.01, 12.07.1, 12.08, 12.08.01, 12.08.3, 12.08.5, 12.09, 12.09.5, 12.10, 12.11 and 12.12 shall apply.*

Where the project contains residential uses, the Specific Plan defers to the LAMC relative to side yards. The minimum required side yards are met per the LAMC. The proposed project is a residential apartment building on a lot zoned C4-1L, which requires buildings erected and used for residential purposes to conform to the requirements of the R4 Zone. Pursuant to LAMC Section 12.11-C, which stipulates area requirements for the R4 Zone, for a main building not more than two stories in height, there shall be a side yard on each side of said building of not less than five feet, for a building more than two stories in height, one foot shall be added to the width of such side yard for each additional story above the second story, but in no event, shall a side yard of more than 16 feet in width be required. The project observes a minimum nine-foot side yard along both the easterly and westerly property lines, consistent with the side yard requirements for the underlying zone for a six-story building with a mezzanine. Thus, the proposed project is in compliance with this provision as shown on the plans submitted with this instant application.

- c. 2. **Rear Yards.** *If the rear lot line of a lot is adjacent to a residential use, then the lot shall have a minimum 20-foot rear yard, unless more is required by LAMC Section 12.21.1 A.10.*

The proposed project shares a common lot line with a lot classified in the R1 zone, requiring a minimum 20-foot rear yard. The proposed Project provides a landscaped rear yard in compliance with this requirement as shown on the plans submitted with this instant application.

**Section 7.B.1. Lot Coverage**



This provision applies to the Regional Commercial and Community Commercial Plan Designation Areas, and restricts buildings and structures to no more coverage than 75 percent of the lot area. The proposed project has a lot coverage of approximately 66 percent and is therefore in compliance with this provision.

#### *Section 7.D. Landscaping Requirements*

##### *3. Yards, Setbacks, and Building Frontages*

- a. At least 60 percent of all Front Yards or front setbacks in excess of 18 inches shall be landscaped and the remainder shall be finished to City standards for sidewalks, or finished with other paving materials, including concrete pavers, brick masonry pavers.*

##### ***Alternative:***

*Notwithstanding Paragraph (a) above, where sidewalk dining or a water feature is provided, at least 30 percent of all Front Yards or front setbacks in excess of 18 inches, shall be landscaped and the remainder shall be finished to City standards for sidewalks, or finished with other paving materials, including concrete pavers, brick masonry pavers or tile or covered gravel.*

This provision applies to the portions of the proposed project's front yard setback that are in excess of 18 inches. The subject property will have a front yard setback of varying depth from 33 feet to 40 feet for a length of approximately 53 feet along the front lot line. Landscape within the front yard setback includes new trees and planters incorporated with a plaza area along Ventura Boulevard, in addition to a paved entry plaza with decorative pavers and a water feature, as shown on the landscape plan stamped Exhibit "A".

- b. The Applicant shall install an automatic irrigation system to maintain all required landscaping.*

As shown on the stamped landscape plan, the proposed project will install an automatic irrigation system to maintain all required landscaping on the subject property.

#### *Section 7.E. Height Limit – Encino*

- 1.c.1. From the intersection of the San Diego Freeway overpass and Ventura Boulevard to the intersection of Balboa Boulevard and Ventura Boulevard: On both sides of Ventura Boulevard – 45 feet.*

- 1.g In addition, in the Regional Commercial Plan Designation area, building abutting a major or secondary highway may exceed 45 feet in height, if, for each 10 foot increment above 45 feet, at least a ten foot setback from the roof perimeter is provided.*

The subject property is located on Ventura Boulevard between the San Diego Freeway overpass at Ventura Boulevard and the intersection of Balboa Boulevard and is therefore subject to this Section of the Specific Plan. The proposed building observes a 30-foot stepback from the roof perimeter consistent with Section 7.E.1(g) of the Specific Plan and allowing for a building height not to exceed that of the underlying zone, in this case 75 feet. In addition, in conjunction with the approval of the Density Bonus with requested on-menu incentive for an additional 11 feet in height, the project will observe a maximum height of 86 feet for the portions of the building not subject to stepback requirements under the Specific Plan and LAMC Density Bonus provisions. As such, the project complies with the applicable height limitations of the Specific Plan.



### Section 8: Sign Regulations

The proposed project will be in compliance with the standards and regulations contained within this section, as well as with the provisions of LAMC Chapter II, Article 8, Section 28.00; Chapter VI, Article 7, Section 67.00; and Chapter IX, Article 1, Division 62, in regards to Wall Signs, Monument Signs and Projecting Signs. The Specific Plan allows for existing legally erected off-site commercial signs to be replaced on the same site, at the option of the property owner. In this case, the existing billboard on-site will remain in place along Ventura Boulevard as part of the proposed development.

### Section 9.A.1. Project Permit Compliance Process

In compliance with this section, the applicant has filed for Project Permit Compliance Review. The application included a submittal of plot plans, landscape and irrigation drawings, and building elevations, and photographic renderings. In addition, the project was issued a Categorical Exemption, ENV-2017-3173-CE, as the environmental clearance for the proposed project.

### Section 10: Transportation Mitigation Standards and Procedures

With regards to the Specific Plan's Transportation Mitigation Standards and Procedures, the Department of Transportation (DOT) has completed the traffic assessment for the proposed project in a letter dated February 5, 2018. This traffic analysis is based on a traffic study prepared by Overland Traffic Consultants, Inc. dated December 2017. Based on DOT's traffic impact criteria, the traffic study included the detailed analysis of seven intersections and determined that none of the study intersections would be significantly impacted by project-related traffic. As such, no mitigation measures (traffic-related or otherwise) have been required and the project is in compliance with this Section of the Specific Plan.

### Section 11: Project Impact Assessment Fee

As stated in the DOT Traffic Assessment letter dated February 5, 2018 and pursuant to Section 11 of the Specific Plan, the applicant may be required to pay or guarantee to pay a Project Impact Assessment (PIA) Fee to DOT before the issuance of any building permit. Payment is required before construction commences and as such, the project will be in compliance with this Section of the Specific Plan.

### Section 14: Public Right-of-Way Improvements

#### *Encino Streetscape Plan*

This section refers to design guidelines specifically created for the Encino area of the Specific Plan, known as the Encino Streetscape Plan, which was approved by the City Planning Commission on March 27, 2003, following the adoption of the Specific Plan and subsequent amendments to the plan. The subject property is located within the Streetscape District known as "Subarea C" of the Streetscape Plan, which has its own distinct street tree, planting, and design recommendations.

Additionally, the Streetscape Guidelines provide "On-Site Improvement Standards/Design Guidelines", of which the following are applicable to the proposed Project.

#### *Section 6.3 Street Level Design*



In compliance with this section, the proposed project will provide three “Golden Trumpet” Trees per the Encino Streetscape Plan. In addition, the front yard will have an approximately 1,935 square-foot ground floor plaza area that stretches 53 feet along the Ventura Boulevard frontage and has a variable depth of 33 feet to 40 feet, thereby providing dimensional relief along the building facing the sidewalk and Ventura Boulevard.

#### *Section 6.5 Lighting*

In harmony with this guideline, the proposed project will provide on-site lighting that is directed on site and will not be directed towards adjacent properties, including residential uses.

#### *Section 6.6.1 Parking Lot/Structure Landscaping*

In harmony with this guideline, a 10-foot landscaped buffer is provided between the building and the east property line at the ground floor level. Further, the grade-level parking is located within the building and screened from view.

4. **The project incorporates mitigation measures, monitoring measures when necessary, or alternatives identified in the environmental review which would mitigate the negative environmental effects of the project, to the extent physically feasible.**

The Director of Planning has determined that the project is categorically exempt pursuant to State CEQA Guidelines, Article 19, Section 15332, Class 32 for an in-fill development, and there is no substantial evidence demonstrating that an exception to categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies. Mitigation measures are not necessary for the subject project, and there are no potentially significant negative environmental effects associated with the project.

### **SITE PLAN REVIEW FINDINGS**

5. **The project is in substantial conformance with the purposes, intent and provisions of the General Plan, applicable community plan, and does not conflict with any applicable regulations, standards, and any applicable specific plan.**

The project is consistent with various elements of the General Plan, including the Framework Element, Mobility Element, Housing Element, Encino – Tarzana Community Plan, Ventura – Cahuenga Boulevard Corridor Specific Plan, and Encino Streetscape Plan and Design Guidelines, as follows:

#### ***General Plan Framework***

The City of Los Angeles’ Citywide General Plan Framework Element establishes the overall policy and direction for the entire City of Los Angeles General Plan. It provides a citywide context and a comprehensive long-range strategy to guide the update of the General Plan’s other mandated and optional elements. The Framework Element establishes the fundamental and overarching goals, objectives and policies for the City of Los Angeles, Community Plans and Specific Plans. Following are goals, objectives and policies relevant to the proposed project:

- **Land Use Goal 3C:** Multi-family neighborhoods that enhance the quality of life for the City’s existing and future residents.



- **Objective 3.7:** Provide for the stability and enhancement of multi-family residential neighborhoods and allow for growth in areas where there is sufficient public infrastructure and services and the residents' quality of life can be maintained or improved.
  - **Policy 3.7.1:** Accommodate the development of multi-family residential units in areas designated in the community plans ... and Zoning Ordinance densities ... with the density permitted for each parcel to be identified in the community plans.

The project provides 114 multi-family residential dwelling units, including 11 restricted affordable units, along Ventura Boulevard with access to public infrastructure and services. The subject property is located within close proximity to bus routes, including the Metro Rapid (744 and 750) and Metro Local and Limited (150/240) lines, with access to businesses and services in the area and region. Further, the proposed project enhances the quality of life for its residents by providing more than the LAMC required open space of 11,825 square feet with proposed usable open space of 12,075 square feet, including an approximately 1,935 square-foot ground floor plaza area open and available to passersby; an open outdoor courtyard on the second floor with residential amenities adjacent to the proposed fitness facility room and clubroom; and a skydeck on the sixth floor with views to Ventura Boulevard.

### ***Mobility Element***

The Mobility Plan 2035 (Adopted August 11, 2015) is “*an update to the City’s General Plan Transportation Element (last adopted in 1999)*” ... and, “... incorporates ‘complete streets’ principles and lays the policy foundation for how future generations of Angelenos interact with their streets.” (Mobility Plan 2035, Page 13). The Mobility Plan designates Ventura Boulevard as a Boulevard II, for which the City of Los Angeles’ mobility standards require a 55-foot half right-of-way (40-foot half-roadway and 15-foot sidewalk/parkway). Ventura Boulevard is dedicated to half-right-of-way width of 50 feet on the north half fronting the subject property. Therefore, the current right-of-way width of 50 feet is less than the minimum 55 feet which would normally be required, resulting in a requirement for dedication of an additional five feet of frontage. In conjunction with the approval of the requested Waiver of Dedication and Improvements, the project would continue to observe a 50-foot half right-of-way, consistent with abutting development along Ventura Boulevard.

Furthermore, the project meets the following goals and objectives of Mobility Plan 2035:

- **Policy 2.3:** Recognize walking as a component of every trip, and ensure high-quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.

The project would encourage pedestrian activity as a result of the live-work units and plaza located on the ground floor. The design of the project would enhance the pedestrian experience with landscaping and other improvements, resulting in a safe and comfortable walking environment for area residents and visitors.

- **Policy 3.1:** Recognize all modes of travel, including pedestrian, bicycle, transit, and vehicular modes - including goods movement - as integral components of the City’s transportation system.
- **Policy 3.3:** Promote equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services.



- **Policy 3.4:** Provide all residents, workers and visitors with affordable, efficient, convenient, and attractive transit services.
- **Policy 3.5:** Support “first-mile, last-mile solutions” such as multi-modal transportation services, organizations, and activities in the areas around transit stations and major bus stops (transit stops) to maximize multi-modal connectivity and access for transit riders.
- **Policy 3.8:** Provide bicyclists with convenient, secure and well-maintained bicycle parking facilities.

The project’s proximity to Metro Rapid and Local bus routes will reduce vehicular trips to and from the project, vehicle miles traveled, and improve air pollution; and its ground floor treatment will encourage pedestrian activity within an active commercial district through pedestrian-friendly design. In addition, the project will provide Code-required bicycle parking supporting “first-mile, last-mile solutions”, enabling residents and visitors improved access to the project.

- **Policy 5.4:** Continue to encourage the adoption of low and zero emission fuel sources, new mobility technologies, and supporting infrastructure.

As part of the proposed project, 2,460 square feet of the roof area will be reserved for the installation of solar panels and the project will be required to use electric or solar-powered generators during construction, when feasible.

### ***Housing Element***

The Housing Element of the General Plan will be through the development of the proposed project. The Housing Element is the City’s blueprint for meeting housing and growth challenges. It identifies the City’s housing conditions and needs, reiterates goals, objectives, and policies that are the foundation of the City’s housing and growth strategy, and provides the array of programs the City has committed to implement to create sustainable, mixed-income neighborhoods across the City. The Housing Element contains the following goals and objectives:

- **Goal 1:** A City where housing production and preservation result in an adequate supply of ownership and rental housing that is safe, healthy and affordable to people of all income levels, races, ages, and suitable for their various needs.
  - **Objective 1.1:** Produce an adequate supply of rental and ownership housing in order to meet current and projected needs.
    - **Policy 1.1.2:** Expand affordable rental housing for all income groups that need assistance.
    - **Policy 1.1.3:** Facilitate new construction and preservation of a range of different housing types that address the particular needs of the city’s households.
    - **Policy 1.1.4:** Expand opportunities for residential development, particularly in designated Centers, Transit Oriented Districts and along Mixed-Use Boulevards.

The Housing Element encourages new construction and a range of different housing types that address the needs of the City’s diverse households. The proposed development is a



mixed-income project that will make housing available to a range of individuals. The project proposes to provide 114 residential dwelling units, including 11 restricted affordable units reserved for Very Low Income Households. The units include a mix of studio, one-, and two-bedroom units as well as two live-work units. The proposed project expands housing opportunities on a commercially-zoned property along Ventura Boulevard and offers new housing opportunities close to transit and within a major job center. The proposed project is within close proximity of bus routes including the Metro Rapid (Routes 744 and 750) and Metro Local and Limited (150/240) lines, thereby enabling future residents the opportunity to use public transit to work, shop and for social recreational purposes. For example, the Metro Rapid Route 744 extends from Cal-State Northridge northwest of the subject property to the City of San Fernando to the northeast of the subject property; and Metro Rapid Route 750 extends from the Warner Center on the west to Universal City on the east.

- **Goal 2:** A City in which housing helps to create safe, livable and sustainable neighborhoods.
  - **Objective 2.1:** Promote safety and health within neighborhoods.
  - **Objective 2.2:** Promote sustainable neighborhoods that have mixed-income housing, jobs, amenities, services, and transit.
    - **Policy 2.2.3:** Promote and facilitate a jobs/housing balance at a citywide level.
  - **Objective 2.4:** Promote livable neighborhoods with a mix of housing types, quality design and scale and character that respects unique residential neighborhoods in the City.
    - **Policy 2.4.2:** Develop and implement design standards that promote quality residential development.

The project would increase safety in the area, consistent with the goal of the Housing Element to provide a safe, livable, and sustainable neighborhood. The ground floor live-work units with storefront windows and outdoor plaza would activate the streets, while the residential units above are oriented outward, providing eyes on the street during all hours of the day to create a safer environment. The design of the proposed development employs character-defining entrances and architectural variations, and follows urban design principles that improve the appearance and functionality of the area. By locating multi-family residential uses near transit, the project has connections to employment and amenities not only along the Ventura Boulevard corridor, but also the greater San Fernando Valley and Los Angeles region. As such, the project would promote and facilitate a jobs/housing balance.

### ***Encino – Tarzana Community Plan***

The Land Use Element of the General Plan is comprised of 35 Community Plans spanning the City of Los Angeles. The project site is located within the boundaries of the Encino – Tarzana Community Plan, which designates the subject property for Regional Commercial land uses corresponding to the C4, C2, and RAS3 Zones with footnotes allowing Height District No. 1 and a Floor Area Ratio of 3 to 1. The subject property is zoned C4-1L and is thus consistent with the existing land use designation.

The development of the project represents the opportunity to achieve the overarching goals of the Encino – Tarzana Community Plan, which include facilitating the expansion of



housing choices in order to attract new and diverse households near commercial centers and transit. The proposed development furthers the following Community Plan goals, objectives, and policies:

- **Goal 1:** A safe, secure and high quality residential environment for all economic, age and ethnic segments of the community.
  - **Objective 1-1:** To provide for the preservation of existing housing and for the development of new housing to meet the diverse economic and physical needs of the existing residents and projected population of the Plan area to the year 2010.
    - **Policy 1-1.3:** Protect existing stable single-family and low density residential neighborhoods from encroachment by higher density residential and other incompatible uses.
    - **Policy 1-1.4:** Protect the quality of the residential environment through attention to the appearance of communities, including attention to building and site design.
  - **Objective 1-2:** To locate new housing in a manner which reduces vehicular trips and makes it accessible to services and facilities.
    - **Policy 1-2.1:** Locate higher residential densities near commercial centers or transit stations and major bus routes where public services facilities, utilities and topography will accommodate this development.
    - **Policy 1-2.2:** Encourage multiple residential development in commercial zones.

The proposed project is consistent and compatible with the various objectives and policies of the Encino – Tarzana Community Plan, as it would increase housing choices for Encino employees and residents, promote joint live/work housing, and activate the streets with more pedestrians while bringing improvements to the Ventura Boulevard corridor.

The project would provide a range of housing choices in its mix of studio, one-bedroom, two-bedroom, and live-work units. It would also provide mixed-income housing opportunities, supporting the City's desire for more affordable housing options by reserving 11 units for Very Low Income Households. Further, the project would locate higher residential density in proximity to several transit options and employment centers. Additionally, the project reduces vehicular trips by offering housing opportunities along a major commercial arterial that is well served by public transit. The project takes access entirely off Ventura Boulevard, and does not require vehicular access along the residential neighborhood to the north. Furthermore, the project would be developed in a commercial zone where residential uses are permitted. Within 50 feet of the R1 Zone, the proposed building height is 72 feet, in compliance with the development standards of the Ventura – Cahuenga Boulevard Corridor Specific Plan and underlying zone. In addition, the project has been conditioned to provide a landscape buffer and privacy wall along the northern property line, and to limit amplified noise within the common open space areas of the proposed building.

### ***Ventura – Cahuenga Boulevard Corridor Specific Plan***

In 1991, the City Council adopted Ordinance No. 166,560 establishing the Ventura – Cahuenga Boulevard Corridor Specific Plan (and subsequently amended in 1996, 2000,



2001, and 2010). The Encino community is one of the communities for which the Specific Plan was established and the subject property is within the geographic boundaries of the Specific Plan. The Specific Plan establishes policies that, among others, guide new development to enhance the physical environment, minimize impact on public infrastructure and provide high-density housing opportunities along major thoroughfares, near job centers and along public transit routes. Among the purposes of the Specific Plan are the following:

- To assure that an equilibrium is maintained between the transportation infrastructure and land use development in the Corridor and within each separate community of the Ventura-Cahuenga Boulevard Corridor Specific Plan area.
- To assure a balance of commercial land uses in the Specific Plan area that will address the needs of the surrounding communities and greater regional area.
- To provide a compatible and harmonious relationship between residential and commercial development where commercial areas are contiguous to residential neighborhoods.
- To preserve and enhance community aesthetics by establishing coordinated and comprehensive standards for signs, buffering, setbacks, lot coverage, and landscaping.
- To enhance the plan area landscaping by providing guidelines and a process for a coordinated landscaping program of public and private property for the Specific Plan's communities.
- To promote an attractive pedestrian environment which will encourage pedestrian activity and reduce traffic congestion.
- To provide community development limitations based on the community infrastructure's transportation capacity.
- To enhance Community Streetscape Plans by encouraging the undergrounding of utilities.

The subject property is located less than one mile from both the Interstate 405 (San Diego Freeway) and US 101 (Ventura Freeway); along Ventura Boulevard designated a Boulevard II under the Mobility Plan 2035, with convenient access to public transportation. The proposed project of 114 multi-family residential dwelling units, inclusive of 11 restricted affordable units, provides much needed housing and affordable units on a lot classified in the C4 Zone, replacing underutilized commercial buildings. The proposed project exceeds code-required open space, with a ground floor plaza of approximately 1,935 square feet located at the Ventura Boulevard frontage, a residential courtyard amenity at Level 2 of the building, and a skydeck at Level 6 that provides views to Ventura Boulevard and the Santa Monica mountains beyond.

The Specific Plan establishes standards and regulations that in some cases are more restrictive than similar standards of the Los Angeles Municipal Code, in which case the provisions of the Specific Plan apply. The table below provides a summary of the applicable requirements of the Specific Plan and a description indicating that the proposed project complies with said requirements.



SPECIFIC PLAN REQUIREMENTS AND COMPLIANCE		
TITLE - SECTION	REQUIREMENT	PROPOSED
FAR – 6.B.1.a	1.25:1 or 3:1 utilizing on-menu Density Bonus incentive	2.7:1 with Density Bonus incentive – <b>COMPLIES</b>
Front Setback – 7.A.2.a	18-inches; Alternative 1 - 10-40 foot for no more than 50% of the length of the frontage (permitted).	18-inches; and use of Alternative 1 with a variable front yard setback up to 40 feet for a maximum of 48% of the length of the frontage. – <b>COMPLIES</b>
Rear Setback – 7.A.2.c	20-feet	20-feet - <b>COMPLIES</b>
Lot Coverage -7.B.1	75-percent maximum lot coverage	66-percent - <b>COMPLIES</b>
Front Setback Landscape - 7.B.3	60-percent landscape in front yard for setbacks greater than 18"	60% landscape coverage – <b>COMPLIES</b>
Building Height – 7.E.1.g	75-feet plus 11-foot height incentive = 86 feet maximum building height. Add 10-foot setback from the roof perimeter for each 10-foot increment above 45-feet.	For each 10-foot increment above 45-feet in building height: Levels 4 and 5 are stepped back an additional 10 feet; and level 6/mezzanine is stepped back an additional 20 feet from the front (Ventura Boulevard) property line. Additionally, the building steps down from its maximum height of 86 feet to 72 feet within the first 50 feet from the common lot line with a lot classified in the R1 Zone. – <b>COMPLIES</b>

### ***Encino Streetscape Plan and Design Guidelines***

The Encino Streetscape and Design Guidelines were adopted on March 27, 2003 to provide general design guidelines for the community, and to identify the planting and landscape features desired. Applicable goals of the Streetscape Plan are:

- To promote the integration of signage, landscaping, and architectural design.
- To promote awareness that parking facilities are part of the commercial environment and to integrate their appearance with the planned Streetscape.
- To preserve and enhance community aesthetics.
- To promote an attractive pedestrian environment which will encourage pedestrian activity and reduce traffic congestion.
- To promote a high level of pedestrian activity in the Regional Commercial, Community Commercial and Neighborhood Commercial areas by regulating the placement of buildings and structures to accommodate outdoor dining and other ground level retail activity, as well as provide for attractive landscaping.
- To promote design characteristics that give streets an identity through street trees, planted median strips, street furniture, and paving.

Project plans reveal that the proposed project achieves these goals with a total design of building, landscaping and signage that reflects the higher-density residential character of



the building in a commercial location. The entry plaza adjacent to Ventura Boulevard encourages pedestrian access and will be oriented to pedestrians along Ventura even though they may be patronizing other nearby buildings. The building stepbacks above the 45-foot height provide a softening effect that reduces the overall massing of the building. Introducing 114 new residential dwelling units at this location will promote a high level of pedestrian activity in and around the commercial location where the subject property is located.

**6. That the project consists of an arrangement of buildings and structures (including height, bulk and setbacks), off-street parking facilities, loading areas, lighting, landscaping, trash collection, and other such pertinent improvements that is or will be compatible with existing and future development on neighboring properties.**

The arrangement of the proposed development is consistent and compatible with existing and future development in neighboring properties. The subject site is located within the Encino – Tarzana Community Plan along the Ventura Boulevard corridor, which is characterized by a mix of commercial and residential uses along Ventura Boulevard, with single-family residential neighborhood extending north and south of the corridor. Immediate abutting land uses include single-family residences to the north, a 13-story commercial office building to the east, a five-story commercial office building to the south across Ventura Boulevard, and a two-level above-ground parking structure to the west that serves the Encino Hospital Medical Center.

The proposed project includes the construction of a residential building with 114 units, inclusive of two live-work units and 11 units set aside for Very Low Income Households. The project provides a total of 114 vehicle parking spaces and 126 bicycle parking spaces. The subject property is a relatively flat property, is comprised of two lot portions with a combined area of approximately 39,241 square feet (0.9 acre).

Height, Bulk and Setbacks

The proposed building reaches a maximum height of 86 feet with six stories and a mezzanine level. The building features a tiered design with step-backs along the front and rear yards, so that for each 10-foot increment above 45 feet in building height, Levels 4 and 5 are stepped back an additional 20 feet from the front yard adjoining Ventura Boulevard. Additionally, the building steps down from its maximum height of 86 feet to 72 feet within the first 50 feet from the R1-zoned properties to the north. . The proposed building is stepped up to a maximum building height of 86 feet as permitted by the combination of: 1) the underlying base zone, 2) the Ventura-Cahuenga Boulevard Corridor Specific Plan, and 3) the Density Bonus incentive for additional building height.

The Specific Plan permits a building fronting onto Ventura Boulevard to exceed 45 feet in height provided that, for each 10-foot increment above 45 feet in building height, an additional 10 feet of setback is provided from the front property line along Ventura Boulevard up to the building height limit permitted by the Specific Plan and the C4-1L Zone, which is 75 feet and up to six stories. In addition, the applicant has requested a Density Bonus on-menu incentive to permit a maximum building height of 86 feet. As a result, the height of the proposed project serves as a transition from the adjacent 13-story building to the east, the five-story building across Ventura Boulevard, and the two-level parking structure to the west. Additionally, the building provides a step-back from the single family residential homes it adjoins to its rear to the north, thereby providing transitional heights to surrounding residential structures.

The building footprint covers an area of 26,650 square feet. The subject property is 39,421 square feet in area. Therefore, the proposed building footprint covers 66 percent of the lot



which is less than the maximum permitted 75 percent lot coverage established in the Specific Plan.

The proposed building provides the minimum required 18-inch front yard setback along the Ventura Boulevard frontage, similar to the buildings developed on the south side of Ventura Boulevard and adjacent to the subject property on the west, which observe zero to minimal front yard setbacks. Additionally, as permitted by the Specific Plan, the project proposes a 1,935 square-foot ground floor plaza area that meets the Alternative Front Yard Setback with a 53-foot portion of the building frontage (less than 50-percent of the length of the front lot line) setback a maximum 40 feet. The ground floor plaza area is aligned with the driveway and front yard of the building to the east, thereby providing a continuation of the pedestrian access along the public sidewalk area. Further, the proposed tree-lined and landscaped 20-foot rear yard, as required by the Specific Plan, will provide a buffer between the single-family homes to the north and proposed development, while also providing a recreational outdoor area for residents of the project. Along the east and west property lines, the proposed project provides the required side yard setback, allowing for additional landscaped space and buffering from adjacent lots.

#### Off-Street Parking Facilities/Loading Areas

A total of 114 automobile parking spaces and 126 bicycle parking spaces will be provided as part of the proposed development in accordance with LAMC parking requirements. LAMC Section 12.22-A,25(d) provides parking requirements for a Housing Development Project that qualifies for Density Bonus. The proposed project qualifies for a 35 percent density bonus, and has opted to utilize the provisions of Parking Option 1 (LAMC Section 12.22-A,25(d)(1)) where the required number of parking spaces per dwelling unit is: one parking space for each dwelling unit with up to one bedroom, two parking spaces for each dwelling unit with two to three bedrooms and the two joint living and work units.

A multiple-family residential housing development is required to provide bicycle parking spaces including: one long-term space per dwelling unit; and, one short-term parking space for each 10 dwelling units (LAMC Section 12.21-A,16(a)(1)). The proposed project provides 126 code-required bicycle parking spaces (including 114 long-term and 12 short-term bicycle spaces). Bicycle parking spaces are located in a bicycle storage room on level one as illustrated in the project plans.

LAMC Section 12.21-A,4 provides that required automobile parking spaces may be reduced by one parking space for each four bicycle parking spaces provided, for up to a maximum 15 percent reduction of required vehicle parking spaces. The project will utilize a 13 percent reduction of required vehicle parking spaces to reduce the parking requirement to 114 vehicle parking spaces in lieu of 131 spaces.

All vehicular access to the project site will be from Ventura Boulevard similar to the ingress and egress of the existing building on the site. The driveway will provide access to the entrance of the two-level subterranean parking garage and will serve as the fire lane along the western edge of the property line. The driveway access will be a minimum 19 feet in width and consistent with all applicable code requirements. None of the proposed parking will be visible from the street. This on-site amenity allows the project to be self-contained and compatible with existing and future development.

The project does not include or require a loading area because the project does not contain commercial uses. Therefore, for the reasons stated above, the off-street parking facilities will be compatible with the existing and future developments in the neighborhood.



### Lighting

Lighting for the proposed project has been conditioned to be designed and installed with shielding, such that the light source cannot be seen from adjacent residential properties, the public right-of-way, nor from above. Therefore, the lighting will be compatible with the existing and future developments in the neighborhood.

### On-Site Landscaping

Various types of vegetation and trees are integrated into the design of the building facades to minimize the visual impact of the maximum 86-foot tall building and buffering from neighboring properties. The proposed project's landscaping creates a pedestrian-friendly ground floor that helps unify and bolster continuity between the neighborhood and the project site as a whole along Ventura Boulevard. Additionally, a combination of groundcover, shrubs, and trees will be planted along the northern property line to provide a privacy buffer and screening between the subject development and the adjoining single-family homes fronting Moorpark Street. The common open space areas of the proposed project account for 9,675 square feet, of which 4,412 square feet will be landscaped for a total percentage of landscaped areas of 46 percent, exceeding the minimum 25 percent (2,419 square feet) required to be landscaped. Therefore, the on-site landscaping will be compatible with the existing and future developments in the neighborhood.

### Trash Collection

The project will include centralized on-site trash collection for both refuse and recyclable materials, in conformance with the LAMC. Compliance with these regulations will allow the project to be compatible with existing and future development. Additionally, all trash and recycling areas are conditioned to be enclosed and not visible to the public. Trash collection will occur within one trash room located on the ground floor. The trash room is not visible from the public right-of-way. Therefore, as proposed and conditioned, the project is compatible with existing and future development on neighboring properties.

As described above, the project consists, of an arrangement of buildings and structures (including height, bulk, and setbacks), off-street parking facilities, loading areas, lighting, landscaping, trash collection, and other such pertinent improvements that will be compatible with existing and future development on adjacent and neighboring properties.

**7. That any residential project provides recreational and service amenities in order to improve habitability for the residents and minimize impacts on neighboring properties.**

The proposed project will include 114 residential units, including 32 studios, 65 one-bedroom units, 15 two-bedroom units, and two live-work units. LAMC Section 12.21-G requires that the proposed project provide open space opportunities to future residents in both common and private open space areas. The Code requires a minimum amount of open space per dwelling unit as follows: 100 square feet for each unit having less than three habitable rooms; 125 square feet for each unit having three habitable rooms; and 175 square feet for each unit having more than three habitable rooms. Based on the proposed unit mix, the project is required to provide a minimum of 11,825 square feet of open space area.

The project will exceed the minimum requirement for open space by providing 12,075 square feet of open space throughout the proposed development. Proposed open space areas include 2,400 square feet of private balconies and 9,675 square feet of common open space.



Common open space areas and amenities include: 1) a garden entry court from Ventura Boulevard with potted trees, a water feature and a garden entry walk; 2) landscape buffer and screening on the easterly property line; 3) pedestrian entry courts along the westerly property line; 4) the rear yard area with a garden walk, landscape buffer/screening and synthetic turf; 5) a clubroom and fitness room on level two; 6) a bicycle parking room on level one; 7) a courtyard on level two with swimming pool/spa, built-in barbeque, outdoor living room, moveable chaise seating, communal seating area and private patio with enclosure; and, 8) a sky deck on level six with lounge seating and fire pit, roof deck and outdoor kitchen with tables and benches and plantings.

As previously mentioned, the common open space area accounts for 9,675 square feet, of which 4,412 square feet will be landscaped for a total percentage of landscaped areas of approximately 46 percent, exceeding the minimum 25 percent (2,419 square feet) required to be landscaped. The rear yard will be landscaped with ground cover and selected plants, and the sky deck with ground cover and potted plants as illustrated in the landscape plan marked Exhibit "A".

The combination of these various recreational features and design features would provide adequate amenities for the building residents, and minimize any impacts on neighboring properties.

#### **WAIVER OF DEDICATION AND IMPROVEMENT FINDINGS**

Pursuant to LAMC Sections 12.37-I,2(b) and 12.37-I,3, the Director may waive, reduce or modify the required dedication or improvement as appropriate after making any of the following findings, based on substantial evidence in the record:

- a. The dedication or improvement requirement does not bear a reasonable relationship to any project impact;
- b. The dedication or improvement is not necessary to meet the City's mobility needs for the next 20 years based on the guidelines the Street Standards Committee has established; or
- c. The dedication or improvement requirement is physically impractical.

The Director finds, based on substantial evidence in the record that:

**8. The dedication or improvement requirement is physically impractical.**

The subject property is located on the north side of Ventura Boulevard midway between Libbit Avenue and Woodley Avenue within the Encino – Tarzana Community Plan. Ventura Boulevard is a designated Boulevard II under the Mobility Plan 2035, which requires a 55-foot half right-of-way, including a 40-foot half roadway and 15-foot sidewalk/parkway. Ventura Boulevard is currently dedicated to a 50-foot half right-of-way (40-foot half roadway and 10-foot sidewalk parkway) where the street abuts the subject property. In accordance with the Mobility Plan 2035, the applicant would be required to dedicate five additional feet of land and widen the existing sidewalk to a 15-foot width. The request herein is for a waiver of the Boulevard II dedication and improvement requirements for the portion of Ventura Boulevard adjacent to the subject property, and to maintain the existing right-of-way in conjunction with the proposed development.

The subject property is located along the north side of Ventura Boulevard, between two established commercial uses. The 13-story City National Bank building, built in 1975, is located on the abutting parcel to the east. The building's façade is jogged along Ventura Boulevard with a portion built to the southern property line. The City National Bank



building is set back along Ventura Boulevard toward the west, where it shares a common lot line with the subject property. West of the subject property is a two-story parking structure and deck serving the Encino Hospital and Medical Center. The parking structure was constructed in 1969 and is also built to the property line along Ventura Boulevard. Both abutting structures are dedicated to a half right-of-way width of 50 feet, the same as the subject site. Due to the existing structures, both abutting parcels could not feasibly provide for a 15-foot public sidewalk along Ventura Boulevard, making it unnecessary to require the subject property to provide a five-foot dedication and 15-foot sidewalk. Nonetheless, in place of the full sidewalk width, the proposed project is providing a 1,935 SF ground floor plaza along Ventura Boulevard that encompasses a 53-foot length along Ventura Boulevard frontage and provides a depth of 33-feet to 40-feet, providing a space for those utilizing the public walkway to stop, sit, visit and passively recreate along Ventura Boulevard. Further, the proposed project's ground floor plaza is positioned to reflect the setback of the City National Bank building on the parcel to the east.

Lastly, the subject property is currently developed with a 49-foot high billboard sign that is to remain and which has been incorporated into the proposed project site plan. The base of the billboard is approximately six feet in diameter and located within the area which would otherwise be required to be dedicated and improved with a public sidewalk. For this reason and the fact that the existing development on either side of the proposed project will not allow for a continuity of sidewalk width, the dedication and improvement requirements are physically impractical.

#### **ADDITIONAL MANDATORY FINDINGS**

9. The National Flood Insurance Program rate maps, which are a part of the Flood Hazard Management Specific Plan adopted by the City Council by Ordinance No. 172,081, have been reviewed and it has been determined that this project is located in Zone C, areas of minimal flooding.
10. Determine based on the whole of the administrative record, that the Project is exempt from CEQA pursuant to CEQA Guidelines, Section 15332, Article 19 (Class 32), and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies.

#### **DENSITY BONUS LEGISLATION BACKGROUND**

The California State Legislature has declared that "[t]he availability of housing is of vital statewide importance," and has determined that state and local governments have a responsibility to "make adequate provision for the housing needs of all economic segments of the community." Section §65580, subds. (a), (d). Section 65915 further provides that an applicant must agree to, and the municipality must ensure, the "continued affordability of all low and very low income units that qualified the applicant" for the density bonus.

With Senate Bill 1818 (2004), state law created a requirement that local jurisdictions approve a density bonus and up to three "concessions or incentives" for projects that include defined levels of affordable housing in their projects. In response to this requirement, the City created an ordinance that includes a menu of incentives (referred to as "on-menu" incentives) comprised of eight zoning adjustments that meet the definition of concessions or incentives in state law (California Government Code Section 65915). The eight on-menu incentives allow for: 1) reducing setbacks; 2) reducing lot coverage; 3) reducing lot width, 4) increasing floor area ratio (FAR); 5) increasing height; 6) reducing required open space; 7) allowing for an alternative density calculation that includes streets/alley dedications; and 8) allowing for "averaging" of FAR, density, parking or open space. In order to grant approval of an on-menu incentive, the City utilizes the same findings contained in state law for the approval of incentives or concessions.



Under Government Code Section § 65915(a), § 65915(d)(2)(C) and § 65915(d)(3) the City of Los Angeles complies with the State Density Bonus law by adopting density bonus regulations and procedures as codified in Section 12.22 A.25 of the Los Angeles Municipal Code. Section 12.22 A.25 creates a procedure to waive or modify zoning code standards which may prevent, preclude or interfere with the effect of the density bonus by which the incentive or concession is granted, including legislative body review. The Ordinance must apply equally to all new residential development.

In exchange for setting aside a defined number of affordable dwelling units within a development, applicants may request up to three incentives in addition to the density bonus and parking relief which are permitted by right. The incentives are deviations from the City's development standards, thus providing greater relief from regulatory constraints. Utilization of the Density Bonus/Affordable Housing Incentives Program supersedes requirements of the Los Angeles Municipal Code and underlying ordinances relative to density, number of units, parking, and other requirements relative to incentives, if requested.

For the purpose of clarifying the Covenant Subordination Agreement between the City of Los Angeles and the United States Department of Housing and Urban Development (HUD) note that the covenant required in the Conditions of Approval herein shall prevail unless pre-empted by State or Federal law.

#### **INFORMATION REGARDING THIS GRANT**

Street work improvements may require the improvement or relocation of utilities and/or infrastructure. The granting of a Waiver of Dedication and/or Improvement, pursuant to LAMC Section 12.37, pertaining to street work does not waive any requirements associated with utility and/or infrastructure improvements which may be required in order to satisfy the street work improvements. Satisfactory arrangements and/or easements shall be made with the appropriate City Department(s) or Bureau(s), as required, for the improvement of utilities or infrastructure. The granting of a Waiver of Dedication and/or Improvement shall not impose additional utility or infrastructure requirements than what would otherwise be required for a by-right project pursuant to LAMC Section 12.37.

#### **TIME LIMIT – OBSERVANCE OF CONDITIONS**

All terms and conditions of the Director's Determination shall be fulfilled before the use may be established. Pursuant to LAMC Section 12.25-A,2, the instant authorization is further conditional upon the privileges being utilized within **three years** after the effective date of this determination and, if such privileges are not utilized, building permits are not issued, or substantial physical construction work is not begun within said time and carried on diligently so that building permits do not lapse, the authorization shall terminate and become void.

The applicant's attention is called to the fact that this grant is not a permit or license and that any permits and licenses required by law must be obtained from the proper public agency. Furthermore, if any condition of this grant is violated or not complied with, then the applicant or his successor in interest may be prosecuted for violating these conditions the same as for any violation of the requirements contained in the Municipal Code, or the approval may be revoked.

Verification of condition compliance with building plans and/or building permit applications are done at the Development Services Center at Figueroa Plaza in Downtown Los Angeles, in West Los Angeles or in Van Nuys at Marvin Braude Constituent Service Center. In order to assure that you receive service with a minimum amount of waiting, applicants are encouraged to schedule an appointment with the Development Services Center either by calling (213) 482-7077, (310) 231-2598 or (818) 374-5050, or through the Department of City Planning website at



<http://cityplanning.lacity.org>. The applicant is further advised to notify any consultant representing you of this requirement as well.

Section 11.00 of the LAMC states in part (m): "It shall be unlawful for any person to violate any provision or fail to comply with any of the requirements of this Code. Any person violating any of the provisions or failing to comply with any of the mandatory requirements of this Code shall be guilty of a misdemeanor unless that violation or failure is declared in that section to be an infraction. An infraction shall be tried and be punishable as provided in Section 19.6 of the Penal Code and the provisions of this section. Any violation of this Code that is designated as a misdemeanor may be charged by the City Attorney as either a misdemeanor or an infraction.

Every violation of this determination is punishable as a misdemeanor unless provision is otherwise made, and shall be punishable by a fine of not more than \$1,000 or by imprisonment in the County Jail for a period of not more than six months, or by both a fine and imprisonment."

## **TRANSFERABILITY**

This determination runs with the land. In the event the property is to be sold, leased, rented or occupied by any person or corporation other than yourself, it is incumbent that you advise them regarding the conditions of this grant. If any portion of this approval is utilized, then all other conditions and requirements set forth herein become immediately operative and must be strictly observed.

## **APPEAL PERIOD - EFFECTIVE DATE**

**The Determination in this matter will become effective and final fifteen (15) days after the date of mailing of the Notice of Director's Determination** unless an appeal there from is filed with the City Planning Department. It is strongly advised that appeals be filed early during the appeal period and in person so that imperfections/incompleteness may be corrected before the appeal period expires. Any appeal must be filed on the prescribed forms, accompanied by the required fee, a copy of this Determination, and received and receipted at a public office of the Department of City Planning on or before the above date or the appeal will not be accepted. Forms are available on-line at [www.cityplanning.lacity.org](http://www.cityplanning.lacity.org).

Planning Department public offices are located at:

<b>Downtown</b>	<b>San Fernando Valley</b>	<b>West Los Angeles</b>
Figueroa Plaza 201 North Figueroa Street, 4th Floor Los Angeles, CA 90012 (213) 482-7077	Marvin Braude San Fernando Valley Constituent Service Center 6262 Van Nuys Boulevard, Room 251 Van Nuys, CA 91401 (818) 374-5050	West Los Angeles Development Services Center 1828 Sawtelle Boulevard, 2nd Floor Los Angeles, CA 90025 (310) 231-2598

**Only abutting property owners and residents can appeal the Density Bonus Compliance Review portion of this Determination.** Per the Density Bonus Provision of State Law (Government Code Section §65915) the Density Bonus increase in units above the base density zone limits and the appurtenant parking reductions are not a discretionary action and therefore cannot be appealed. Only the requested incentives are appealable. Per Section 12.22-A,25 of the LAMC, appeals of Density Bonus Compliance Review cases are heard by the City Planning Commission.

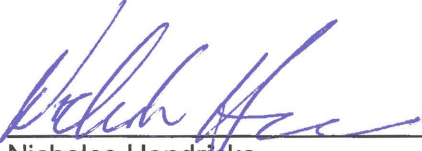
**The applicant or any person aggrieved by the Project Permit Compliance Review and Site Plan Review may appeal those decisions to the City Planning Commission.**

**Only the applicant may appeal the Waiver of Dedication and Improvement to the City Planning Commission.**



The time in which a party may seek judicial review of this determination is governed by California Code of Civil Procedures Section 1094.6. Under that provision, a petitioner may seek judicial review of any decision of the City pursuant to California Code of Civil Procedure Section 1094.5, only if the petition for writ of mandate pursuant to that section is filed no later than the 90th day following the date on which the City's decision becomes final.

VINCENT P. BERTONI, AICP  
Director of Planning



Nicholas Hendricks  
Senior City Planner



Courtney Shum  
City Planner

Attachments:

Exhibit A: Site Plan, Floor Plans, Elevations, Renderings, Landscape Plans, and Ground Floor Public Plaza Exhibit

NH:CS:bk



# 16161



**EXHIBIT "A"**  
Page No. 1 of 19  
Case No. DIR-2017-3172-DB-SPP-SPR-WD1



## PLANNING DEVELOPMENT PARAMETERS

26-Aug-18

PROJECT ADDRESS	16161 Ventura Blvd., Encino
APPLICABLE ZONING CODE	Los Angeles Municipal Code
ZONING (current)	C4-1L
SPECIFIC PLAN / OVERLAY (S.P.)	Ventura Cahuenga Blvd. Corridor Specific Plan
SITE AREA (SQUARE FEET)	39,421 (per survey)
SITE AREA (ACRES)	0.90
SETBACKS (FRONT/SIDE/REAR)	18" Min-10' Max/9/20'
MAX. BLDG HEIGHT ALLOWED	86' (per Specific Plan + SB1818)
LOT COVERAGE ALLOWED (PER S.P.)	75%
LOT COVERAGE PROVIDED	66%
BUILDING FOOTPRINT (SQ.FT.)	25,926

CONSTRUCTION TYPE	Type III Over Type I
OCCUPANCY	R
TOTAL GROSS AREA (SEE CHART BELOW)	183,912 SF
FLR. AREA ALLOWED* (3.0 W SB1818)	118,263 SF
FLR. AREA PROVIDED*	2.7
BASE DENSITY ALLOWED (PER LAMC)	99
DENSITY ALLOWED W SB1818 35% Bonus	134
TOTAL NUMBER OF UNITS	114
DENSITY PER ACRE (UNITS PER ACRE)	126
AFFORDABLE UNITS (11% VERY LOW)	11

\*Floor Area excludes ext. walls, stairs, shafts, utility rooms, parking, bike parking, ramps, basement storage. (per LAMC)

## UNIT SUMMARY

UNIT TYPE	LVL 01	LVL 02	LVL 03	LVL 04	LVL 05	LVL 06	Total # Units	NET S.F.**	BALCONY S.F.	Total Net Rent	% of Unit Mix
STUDIO:											
S1	4	5	5	5	5	3	27	569 SF	0 SF	15,363 SF	
S2		1	1	1	1	1	5	605 SF	0 SF	3,025 SF	
2 Unit Types											
SUBTOTAL	4	6	6	6	6	4	32	575 SF	0 SF	18,388 SF	28.1%
1 BR:											
A1	3	10	10	12	12	3	50	760 SF	50 SF	38,000 SF	
A2	0	0	1	1	1	0	3	916 SF	50 SF	2,748 SF	
A3	0	1	1	0	0	0	2	1,013 SF	50 SF	2,026 SF	
A4-M	0	0	0	0	0	9	9	895 SF	50 SF	8,055 SF	
A5-M	0	0	0	0	0	1	1	1,076 SF	50 SF	1,076 SF	
5 Unit Types											
SUBTOTAL	3	11	12	13	13	13	65	799 SF	1,550 SF	51,905 SF	57.0%
2 BR:											
B1	1	2	2	2	2	2	11	1,115 SF	50 SF	12,265 SF	
B2	0	1	1	0	0	0	2	1,260 SF	50 SF	2,520 SF	
B4	0	0	0	1	1	0	2	1,093 SF	50 SF	2,186 SF	
3 Unit Types											
SUBTOTAL	1	3	3	3	3	2	15	1,131 SF	1,550 SF	16,971 SF	13.2%
LIVE/WORK											
LW1	1	0	0	0	0	0	1	1,227 SF	0 SF	1,227 SF	
LW2	1	0	0	0	0	0	1	1,031 SF	0 SF	1,031 SF	
2 Unit Types											
SUBTOTAL	2	0	0	0	0	0	2	1,129 SF	0 SF	2,258 SF	1.8%
TOTAL	10	20	21	22	22	19	114	785 SF	2,350 SF	89,522 SF	100.0%

\*\*Net rentable square footage is taken from centerline of parti walls and outside of exterior walls, excluding all decks and balconies.

## BUILDING AREA SUMMARY

RESIDENTIAL AMENITIES	
Leasing Office	989 SF
Clubroom/Fitness	2,460 SF
Roof Lounge	579 SF
Lobby/Mail Room	804
TOTAL	4,832 SF

PROJECT GROSS AREAS***	
Utility Rooms w/in Type III	5,244 SF
Residential	94,354 SF
Garage	70,032 SF
Corridors	14,282 SF
TOTAL	183,912 SF

\*\*\*Excludes decks/balconies/courtyards/shafts/dbl volume spaces/stairs measured from exterior walls of floor.

## PARKING SUMMARY

REQUIRED PARKING - RESIDENTIAL (with SB1818 & No Bike Reduction)				
Unit Type		Ratio	#	Total Req'd
Unit S (Studio)		1.0	32	32
Unit A (1-BR)		1.0	65	65
Unit B (2-BR)		2.0	15	30
Live Work (2-BR)		2.0	2	4
TOTAL W/OUT PARKING REDUCTION				131
Bike Reduction		-15%	20	-20
TOTAL WITH PARKING REDUCTION				111
Ratio				0.98

PROVIDED PARKING - RESIDENTIAL				
LEVEL		HC 9' x 18'	Standard 9' x 18'	TOTAL CARS
Ground - Resident		1	7	8
B1 - Resident		2	59	61
B2 - Resident		0	45	45
TOTAL		3	111	114
			Ratio	1.00

## REQUIRED BICYCLE PARKING

	Ratio	# Units	Total Req'd
Long Term	1	114	114
Short Term	1:10	114	12
TOTAL			126

## PROVIDED BICYCLE PARKING

	Lvl 1	Outside	Total Prov'd
Residential	114	12	126
TOTAL			126

## REQUIRED OPEN SPACE

Unit Type	SF per unit	# Units	Total Req'd
Unit S (Studio)	100	32	3,200 SF
Unit A (1-BR)	100	65	6,500 SF
Unit B (2-BR)	125	15	1,875 SF
Live Work (2-BR)	125	2	250 SF
TOTAL			11,825 SF

## PROVIDED OPEN SPACE

	Max Allowed	Total Prov'd
PODIUM COURTYARD		3,600 SF
FRONT PLAZA		1,935 SF
SKY DECK		750 SF
CLUBROOM/FITNESS (25% OF TOTAL REQ'D MAX)	2,956 SF	2,460 SF
REAR YARD		930 SF
PRIVATE BALCONIES (50% OF TOTAL REQ'D MAX)	5,913 SF	2,400 SF
TOTAL		12,075 SF

## PROJECT TEAM

## OWNER:

ENCINO INVESTORS, LLC  
16161 VENTURA BLVD., SUITE 219  
ENCINO, CA 91436  
P 310.453.0414

## ARCHITECT:

TCA ARCHITECTS  
801 SOUTH GRAND AVE. SUITE 1020  
LOS ANGELES, CA 90017  
P 213-553-1100

## LANDSCAPE ARCHITECT:

TROLLER MAYER ASSOCIATES, INC.  
1403 KENNETH ROAD, SUITE B  
GLENDALE, CA 91201  
P 818.956.8101

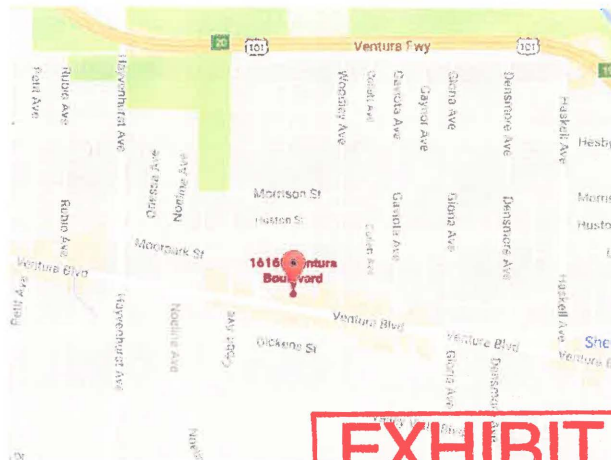
## CIVIL ENGINEER:

KPFF  
700 SOUTH FLOWER STREET, SUITE 2100  
LOS ANGELES, CA 90017  
P 213.418.0201

## LAND SURVEYOR:

CHRIS NELSON & ASSOC.  
31238 VIA COLLINAS, SUITE H  
WESTLAKE VILLAGE, 91362  
P 818.993.1040

## CONTEXT MAP

**EXHIBIT "A"**

Page No. 2 of 19

Case No. DIR-2017-3172-bB-SPP-SPP-MDI

## SHEET INDEX

- G-0.1 - PROJECT TEAM, PROJECT DATA, SHEET INDEX, VICINITY MAP
- G-0.2 - CONTEXT MAP
- A-1.1 - PLOT PLAN
- A-1.2 - SITE PLAN
- A-1.3 - BUILDING PLANS: BASEMENT LEVELS B1 & B2
- A-1.4 - BUILDING PLANS: LEVELS 2 & 3
- A-1.5 - BUILDING PLANS: LEVELS 4 & 5
- A-1.6 - BUILDING PLANS: LEVEL 6, MEZZANINE LEVEL, & ROOF
- A-2.1 - BUILDING SECTIONS
- A-3.1 - ILLUSTRATIVE ELEVATIONS
- A-3.2 - ILLUSTRATIVE ELEVATIONS
- A-3.3 - PERSPECTIVE
- A-3.4 - PERSPECTIVE
- L-1.1 - LANDSCAPE PLAN - GROUND FLOOR
- L-1.2 - SHRUB & GROUNDCOVER PLAN - GROUND FLOOR
- L-1.3 - LANDSCAPE PLAN - LEVELS 2 & 6
- L-1.4 - SHRUB & GROUNDCOVER PLAN - LEVELS 2 & 6

## PROJECT NARRATIVE

THIS PROJECT CONSISTS OF A NEW RESIDENTIAL BUILDING SITUATED BETWEEN AN OFFICE BUILDING, PARKING GARAGE, AND SINGLE FAMILY RESIDENCES. THE PROPOSED PROJECT IS LOCATED IN A C4-1L ZONE.

THE NEW 86-FOOT TALL RESIDENTIAL URBAN INFILL PROJECT CONTAINS 114 APARTMENTS, INCLUDING 2 LIVE/WORK UNITS ON THE GROUND FLOOR ALONG VENTURA BLVD., AND TYPICAL FLATS ALONG THE REAR OF THE PROPERTY. DISTRIBUTED EQUALLY THROUGHOUT THE PROJECT, THERE ARE ALSO 11 AFFORDABLE UNITS. BUILDING HEIGHT IS PRIMARILY 6 STORIES WITH SOME MEZZANINE UNITS ON THE UPPERMOST LEVEL. THE BUILDING GRADUALLY STEPS DOWN TO 3 STORIES ALONG VENTURA BLVD TO COMPLY WITH THE SPECIFIC PLAN REQUIREMENTS. THERE IS AN INTIMATE COURTYARD CENTRALLY LOCATED AT 3,600 SQUARE FEET, ADJACENT TO THE CLUBHOUSE AND FITNESS ROOM DEDICATED TO THE RESIDENTS.

PARKING IS ACCESSED FROM VENTURA BLVD. ON THE EAST SIDE OF THE PROJECT. ALL REQUIRED PARKING IS ACCOMMODATED WITHIN THE GROUND FLOOR GARAGE AND 1.5 LEVELS BELOW GRADE, FOR A TOTAL OF 114 PARKING STALLS.

16161  
ENCINO, CA



ENCINO INVESTORS, LLC.  
TCA # 2017-074

SITE PLAN REVIEW SUBMITTAL  
REVISION 1  
FEBRUARY 7, 2018

PROJECT SUMMARY, NARRATIVE, TEAM, & CONTEXT MAP

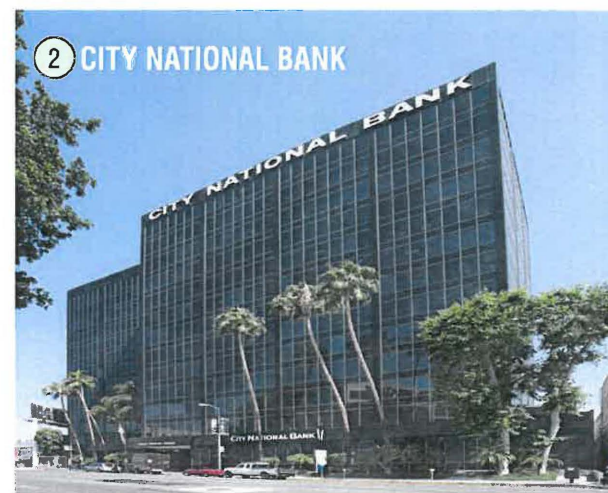
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## LEGEND

- PROJECT SITE
- OFFICE
- MULTI-FAMILY HOUSING
- COMMERCIAL/MIXED-USE (RESTAURANT/OFFICE/RETAIL)
- HOSPITAL
- SINGLE FAMILY RESIDENCES
- B TRANSIT (BUS) STOPS



**16161**  
ENCINO, CA



ENCINO INVESTORS, LLC.  
TCA # 2017-074

SITE PLAN REVIEW SUBMITTAL  
REVISION 1  
FEBRUARY 7, 2018

**EXHIBIT "A"**  
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CONTEXT MAP

G-0.2



**PROJECT ADDRESS:**

16161-16163 VENTURA BLVD.  
LOS ANGELES, 91436 CA

**LEGAL DESCRIPTION:**

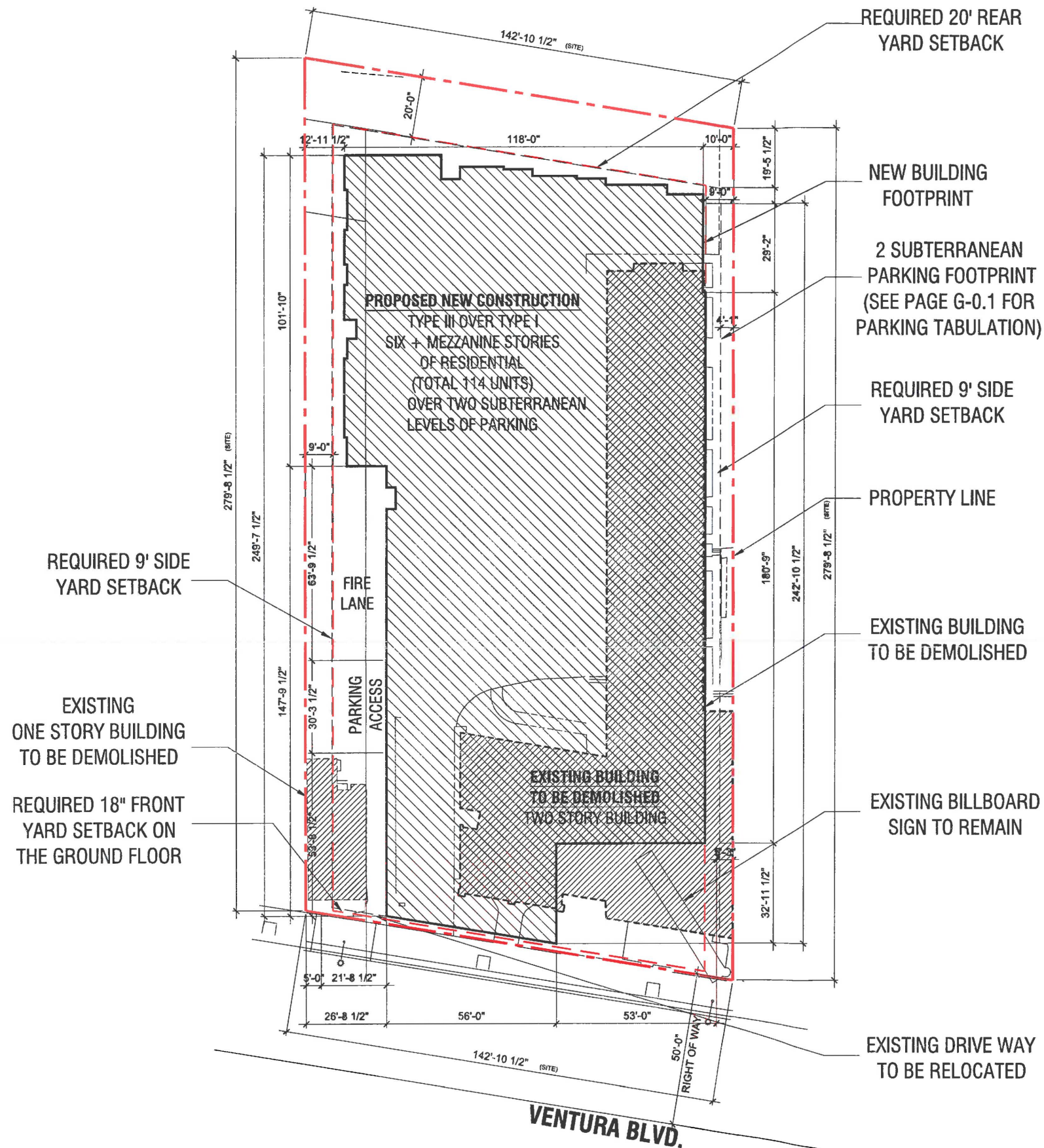
ALL THAT CERTAIN REAL PROPERTY SITUATED IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

THE SOUTH 300 FEET (MEASURED ALONG THE EASTERLY AND WESTERLY LINES, THEREOF) OF LOT 3 IN BLOCK 24 OF TRACT NO. 2955, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDER IN BOOK 31, PAGE 62 TO 70 INCLUSIVE OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT THEREFROM THE WEST 125 FEET THEREOF, MEASURED ALONG THE SOUTHERLY LINE OF SAID LOT 3.

**NOTES:**

1. REFER TO SHEET G-0.1 FOR PROJECT SUMMARY TABLE INCLUDING SQUARE FOOTAGE, PARKING COUNTS, AND OPEN SPACE REQUIREMENTS, FAR, ETC.
2. REFER TO SHEET A-1.2 & A-1.3 PARKING LAYOUT.



**LEGEND**

- NEW BUILDING FOOTPRINT
- EXISTING BUILDING TO BE DEMOLISHED
- BOUNDARY OF SUBTERRANEAN PARKING BELOW

**EXHIBIT "A"**

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Case No. DIR-2017-3172-DB-SPP-SPR-RWD

**16161**  
ENCINO, CA



ENCINO INVESTORS, LLC.  
TCA # 2017-074

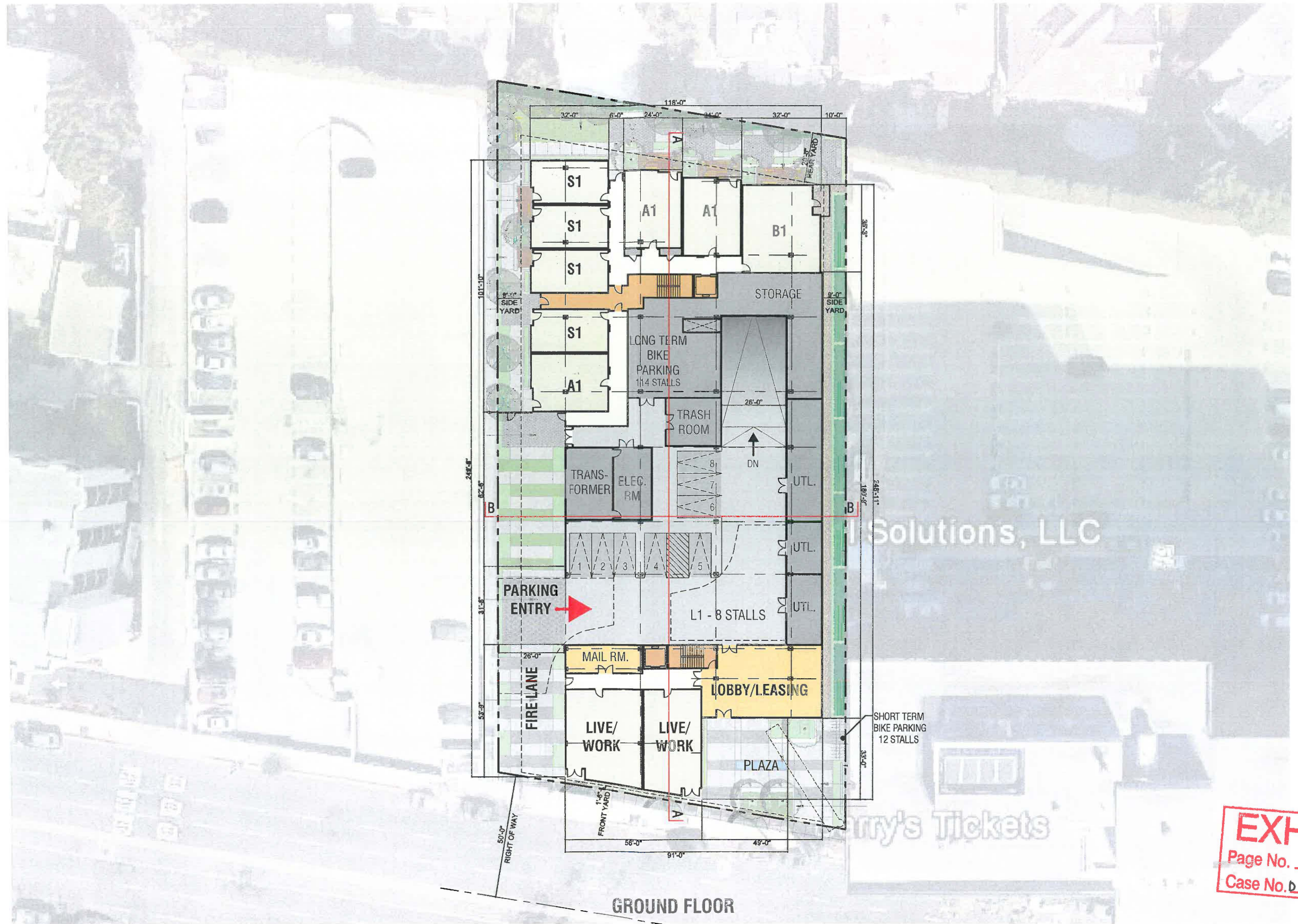
SITE PLAN REVIEW SUBMITTAL  
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FEBRUARY 7, 2018



PLOT PLAN

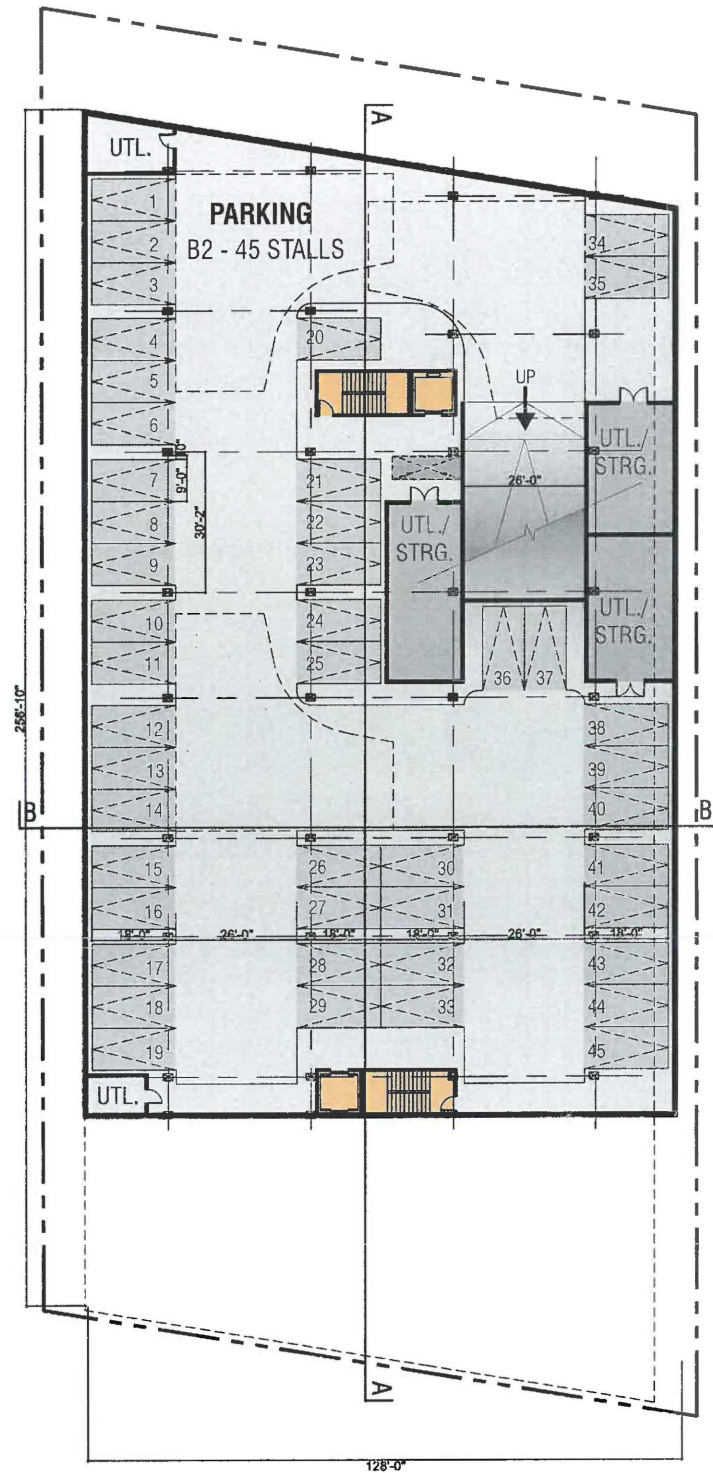
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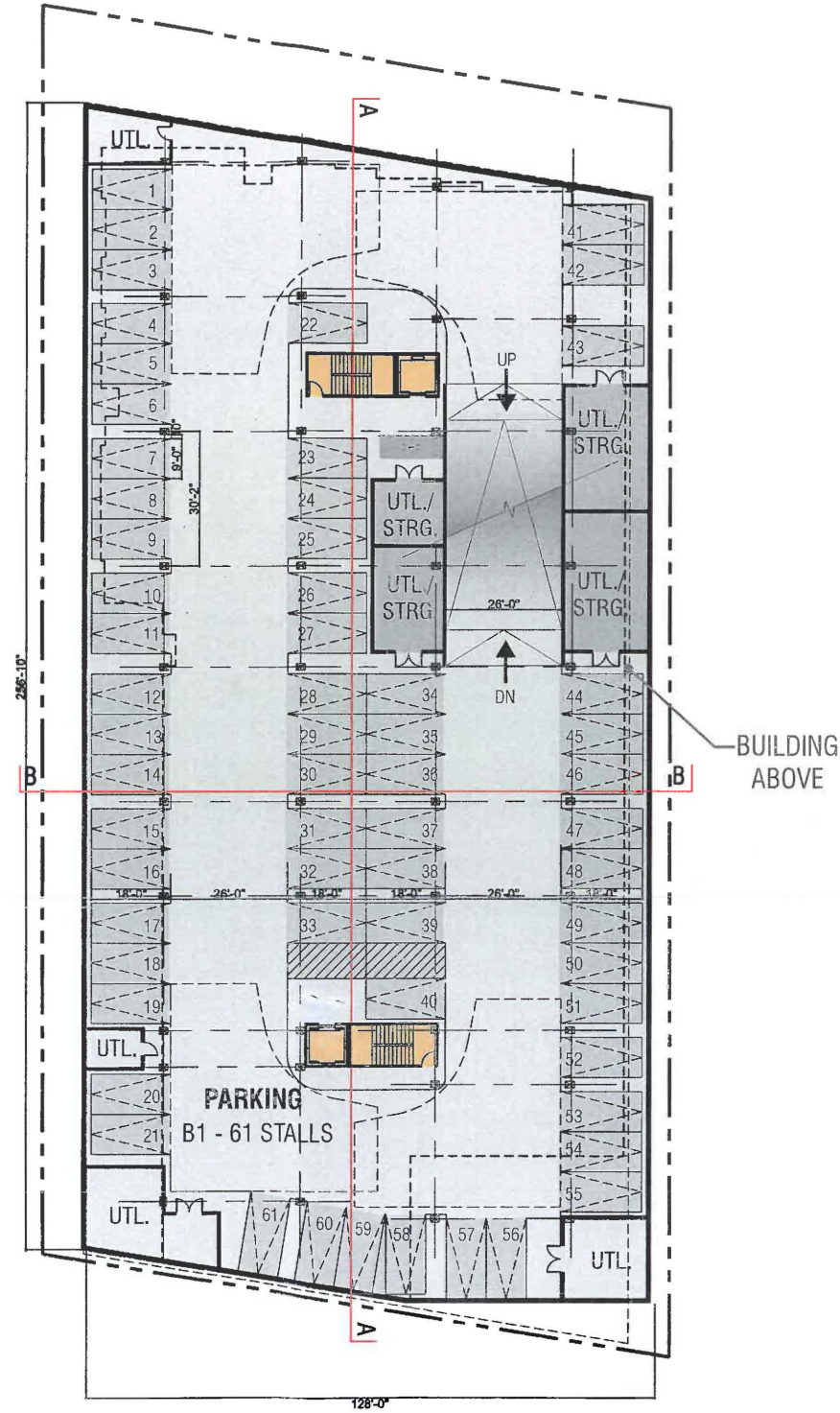


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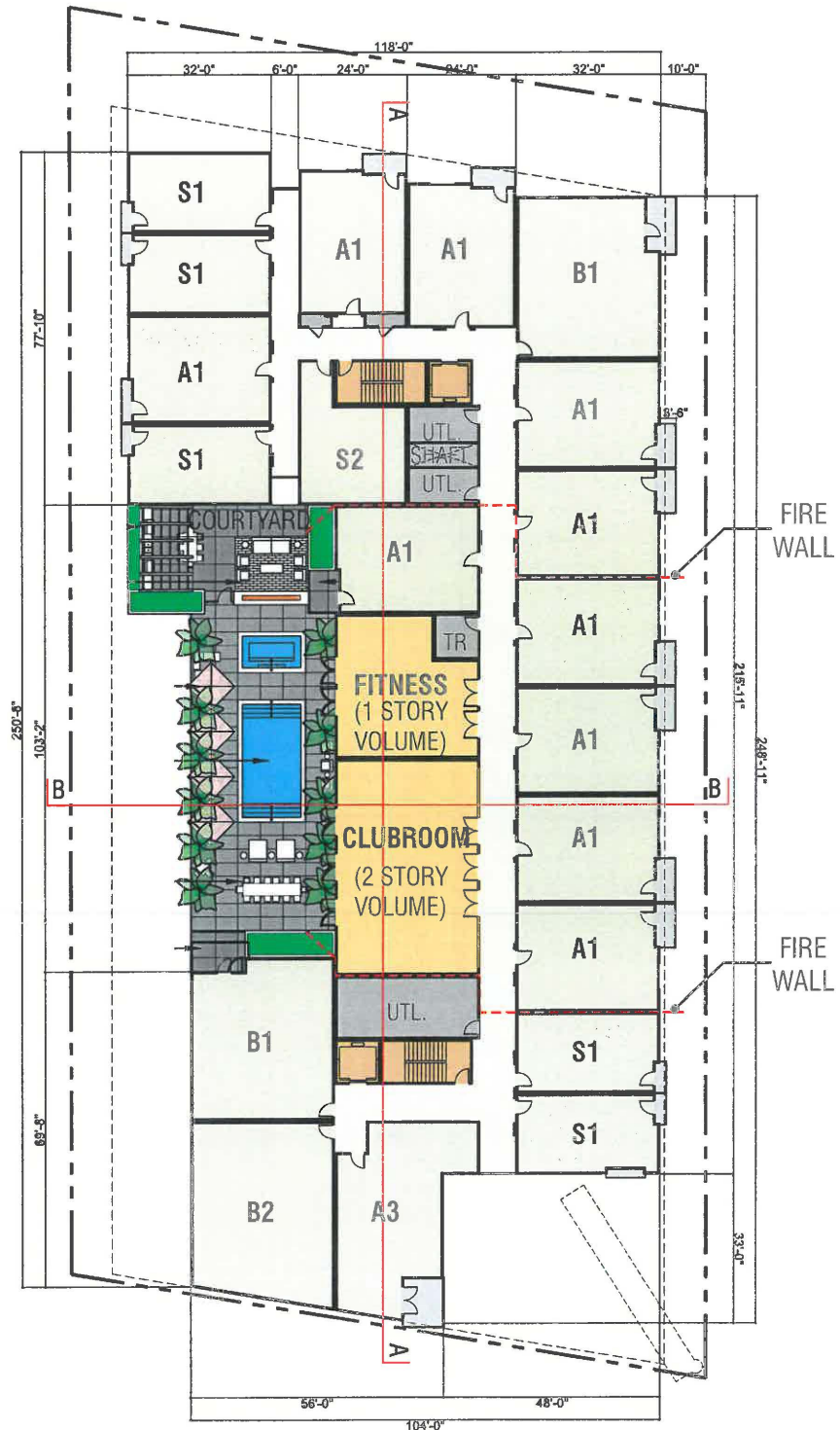
LEVEL B2



LEVEL B1

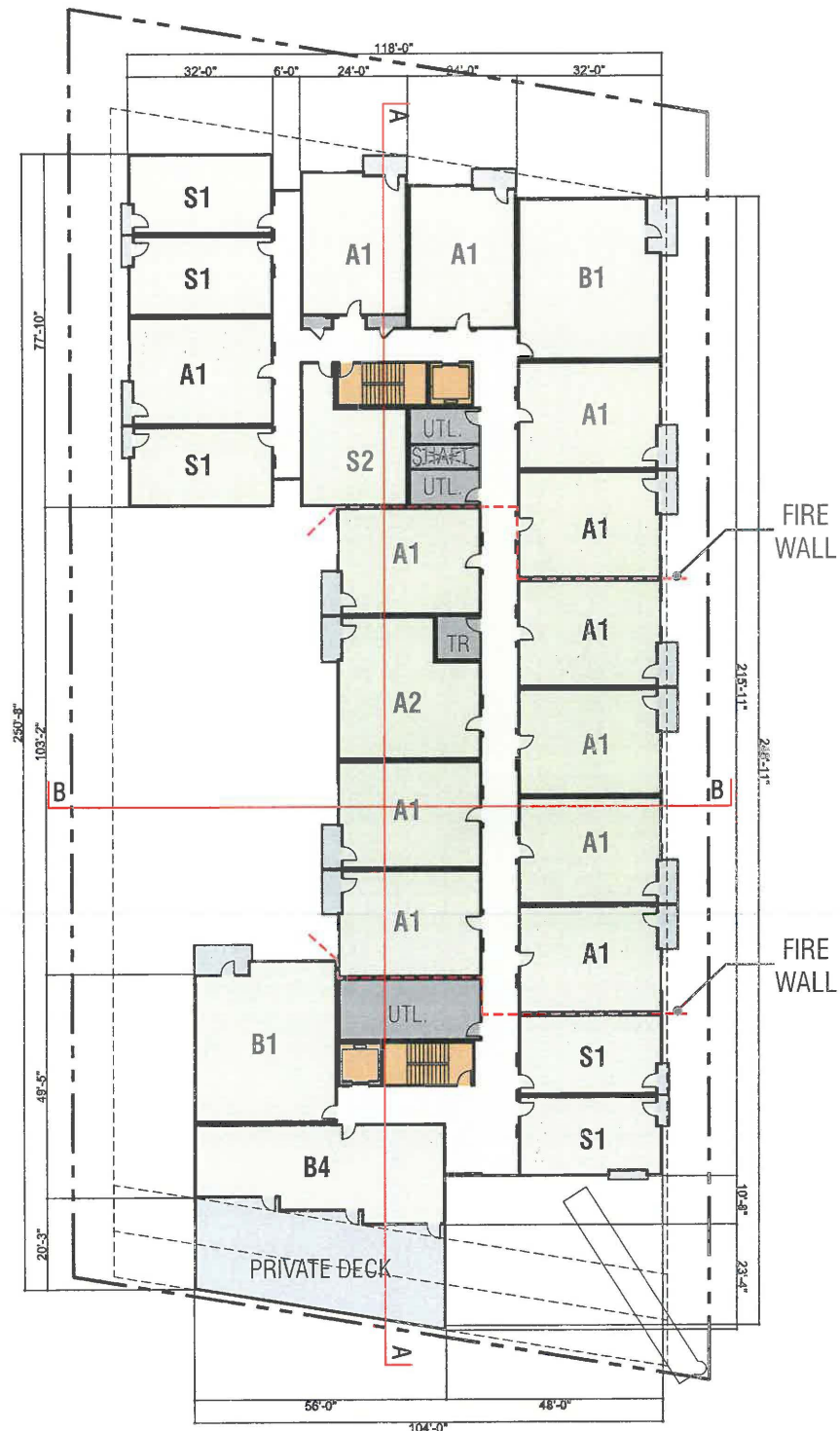
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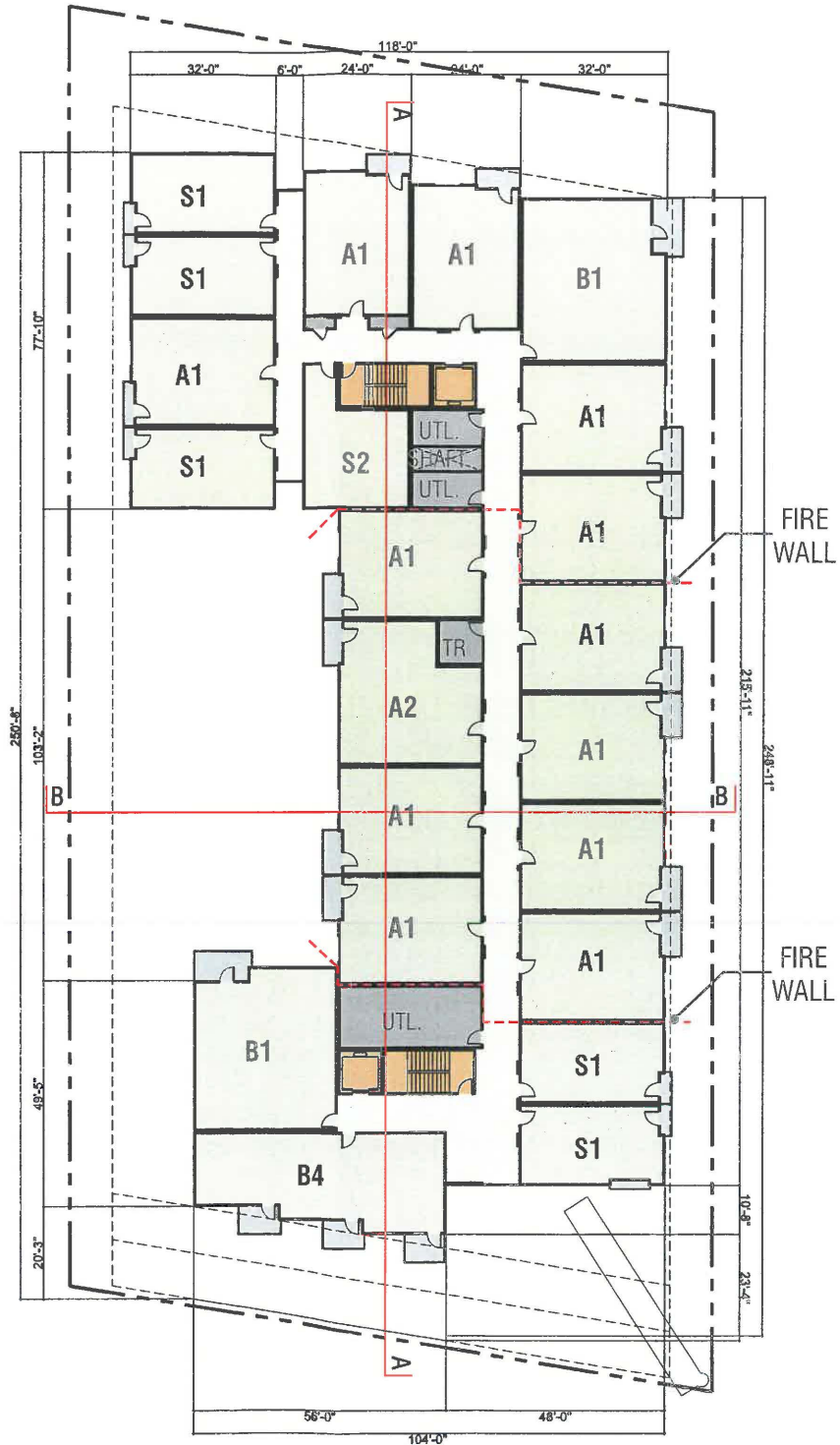


**EXHIBIT "A"**  
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 Case No. DIR-2017-3172-DB-SPP-SPR-W01





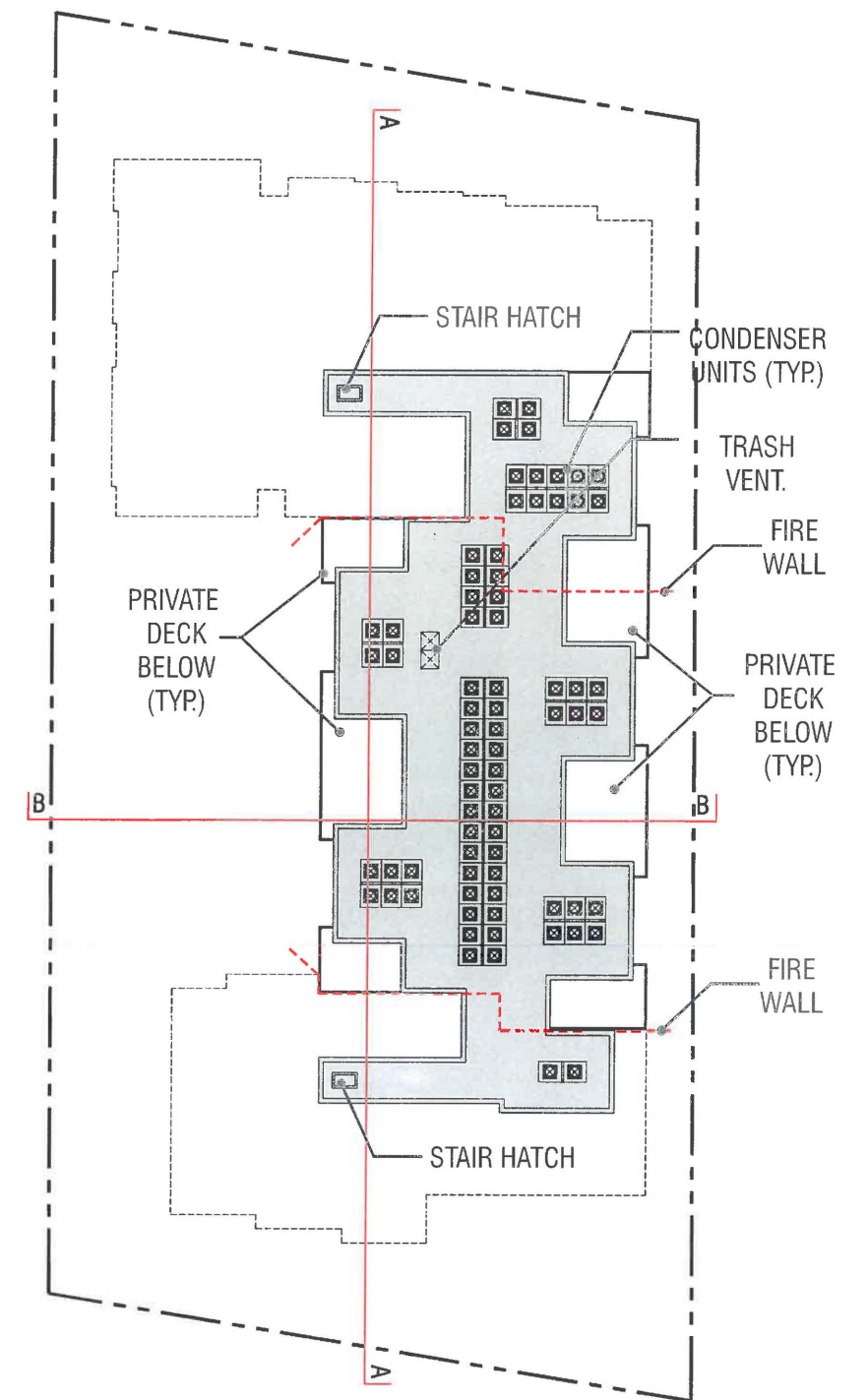
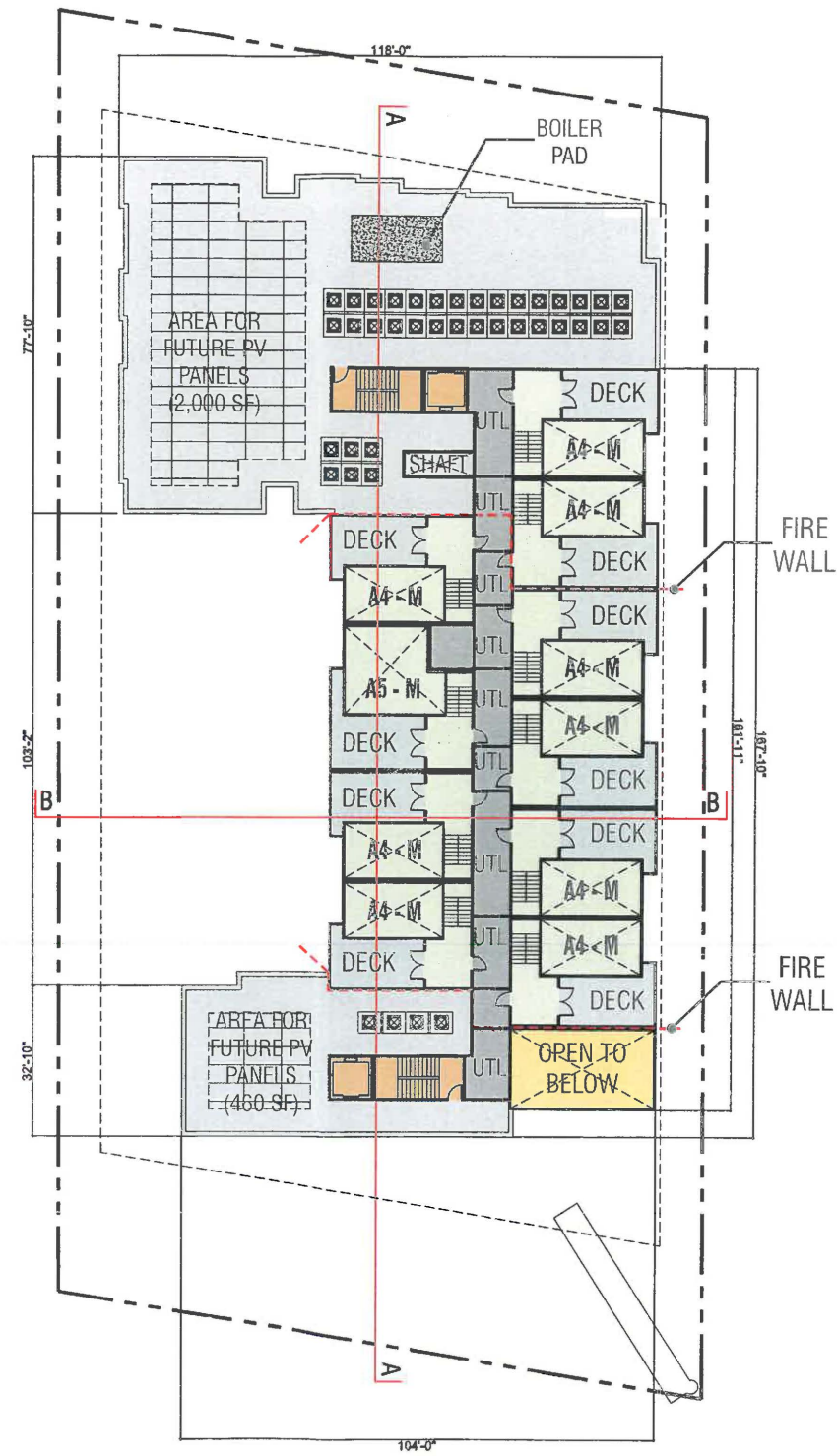
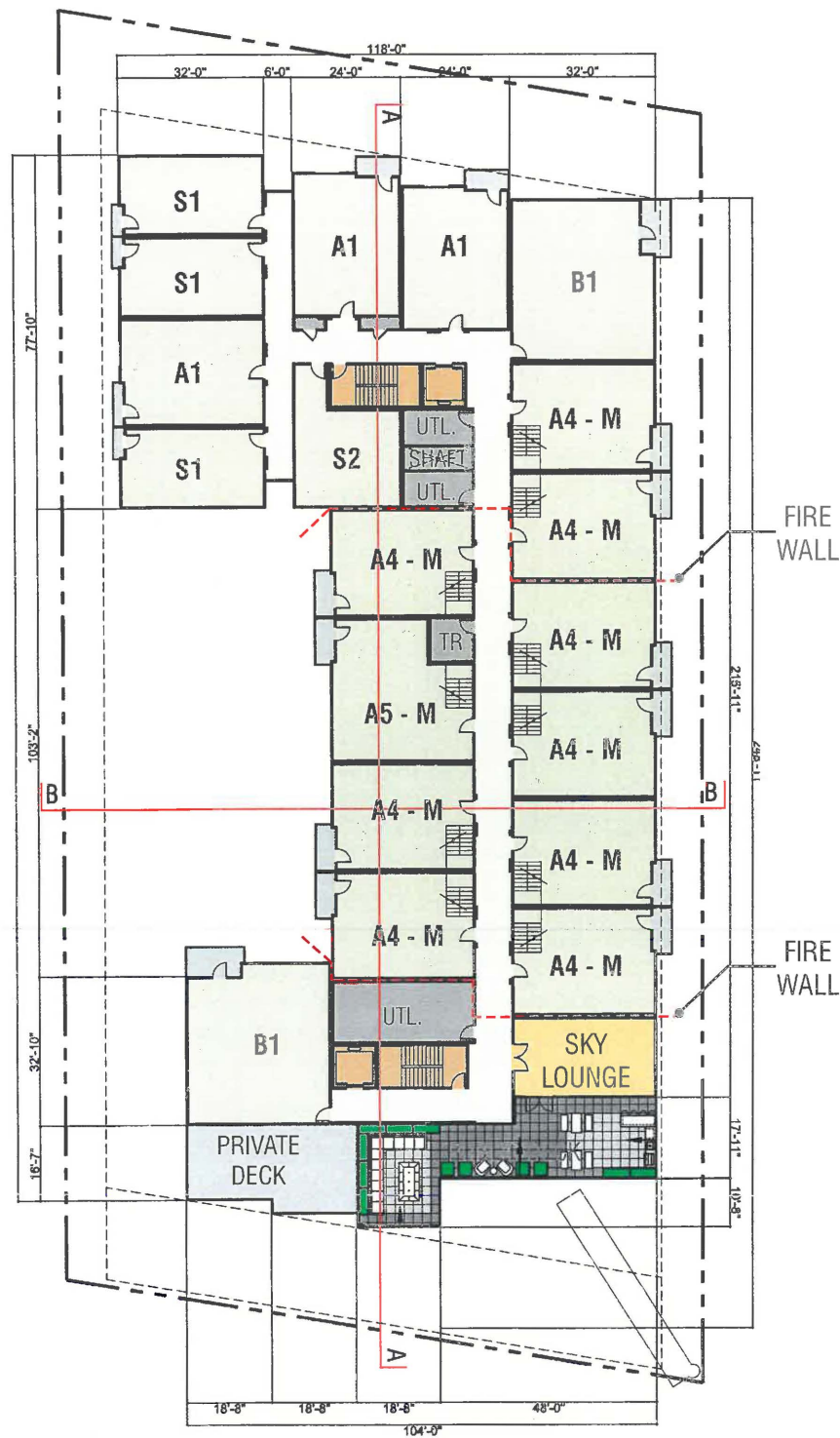
LEVEL 4



LEVEL 5

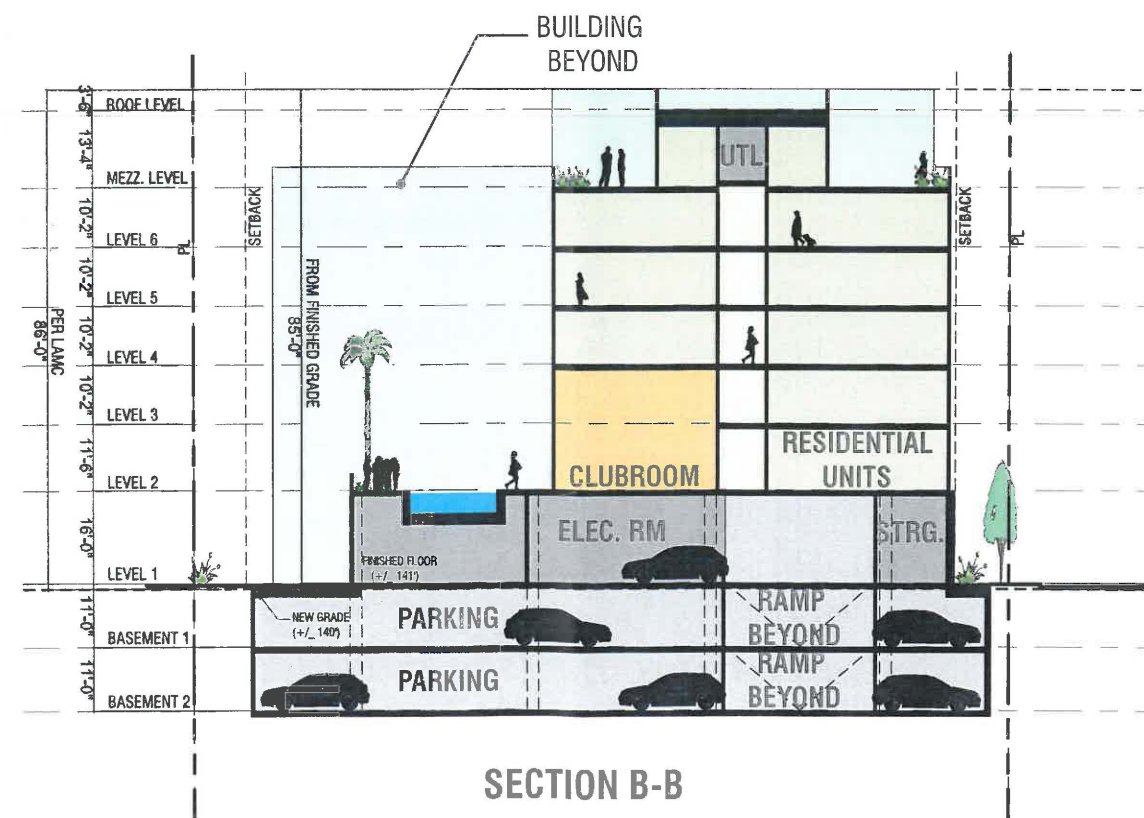
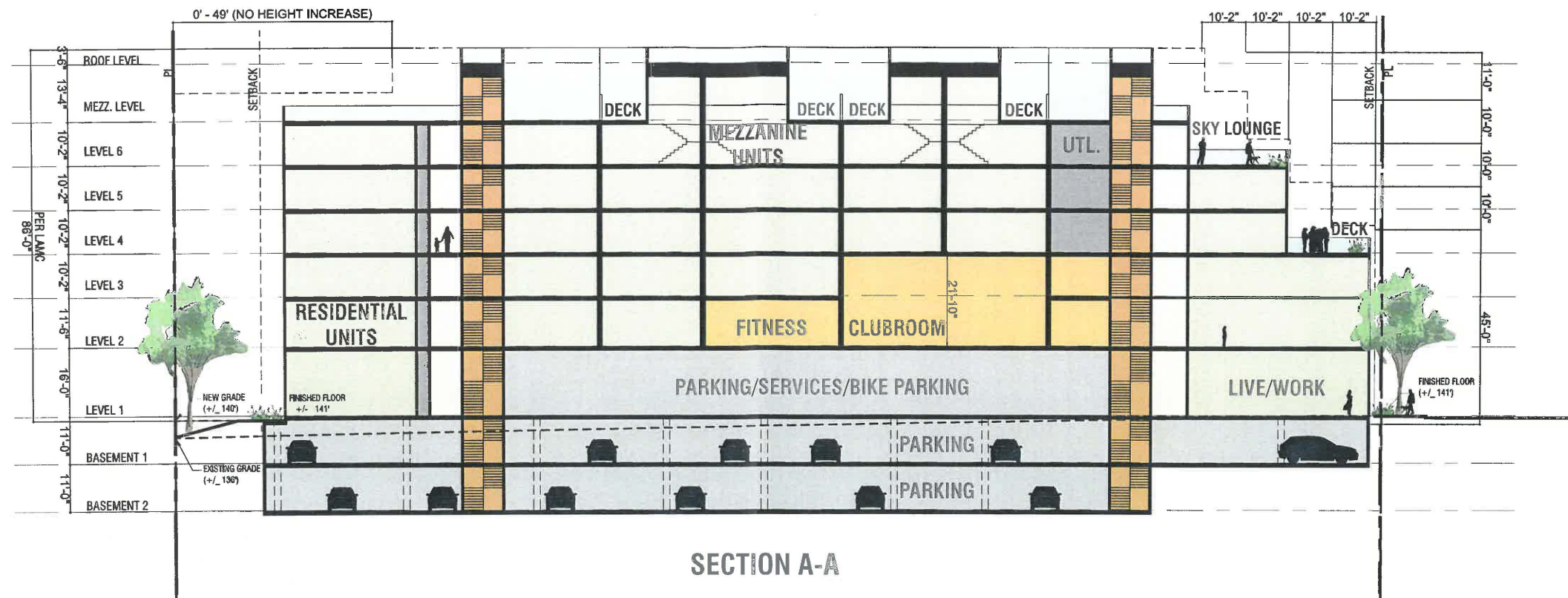
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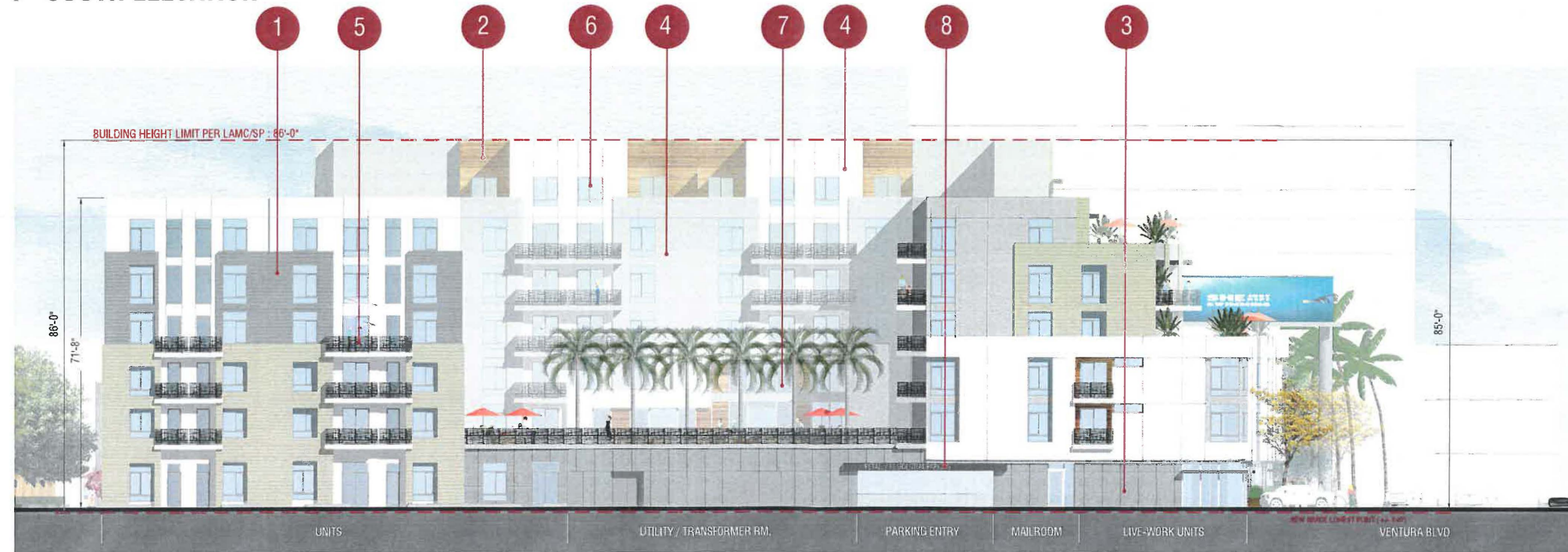


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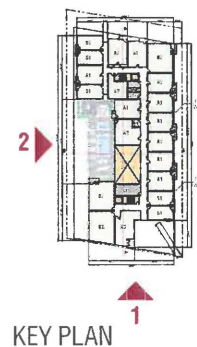


1 - SOUTH ELEVATION



2 - WEST ELEVATION

**EXHIBIT "A"**  
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KEY PLAN



1 - CEMENTITIOUS SIDING OR SIMILAR



2 - SIMULATED WOOD PANELS OR SIMILAR



3 - FINISHED CONCRETE OR SIMILAR



4 - EXTERIOR PLASTER



5 - METAL SCREEN GUARDRAIL OR SIMILAR



6 - VINYL WINDOWS



7 - STOREFRONT WINDOWS



8 - METAL AWNING





1 - NORTH ELEVATION



2 - EAST ELEVATION



KEY PLAN

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1 - CEMENTITIOUS SIDING OR SIMILAR



2 - SIMULATED WOOD PANELS OR SIMILAR



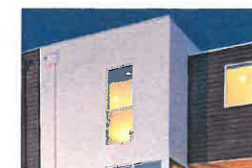
3 - FINISHED CONCRETE OR SIMILAR



4 - EXTERIOR PLASTER



5 - METAL SCREEN GUARDRAIL OR SIMILAR



6 - VINYL WINDOWS



7 - STOREFRONT WINDOWS

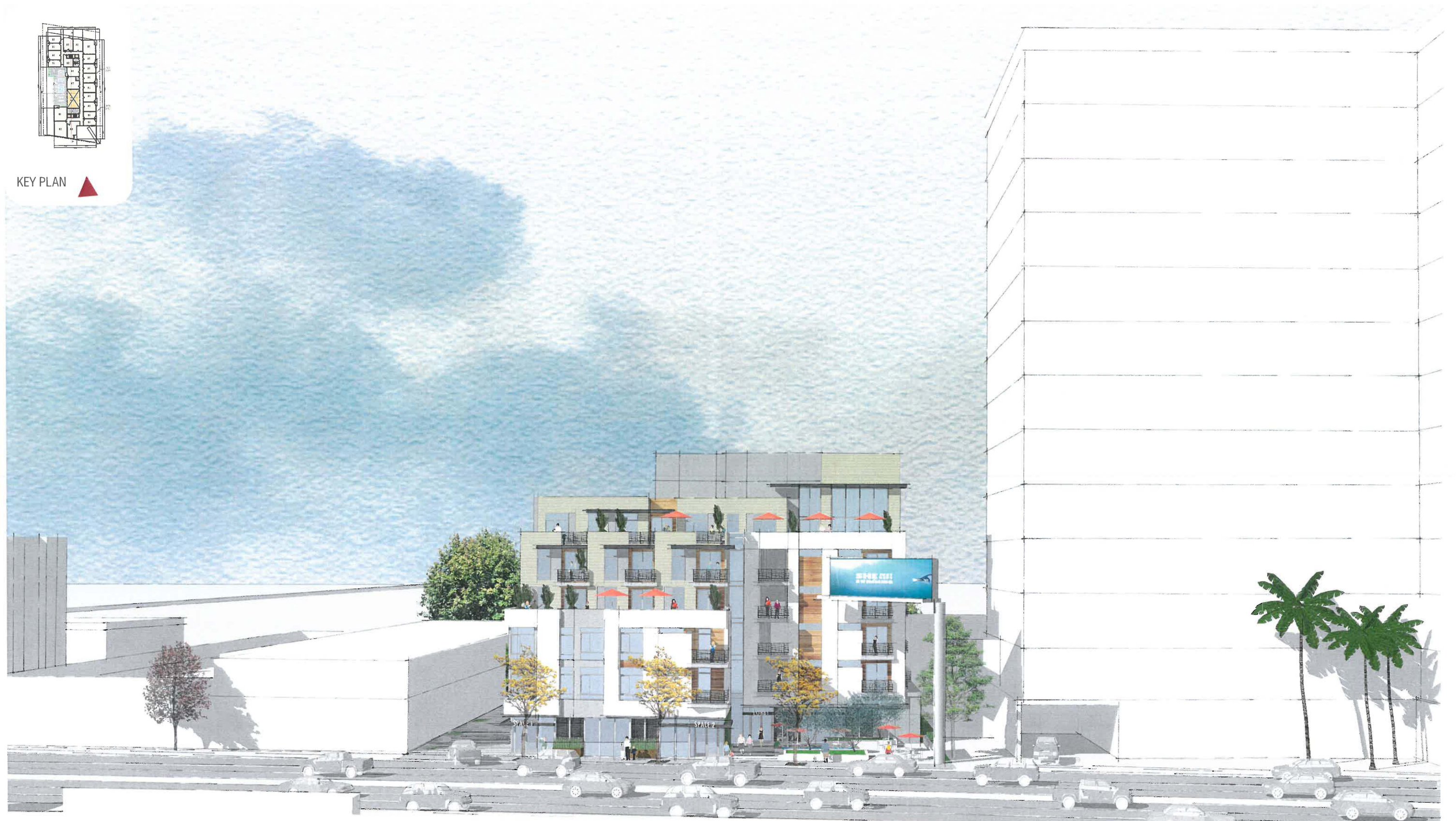


8 - METAL AWNING





KEY PLAN ▲



16161  
ENCINO, CA



ENCINO INVESTORS, LLC.  
TCA # 2017-074

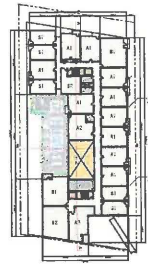
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REVISION 1  
FEBRUARY 7, 2018

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PERSPECTIVE - VIEW FROM VENTURA BLVD.

A-3.3





KEY PLAN



**16161**  
ENCINO, CA



ENCINO INVESTORS, LLC.  
TCA # 2017-074

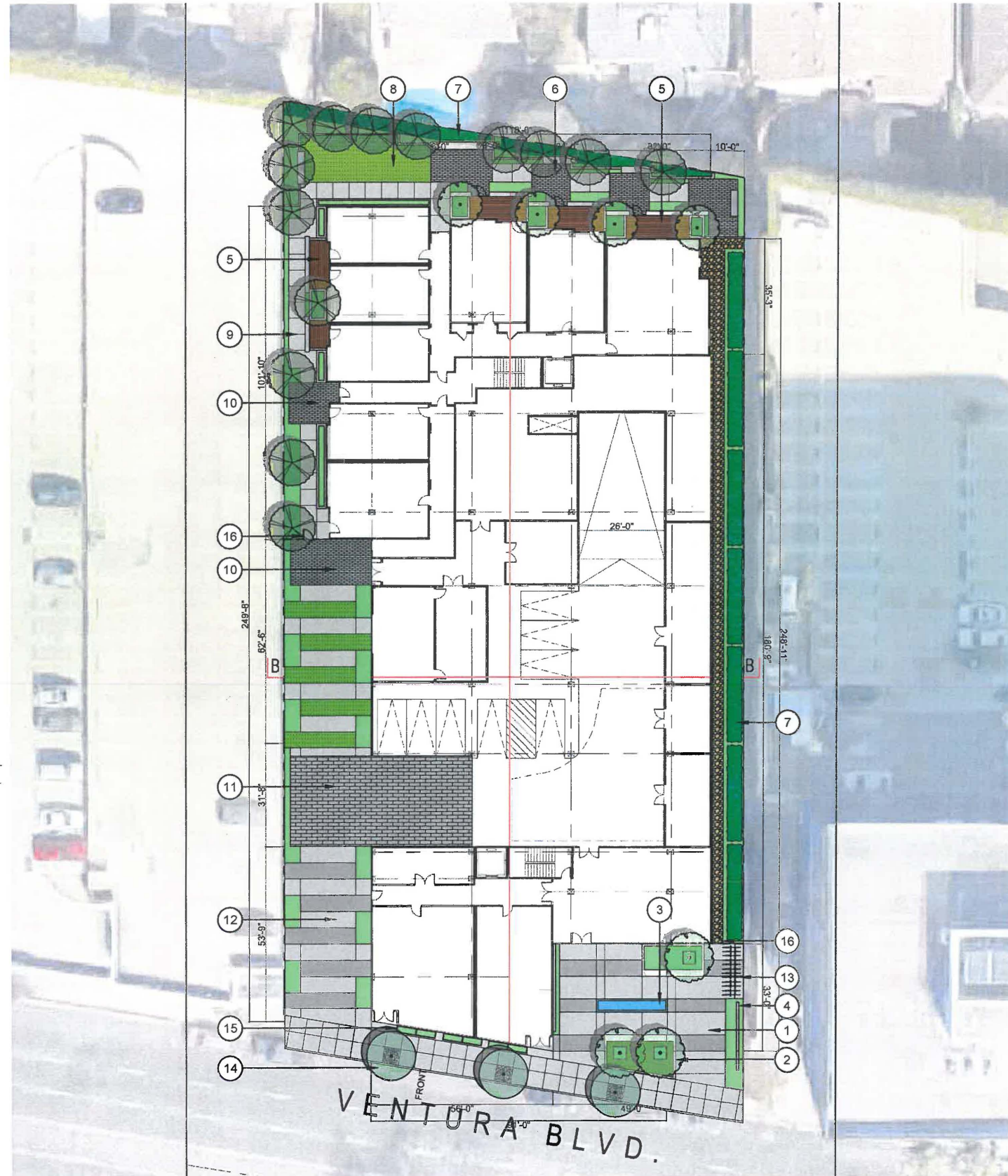
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REVISION 1  
FEBRUARY 7, 2018

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PERSPECTIVE - VIEW FROM VENTURA BLVD.

A-3.4





#### PROJECT AREA SUMMARY

**GROUND FLOOR**  
 LANDSCAPE AREA = 3,896 S.F.  
 HARDSCAPE AREA = 9,599 S.F.  
 TOTAL LANDSCAPE AREA = 13,495 S.F.

**LEVEL 2**  
 LANDSCAPE AREA = 384 S.F.  
 HARDSCAPE AREA = 3224 S.F.  
 TOTAL LANDSCAPE AREA = 3,608 S.F.

**LEVEL 6**  
 LANDSCAPE AREA = 132 S.F.  
 HARDSCAPE AREA = 618 S.F.  
 TOTAL LANDSCAPE AREA = 750 S.F.

**FRONT SETBACK**  
 WHERE A WATER FEATURE IS PROVIDED, AT LEAST 30% OF THE FRONT SETBACK SHALL BE LANDSCAPED PER SECTION 3.A - ALTERNATIVE OF THE VENTURA - CAHUENGA BOULEVARD SPECIFIC PLAN. WE HAVE PROVIDED 40% OF THE FRONT SETBACK AS LANDSCAPE AREA.

#### LEGEND

- 1 GARDEN ENTRY COURT FROM VENTURA BLVD. WITH ALTERNATING BANDS OF INTEGRAL COLOR CONCRETE PAVING
- 2 SEATWALL HIGH RAISED PLANTERS WITH MULTI-TRUNK ACCENT TREE OVER STRUCTURE
- 3 LINEAR WATER FEATURE
- 4 FREESTANDING GREENSCREEN WITH FLOWERING VINE AS VISUAL BARRIER BETWEEN ENTRY COURT AND DRIVEWAY ON ADJACENT PROPERTY
- 5 PRIVATE PATIOS WITH DECKING AND CAST-IN-PLACE CONCRETE WALLS & RAISED PLANTERS, TYPICAL
- 6 NORTH SIDE GARDEN WALK WITH INTERLOCKING PAVER AREAS & CAST-IN-PLACE CONCRETE SEATWALLS & PATHWAYS
- 7 LANDSCAPE BUFFER / SCREENING
- 8 SYNTHETIC TURF AREA
- 9 SHADED WALKWAY WITH CAST-IN-PLACE CONCRETE PATHS
- 10 PEDESTRIAN ENTRY COURT WITH INTERLOCKING PAVERS
- 11 VEHICULAR ENTRY COURT WITH INTERLOCKING PAVERS
- 12 DRIVEWAY / FIRE LANE WITH ALTERNATING BANDS OF INTEGRAL COLOR CONCRETE PAVING
- 13 SHORT TERM BIKE PARKING
- 14 NEW STREET TREE WITH DECORATIVE TREE WELL GRATE
- 15 18" WIDE RAISED PLANTERS
- 16 6' HIGH METAL FENCE WITH SECURITY ACCESS GATE



#### LANDSCAPE PLAN - GROUND FLOOR

SCALE: 1" = 20'

1







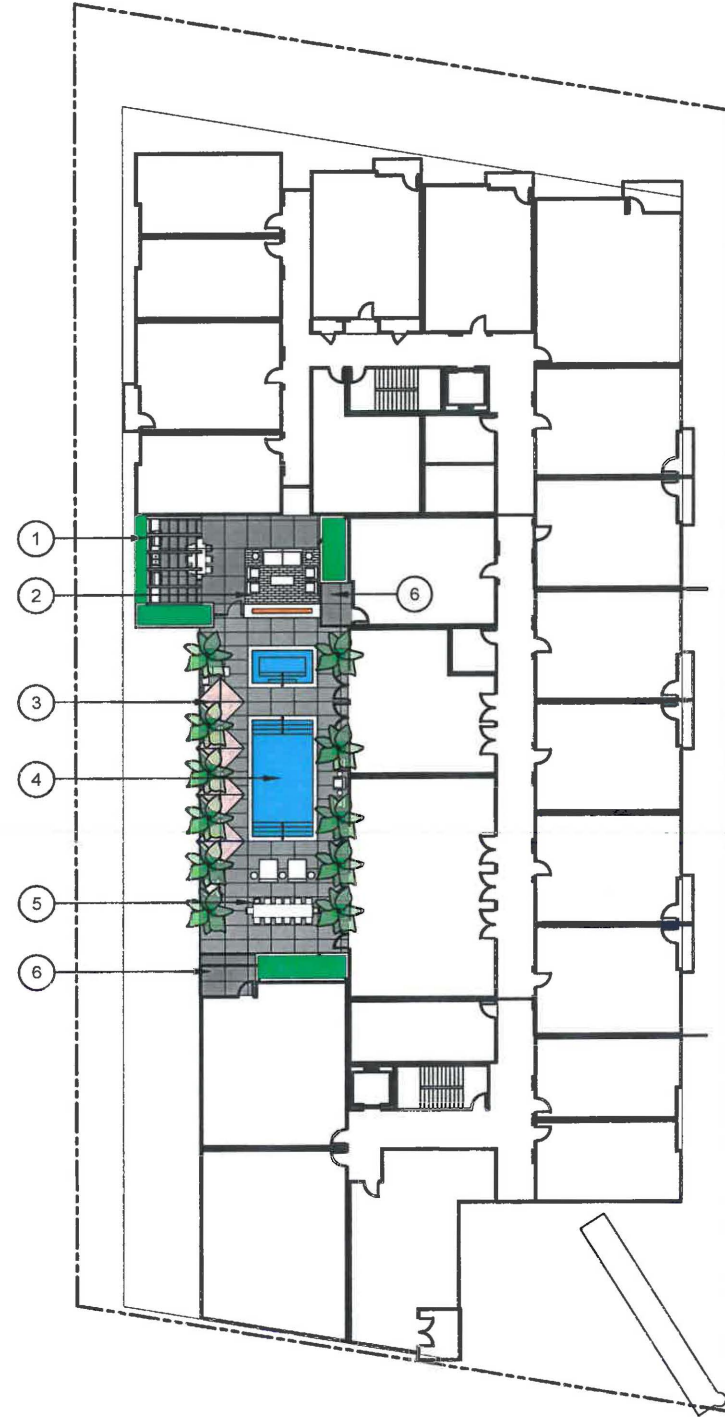
SHRUBS & GROUNDCOVER - Ground Floor			
SYMBOL	BOTANICAL NAME	COMMON NAME	NOTES
	<b>GARDEN ENTRY COURT</b> <i>Lantana sellowiana</i> 'Monna' <i>Myrtus communis</i> 'Compacta' <i>Dianella caerulea</i> 'Little Becca' <i>Trachelospermum jasminoides</i>	White Trailing Lantana Dwarf Myrtle Little Becca Flax Lily Star Jasmine	1 Gal 15% @ 12" - 16" O.C. 5 Gal 85% @ 24" - 36" O.C.
	<b>VEHICULAR ENTRY COURT</b> <i>Dianella caerulea</i> 'Cassa Blue' <i>Pittosporum crassifolium</i> 'Nana' <i>Senecio mandraliscae</i> <i>Dietes x 'Nola Alba'</i> <i>Ficus repens</i>	Blue Flax Lily Dwarf Karo Klenia Katrina African Iris Creeping Fig	1 Gal 35% @ 12" - 16" O.C. 5 Gal 65% @ 24" - 36" O.C.
	<b>SHADED WALKWAY</b> <i>Asparagus densiflorus</i> 'Myers' <i>Juncus patens</i> 'Elk Blue' <i>Coprosma kirkii</i> <i>Pittosporum t. 'Silver Sheen'</i>	Foxtail Fern Elk Blue California Gray Rush Creeping Mirror Plant Silver Sheen Kohuhu	1 Gal 25% @ 12" - 16" O.C. 5 Gal 65% @ 24" - 36" O.C. 15 Gal 10% @ 42" - 52" O.C.
	<b>NORTH SIDE GARDEN WALK</b> <i>Ophiopogon japonicus</i> <i>Pittosporum crassifolium</i> 'Nana' <i>Loropetalum chinense</i> 'Peack' <i>Aeonium canariense</i> <i>Echeveria elegans</i>	Mondo Grass Dwarf Karo Purple Pixie Fringe Flower Giant Velvet Rose Mexican Snowball	1 Gal 35% @ 12" - 16" O.C. 5 Gal 65% @ 24" - 36" O.C.
	<b>SCREEN PLANTING</b> <i>Bambusa multiplex</i> 'Alphonse Karr' <i>Liriope gigantea</i> <i>Buxus m. japonica</i> 'Green Beauty'	Alphonse Karr Bamboo Giant Lily Turf Green Beauty Boxwood	5 Gal 35% @ 24" - 36" O.C. 15 Gal 65% @ 42" - 52" O.C.

SHRUB & GROUNDCOVER PLAN - GROUND FLOOR

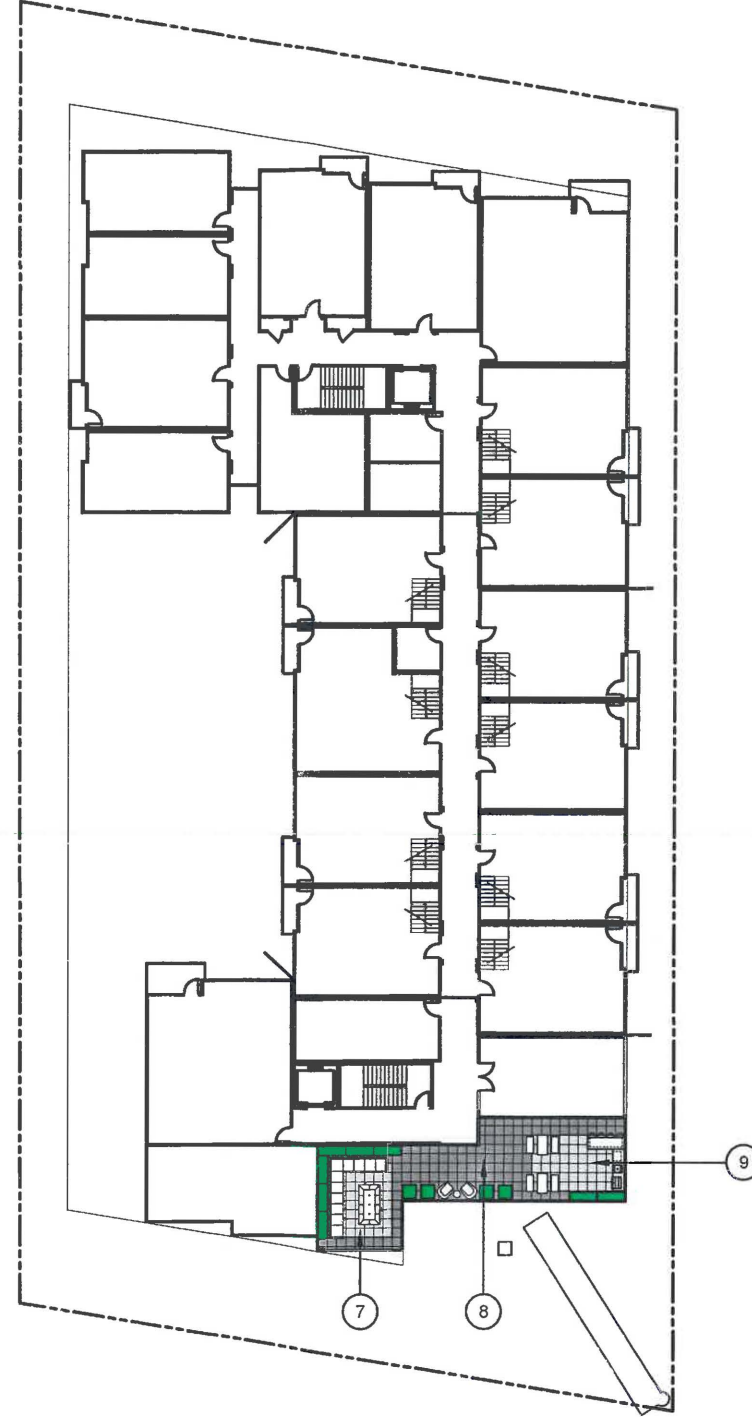
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LEVEL 2



LEVEL 6

LEGEND

- ① BUILT-IN BBQ AREA W/ OVERHEAD TRELLIS & CAST-IN-PLACE INTEGRAL COLORED CONCRETE PAVING. OVERHEAD TRELLIS TO ACCOMMODATE FUTURE PV PANELS
- ② OUTDOOR LIVING ROOM WITH PAVERS
- ③ MOVEABLE CHAISE SEATING
- ④ POSSIBLE POOL AND SPA
- ⑤ COMMUNAL SEATING AREA WITH CAST-IN-PLACE INTEGRAL COLORED CONCRETE PAVING
- ⑥ PRIVATE PATIO W/ ENCLOSURE WITH CAST-IN-PLACE CONCRETE PAVING
- ⑦ LOUNGE SEATING W/ FIREPIT AND PEDESTAL PAVERS
- ⑧ ROOF DECK ENTRY COURTS WITH PEDESTAL PAVERS
- ⑨ OUTDOOR KITCHEN AREA WITH PEDESTAL PAVERS

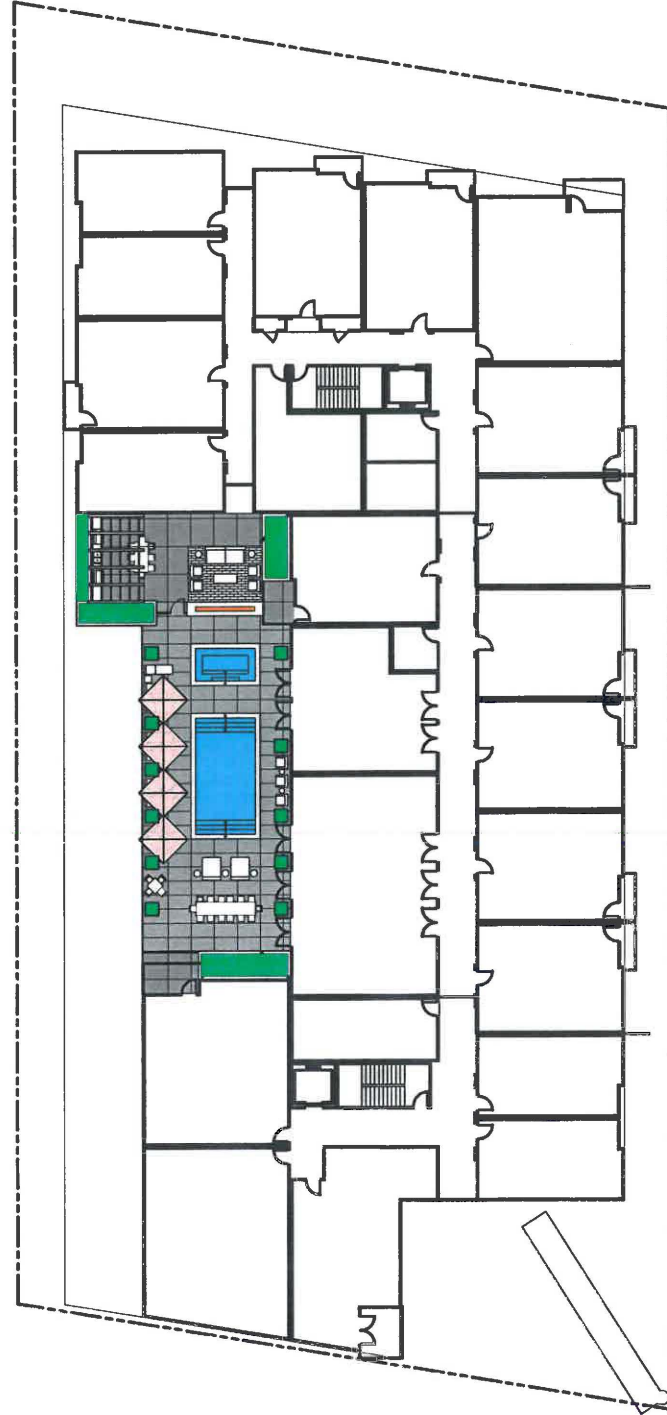


LANDSCAPE PLAN - LEVEL 2 & 6  
SCALE: 1" = 20'

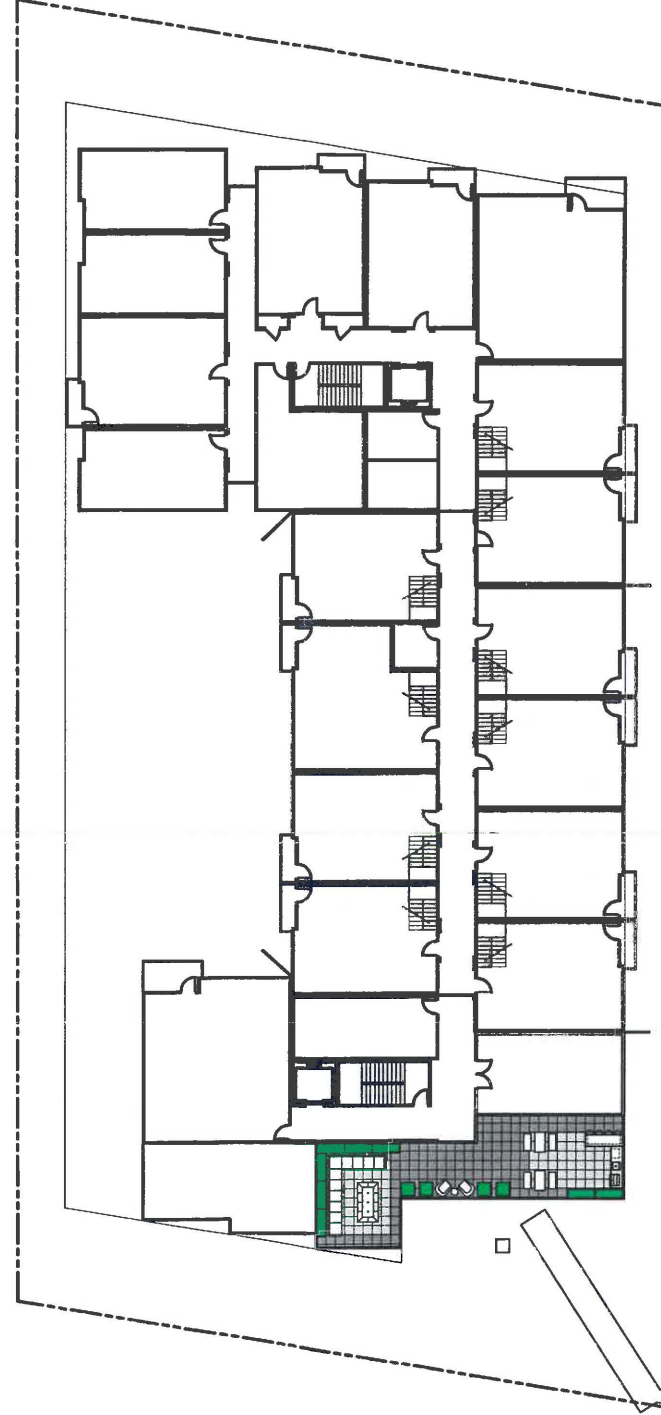
①







LEVEL 2



LEVEL 6



SHRUBS & GROUNDCOVER - Level 2 & 6			
SYMBOL	BOTANICAL NAME	COMMON NAME	NOTES
	<b>LEVEL 2 &amp; 6 PLANTERS</b>		
	Cordyline x 'JURred'	Festival Burgundy Cordyline	1 Gal 15% @ 12" - 16" O.C.
	Abelia x grandiflora 'Kaleidoscope'	Kaleidoscope Abelia	5 Gal 75% @ 24" - 36" O.C.
	Aeonium arboreum	Tree Anemone	15 Gal 15% @ 42" - 52" O.C.
	Aeonium a. 'Atropurpureum'	Purple Aeonium	
	Agave desmetiana 'Variegata'	Variegated Smooth Agave	
	Chamaerops humilis	Mediterranean Fan Palm	
	Philodendron xanadu	Winterbourn Philodendron	
	Senecio serpens	Blue Chalk Sticks	
	Senecio vitalis	Serpents Blue Chalk Fingers	
	Liriope Silvery Sunproof	Silvery Sunproof Lilyturf	



SHRUB & GROUNDCOVER PLAN - LEVEL 2 & 6  
SCALE: 1" = 20'

1







5' DEDICATION (715 SF)



PROPOSED PLAZA (1,935 SF)



**EXHIBIT D**

**REVISED PROJECT PLANS**



***16161***





PLANNING DEVELOPMENT PARAMETERS

26-Aug-18

PROJECT ADDRESS	16161 Ventura Blvd., Encino
APPLICABLE ZONING CODE	Los Angeles Municipal Code
ZONING (current)	C4-1L
SPECIFIC PLAN / OVERLAY (S.P.)	Ventura Cahuenga Blvd. Corridor Specific Plan
SITE AREA (SQUARE FEET)	39,421 (per survey)
SITE AREA (ACRES)	0.90
SETBACKS (FRONT/SIDE/REAR)	18" Min-10' Max/9'/20'
MAX. BLDG HEIGHT ALLOWED	86' (per Specific Plan + SB1818)
LOT COVERAGE ALLOWED (PER S.P.)	75%
LOT COVERAGE PROVIDED	66%
BUILDING FOOTPRINT (SQ.FT.)	25,926

CONSTRUCTION TYPE	Type III Over Type I
OCCUPANCY	R
TOTAL GROSS AREA (SEE CHART BELOW)	183,912 SF
FLR. AREA ALLOWED* (3.0 W SB1818)	118,263 SF
FLR. AREA PROVIDED* 2.7	106,846 SF
BASE DENSITY ALLOWED (PER LAMC)	99
DENSITY ALLOWED W SB1818 35% Bonus	134
TOTAL NUMBER OF UNITS	114
DENSITY PER ACRE (UNITS PER ACRE)	126
AFFORDABLE UNITS (11% VERY LOW)	11

\*Floor Area excludes ext. walls, stairs, shafts, utility rooms, parking, bike parking, ramps, basement storage. (per LAMC)

UNIT SUMMARY

UNIT TYPE							Total # Units	NET S.F.**	BALCONY S.F.	Total Net Rent.	% of Unit Mix
	LVL 01	LVL 02	LVL 03	LVL 04	LVL 05	LVL 06					
STUDIO:											
S1	4	5	5	5	5	3	27	569 SF	0 SF	15,363 SF	
S2		1	1	1	1	1	5	605 SF	0 SF	3,025 SF	
2 Unit Types											
SUBTOTAL	4	6	6	6	6	4	32	575 SF	0 SF	18,388 SF	28.1%
1 BR:											
A1	3	10	10	12	12	3	50	760 SF	50 SF	38,000 SF	
A2	0	0	1	1	1	0	3	916 SF	50 SF	2,748 SF	
A3	0	1	1	0	0	0	2	1,013 SF	50 SF	2,026 SF	
A4-M	0	0	0	0	0	9	9	895 SF	50 SF	8,055 SF	
A5-M	0	0	0	0	0	1	1	1,076 SF	50 SF	1,076 SF	
5 Unit Types											
SUBTOTAL	3	11	12	13	13	13	65	799 SF	1,650 SF	51,905 SF	57.0%
2 BR:											
B1	1	2	2	2	2	2	11	1,115 SF	50 SF	12,265 SF	
B2	0	1	1	0	0	0	2	1,260 SF	50 SF	2,520 SF	
B4	0	0	0	1	1	0	2	1,093 SF	50 SF	2,186 SF	
3 Unit Types											
SUBTOTAL	1	3	3	3	3	2	15	1,131 SF	750 SF	16,971 SF	13.2%
LIVE/WORK											
L/W1	1	0	0	0	0	0	1	1,227 SF	0 SF	1,227 SF	
L/W2	1	0	0	0	0	0	1	1,031 SF	0 SF	1,031 SF	
2 Unit Types											
SUBTOTAL	2	0	0	0	0	0	2	1,129 SF	0 SF	2,258 SF	1.8%
TOTAL	10	20	21	22	22	19	114	785 SF	2,400 SF	89,522 SF	100.0%

\*\*Net rentable square footage is taken from centerline of parti walls and outside of exterior walls, excluding all decks and balconies.

BUILDING AREA SUMMARY

RESIDENTIAL AMENITIES			PROJECT GROSS AREAS***		
Leasing Office		989 SF	Utility Rooms w/in Type III		5,244 SF
Clubroom/Fitness		2,460 SF	Residential		94,354 SF
Roof Lounge		579 SF	Garage		70,032 SF
Lobby/Mail Room		804	Corridors		14,282 SF
TOTAL		4,832 SF	TOTAL		183,912 SF

\*\*\*Excludes decks/balconies/courtyards/shafts/dbl volume spaces/stairs measured from exterior walls of floor.

PARKING SUMMARY

REQUIRED PARKING - RESIDENTIAL (with SB1818 & No Bike Reduction)				
Unit Type		Ratio	#	Total Req'd
Unit S (Studio)		1.0	32	32
Unit A (1-BR)		1.0	65	65
Unit B (2-BR)		2.0	15	30
Live Work (2-BR)		2.0	2	4
TOTAL W/OUT PARKING REDUCTION				131
Bike Reduction		-15%	20	-20
TOTAL WITH PARKING REDUCTION				111
Ratio				0.98

REQUIRED BICYCLE PARKING				
		Ratio	# Units	Total Req'd
Long Term		1	114	114
Short Term		1:10	114	12
TOTAL				126

REQUIRED OPEN SPACE				
Unit Type		SF per unit	# Units	Total Req'd
Unit S (Studio)		100	32	3,200 SF
Unit A (1-BR)		100	65	6,500 SF
Unit B (2-BR)		125	15	1,875 SF
Live Work (2-BR)		125	2	250 SF
TOTAL				11,825 SF

PROVIDED PARKING - RESIDENTIAL					
LEVEL		HC 9' x 18'	Standard 9' x 18'	EV	TOTAL CARS
Ground - Resident		1	7	0	8
B1 - Resident		2	56	3	61
B2 - Resident		0	42	3	45
TOTAL		3	105	6	114
Ratio					1.00

\*\*\*\*\*5% EV stalls provided, with additional 15% equipped to be converted per future demand.

PROVIDED BICYCLE PARKING			
	Lvl 1	Outside	Total Prov'd
Residential	114	12	126
TOTAL			126

PROVIDED OPEN SPACE			Max Allowed	Total Prov'd
PODIUM COURTYARD				3,600 SF
FRONT PLAZA				1,935 SF
SKY DECK				750 SF
CLUBROOM/FITNESS (25% OF TOTAL REQ'D. MAX )		2,956 SF		2,460 SF
REAR YARD				930 SF
PRIVATE BALCONIES (50% OF TOTAL REQ'D MAX)		5,913 SF		2,400 SF
TOTAL				12,075 SF

PROJECT TEAM

OWNER:  
ENCINO INVESTORS, LLC  
16161 VENTURA BLVD., SUITE 219  
ENCINO, CA 91436  
P 310.453.0414

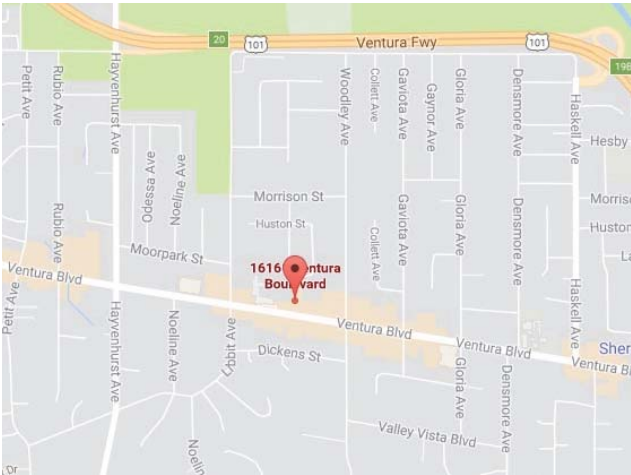
ARCHITECT:  
TCA ARCHITECTS  
801 SOUTH GRAND AVE. SUITE 1020  
LOS ANGELES, CA 90017  
P 213-553-1100

LANDSCAPE ARCHITECT:  
TROLLER MAYER ASSOCIATES, INC.  
1403 KENNETH ROAD, SUITE B  
GLENDALE, CA 91201  
P 818.956.8101

CIVIL ENGINEER:  
KPFF  
700 SOUTH FLOWER STREET, SUITE 2100  
LOS ANGELES, CA 90017  
P 213.418.0201

LAND SURVEYOR:  
CHRIS NELSON & ASSOC.  
31238 VIA COLLINAS, SUITE H  
WESTLAKE VILLAGE, 91362  
P 818.993.1040

CONTEXT MAP



SHEET INDEX

- G-0.1 - PROJECT TEAM, PROJECT DATA, SHEET INDEX, VICINITY MAP
- G-0.2 - CONTEXT MAP
- A-1.1 - PLOT PLAN
- A-1.2 - SITE PLAN
- A-1.3 - BUILDING PLANS: BASEMENT LEVELS B1 & B2
- A-1.4 - BUILDING PLANS: LEVELS 2 & 3
- A-1.5 - BUILDING PLANS: LEVELS 4 & 5
- A-1.6 - BUILDING PLANS: LEVEL 6, MEZZANINE LEVEL, & ROOF
- A-2.1 - BUILDING SECTIONS
- A-3.1 - ILLUSTRATIVE ELEVATIONS
- A-3.2 - ILLUSTRATIVE ELEVATIONS
- A-3.3 - PERSPECTIVE
- A-3.4 - PERSPECTIVE
- L-1.1 - LANDSCAPE PLAN - GROUND FLOOR
- L-1.2 - SHRUB & GROUNDCOVER PLAN - GROUND FLOOR
- L-1.3 - LANDSCAPE PLAN - LEVELS 2 & 6
- L-1.4 - SHRUB & GROUNDCOVER PLAN - LEVELS 2 & 6

PROJECT NARRATIVE

THIS PROJECT CONSISTS OF A NEW RESIDENTIAL BUILDING SITUATED BETWEEN AN OFFICE BUILDING, PARKING GARAGE, AND SINGLE FAMILY RESIDENCES. THE PROPOSED PROJECT IS LOCATED IN A C4-1L ZONE.

THE NEW 86-FOOT TALL RESIDENTIAL URBAN INFILL PROJECT CONTAINS 114 APARTMENTS, INCLUDING 2 LIVE/WORK UNITS ON THE GROUND FLOOR ALONG VENTURA BLVD., AND TYPICAL FLATS ALONG THE REAR OF THE PROPERTY. DISTRIBUTED EQUALLY THROUGHOUT THE PROJECT, THERE ARE ALSO 11 AFFORDABLE UNITS. BUILDING HEIGHT IS PRIMARILY 6 STORIES WITH SOME MEZZANINE UNITS ON THE UPPERMOST LEVEL. THE BUILDING GRADUALLY STEPS DOWN TO 3 STORIES ALONG VENTURA BLVD TO COMPLY WITH THE SPECIFIC PLAN REQUIREMENTS. THERE IS AN INTIMATE COURTYARD CENTRALLY LOCATED AT 3,600 SQUARE FEET, ADJACENT TO THE CLUBHOUSE AND FITNESS ROOM DEDICATED TO THE RESIDENTS.

PARKING IS ACCESSED FROM VENTURA BLVD. ON THE EAST SIDE OF THE PROJECT. ALL REQUIRED PARKING IS ACCOMMODATED WITHIN THE GROUND FLOOR GARAGE AND 1.5 LEVELS BELOW GRADE, FOR A TOTAL OF 114 PARKING STALLS.

16161  
ENCINO, CA



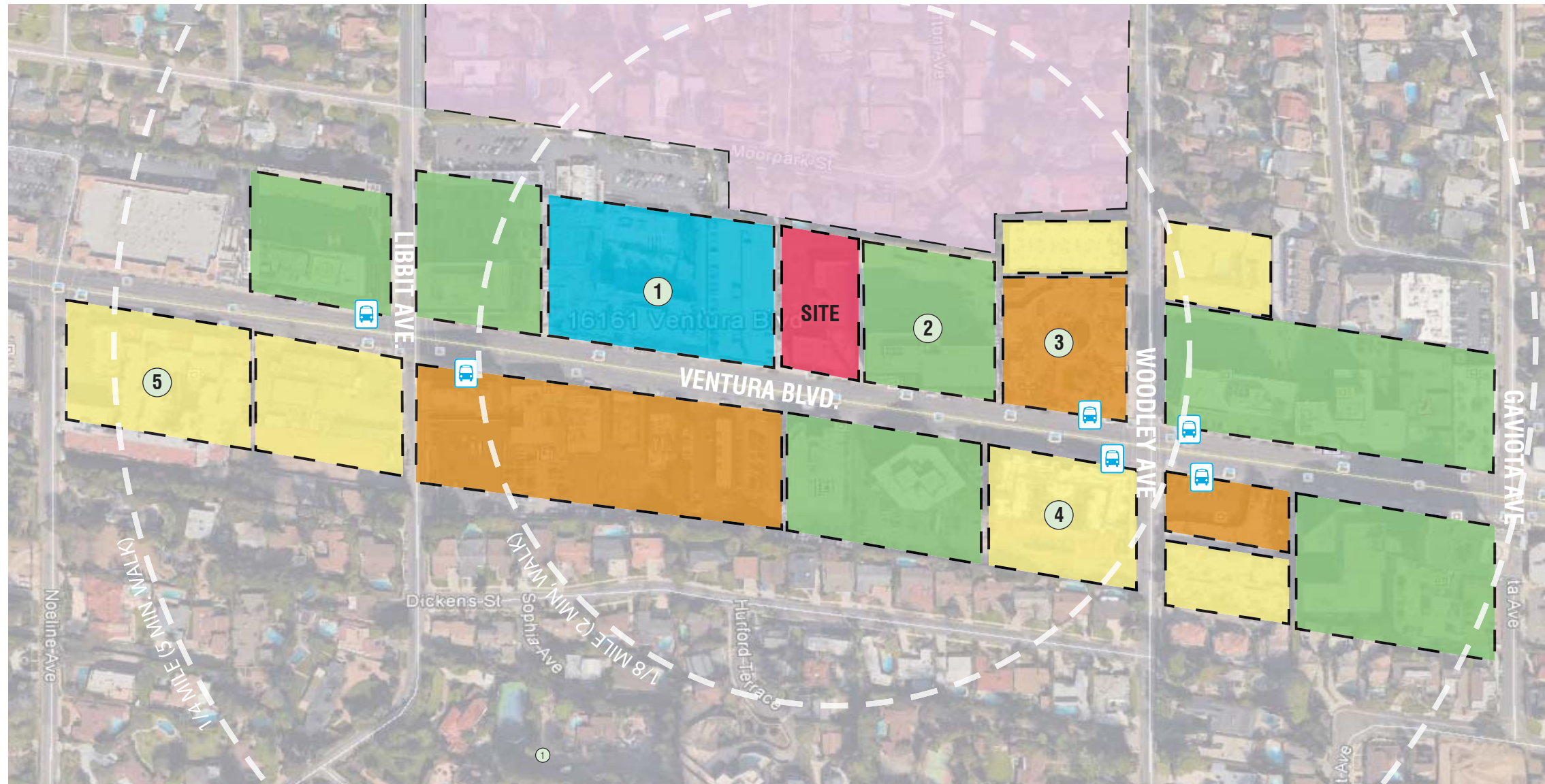
ENCINO INVESTORS, LLC.  
TCA # 2017-074

SITE PLAN REVIEW SUBMITTAL  
REVISION 1  
JUNE 11, 2018

PROJECT SUMMARY, NARRATIVE, TEAM, & CONTEXT MAP

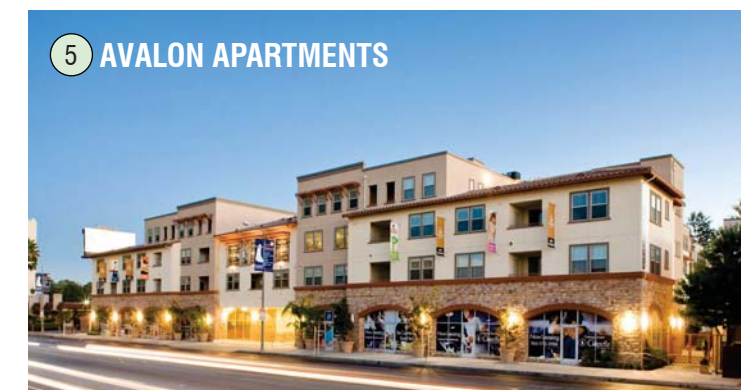
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## LEGEND

- PROJECT SITE
- OFFICE
- MULTI-FAMILY HOUSING
- COMMERCIAL/MIXED-USE  
(RESTAURANT/OFFICE/RETAIL)
- HOSPITAL
- SINGLE FAMILY RESIDENCES
- TRANSIT (BUS) STOPS





## PROJECT ADDRESS:

16161-16163 VENTURA BLVD.  
LOS ANGELES, 91436 CA

## LEGAL DESCRIPTION:

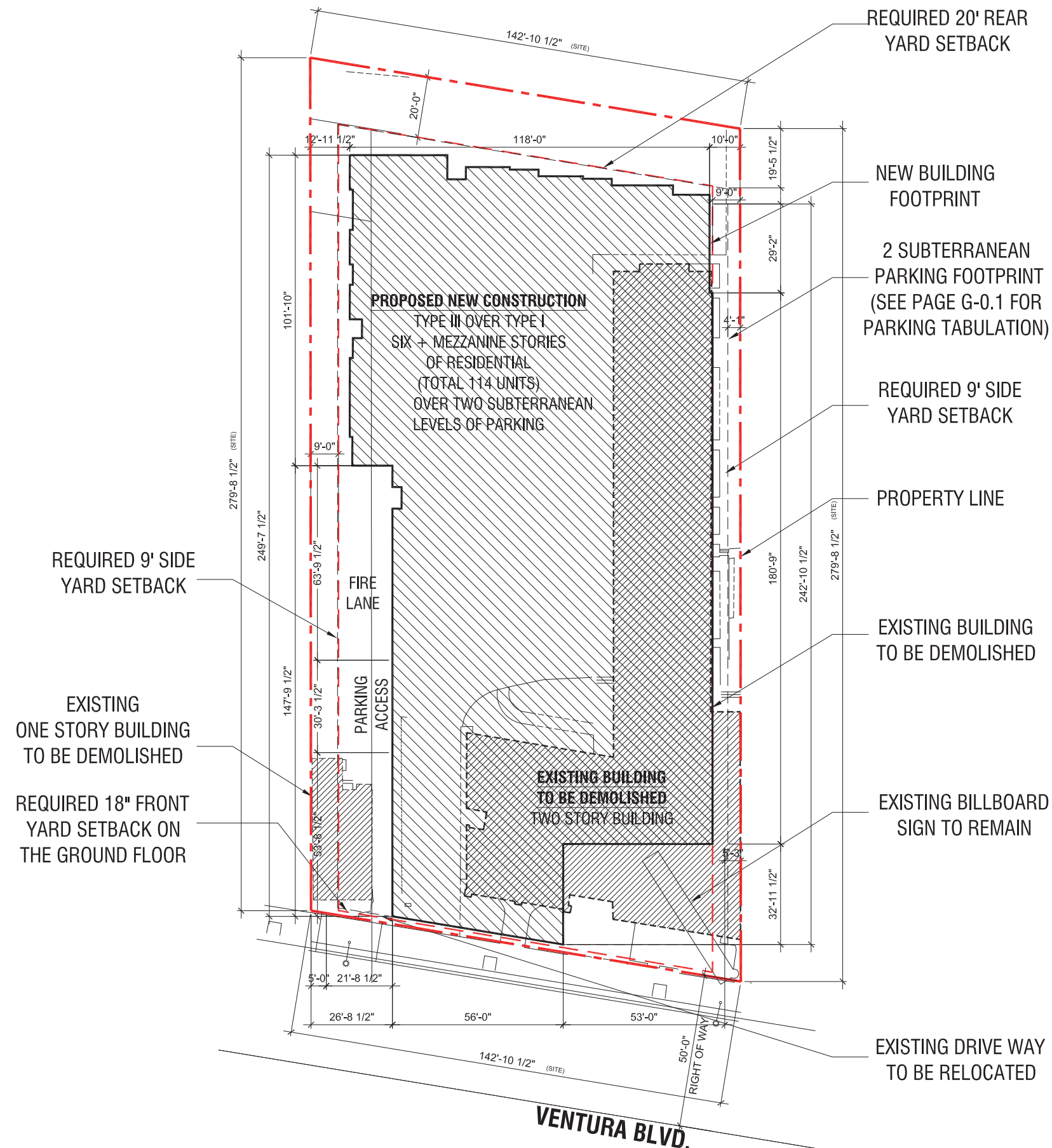
ALL THAT CERTAIN REAL PROPERTY SITUATED IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

THE SOUTH 300 FEET (MEASURED ALONG THE EASTERLY AND WESTERLY LINES, THEREOF) OF LOT 3 IN BLOCK 24 OF TRACT NO. 2955, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDER IN BOOK 31, PAGE 62 TO 70 INCLUSIVE OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT THEREFROM THE WEST 125 FEET THEREOF, MEASURED ALONG THE SOUTHERLY LINE OF SAID LOT 3.

## NOTES:

1. REFER TO SHEET G-0.1 FOR PROJECT SUMMARY TABLE INCLUDING SQUARE FOOTAGE, PARKING COUNTS, AND OPEN SPACE REQUIREMENTS, FAR, ETC.
2. REFER TO SHEET A-1.2 & A-1.3 PARKING LAYOUT.



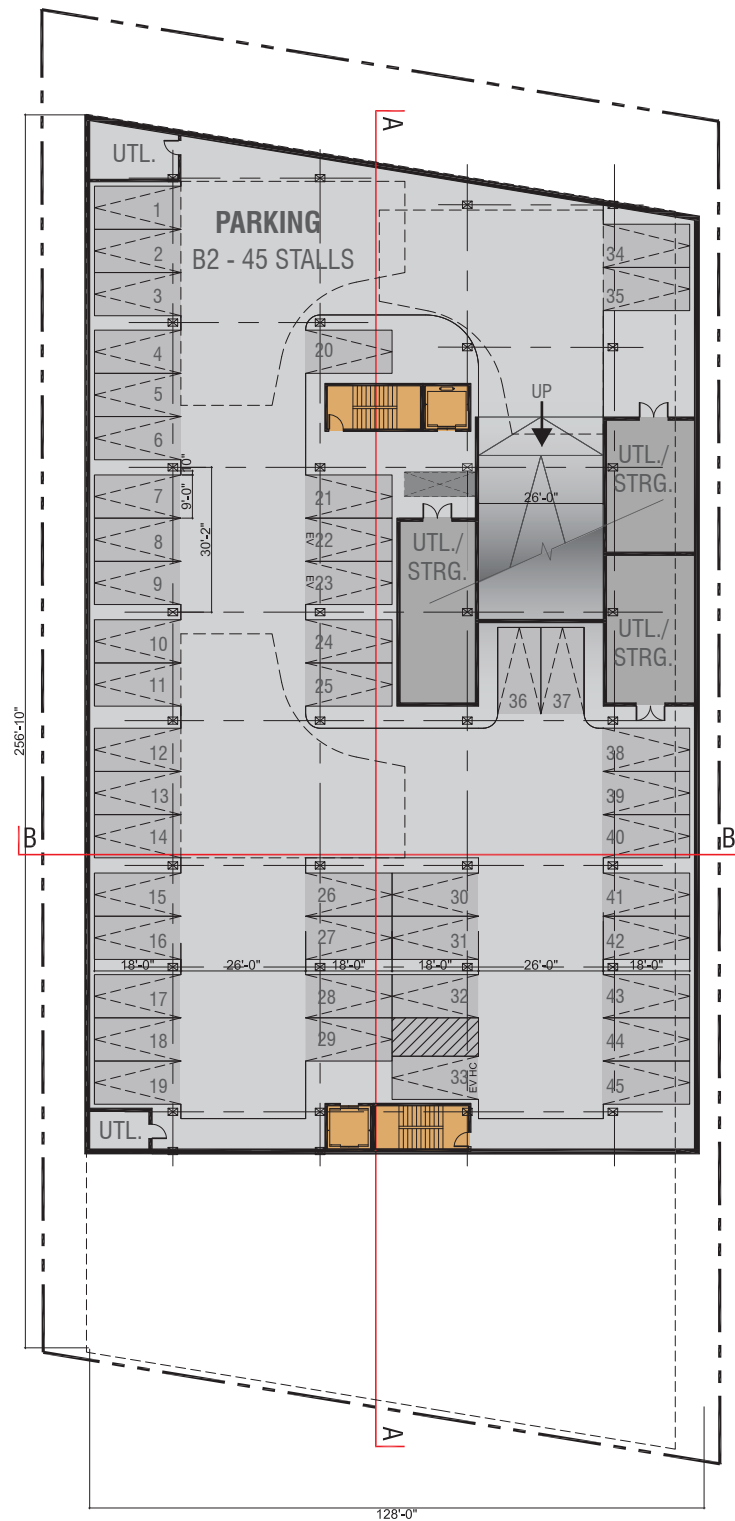
## LEGEND

	NEW BUILDING FOOTPRINT
	EXISTING BUILDING TO BE DEMOLISHED
	BOUNDARY OF SUBTERRANEAN PARKING BELOW

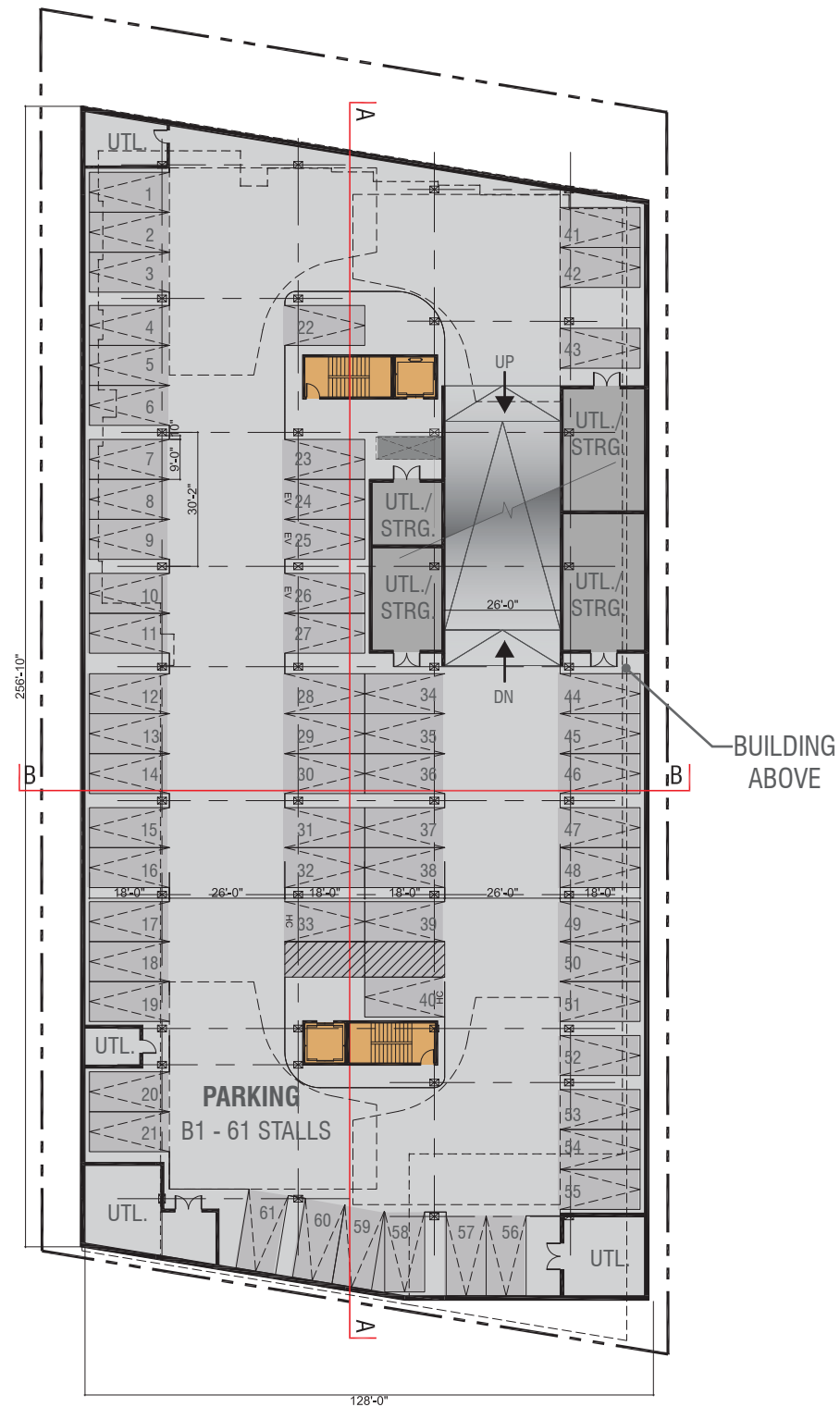






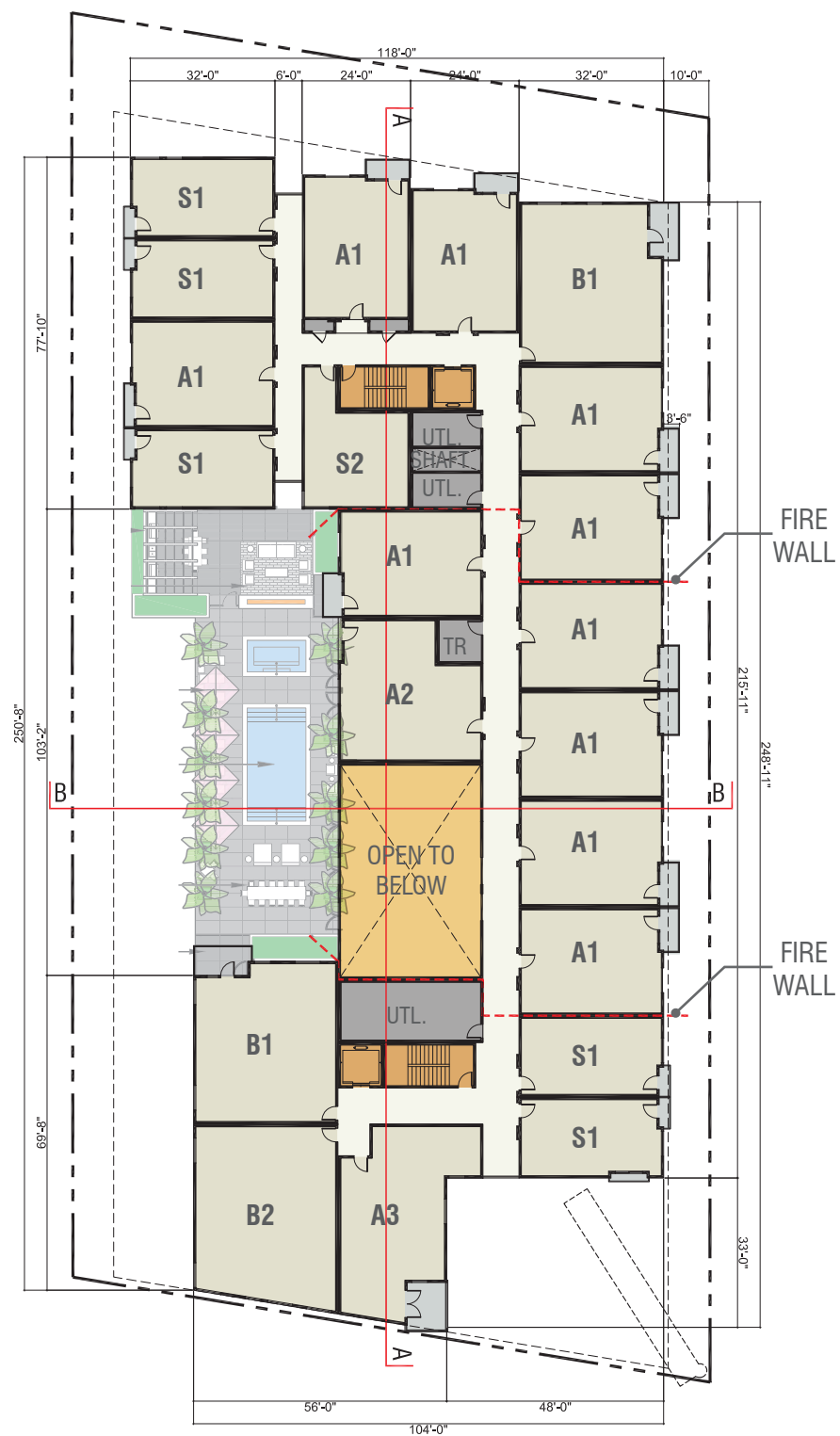
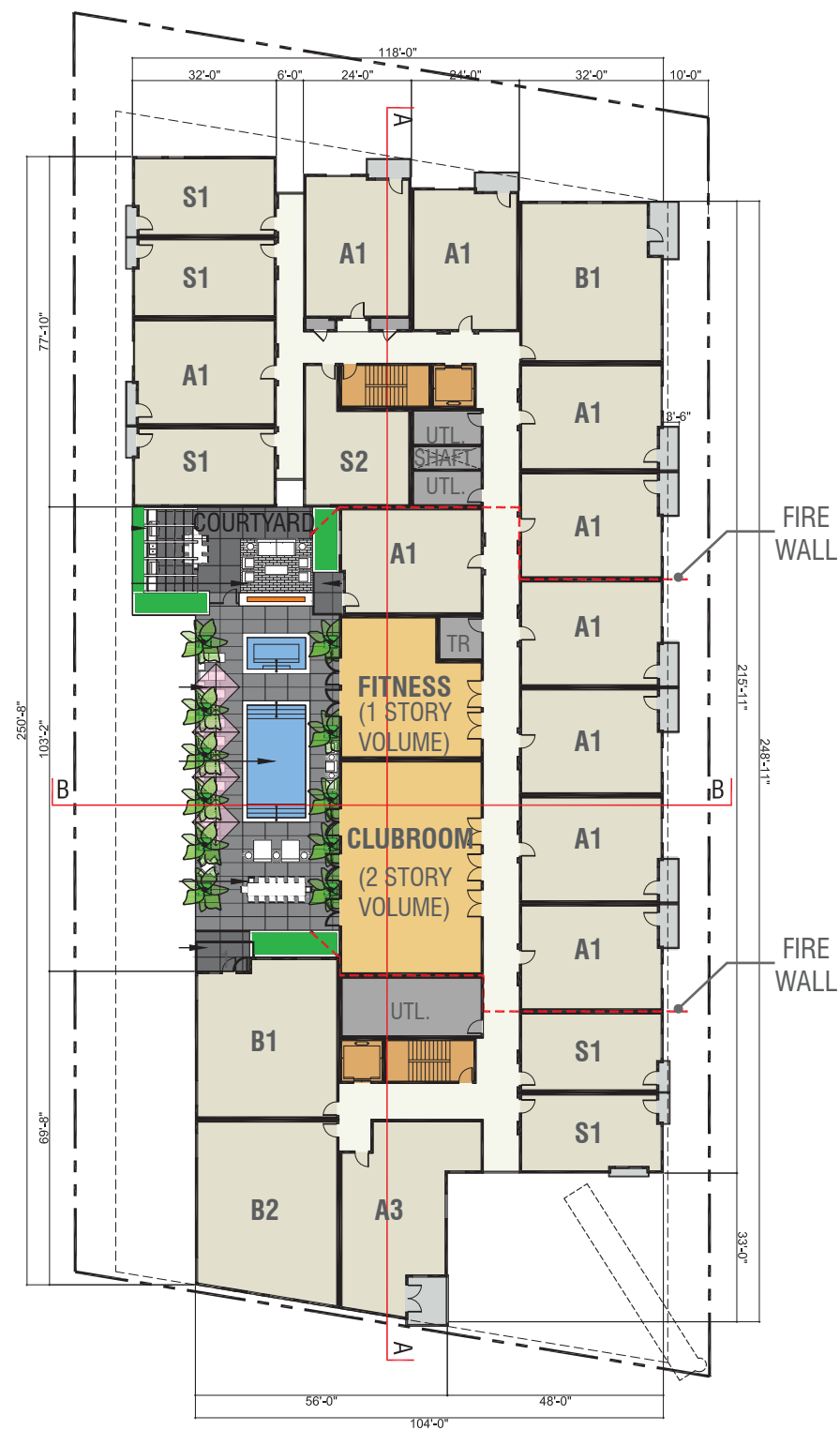


LEVEL B2

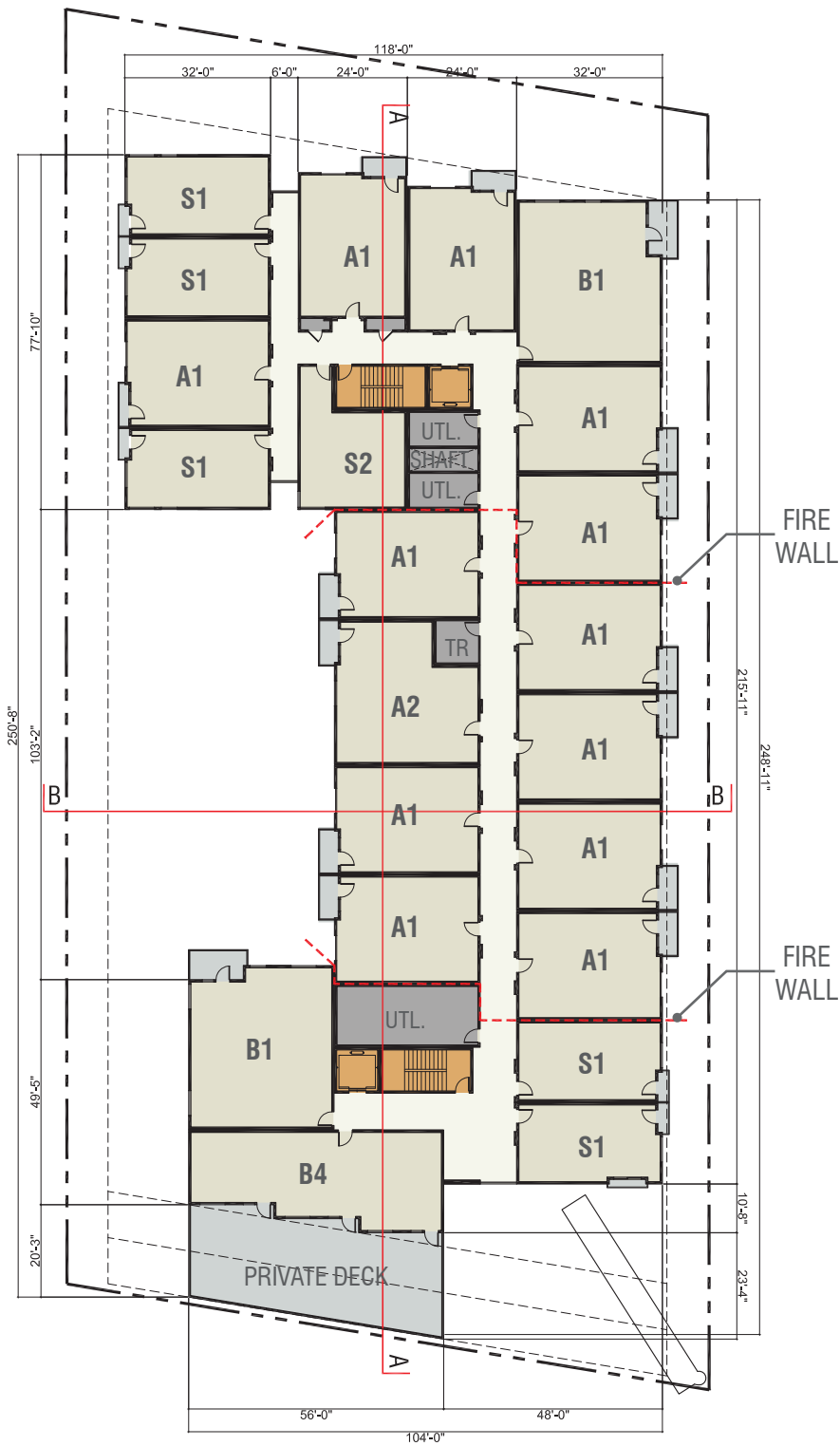


LEVEL B1

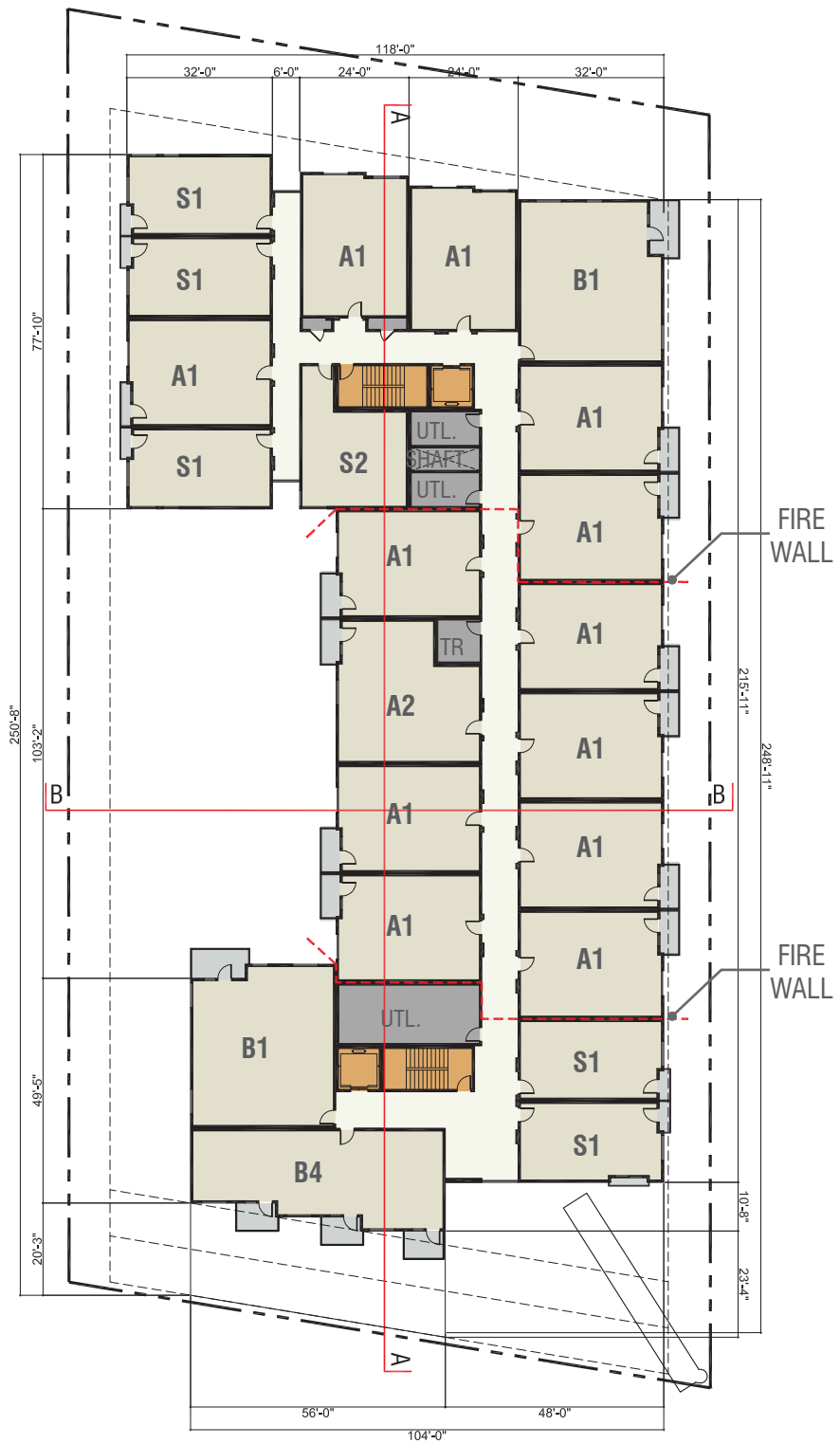






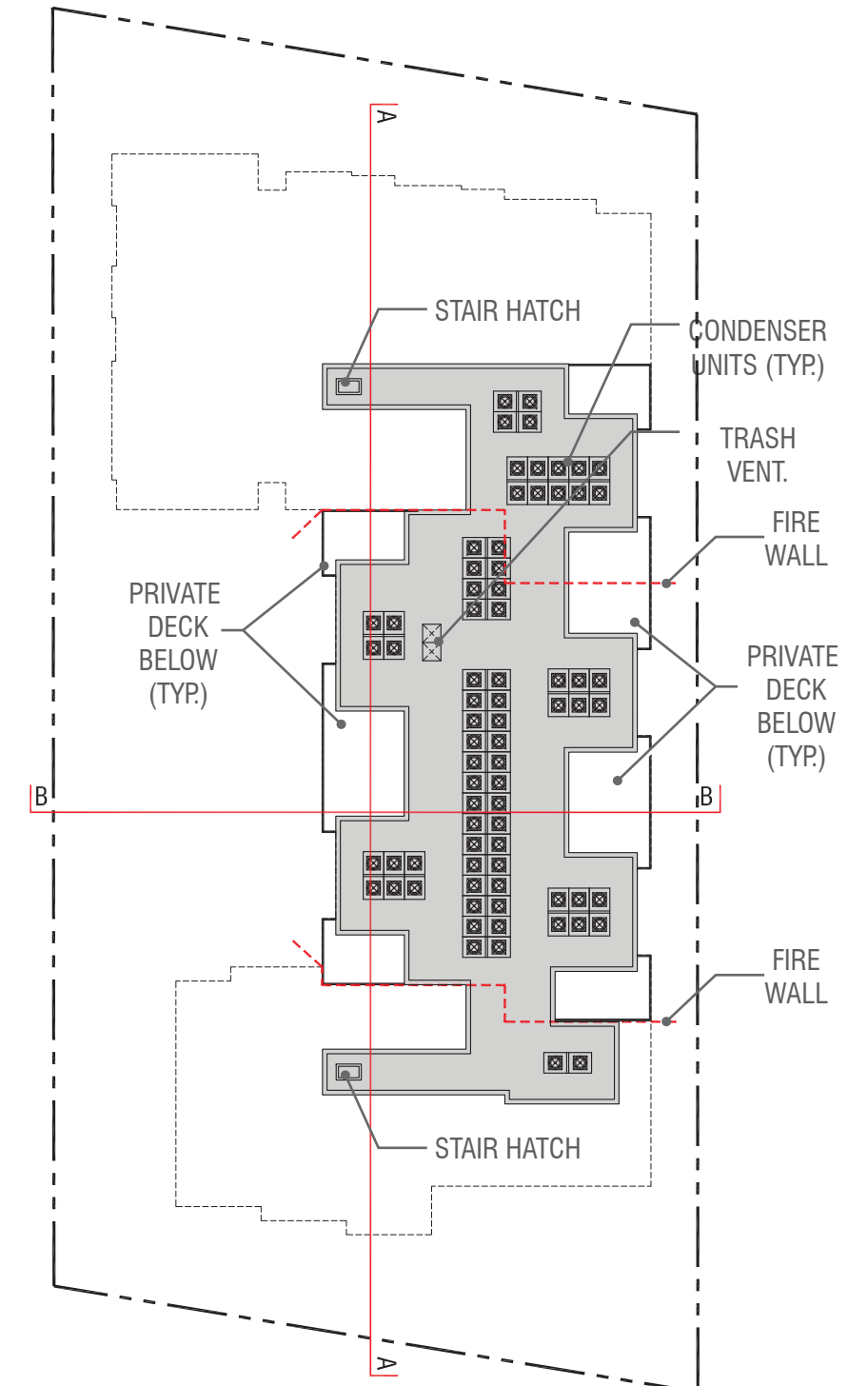
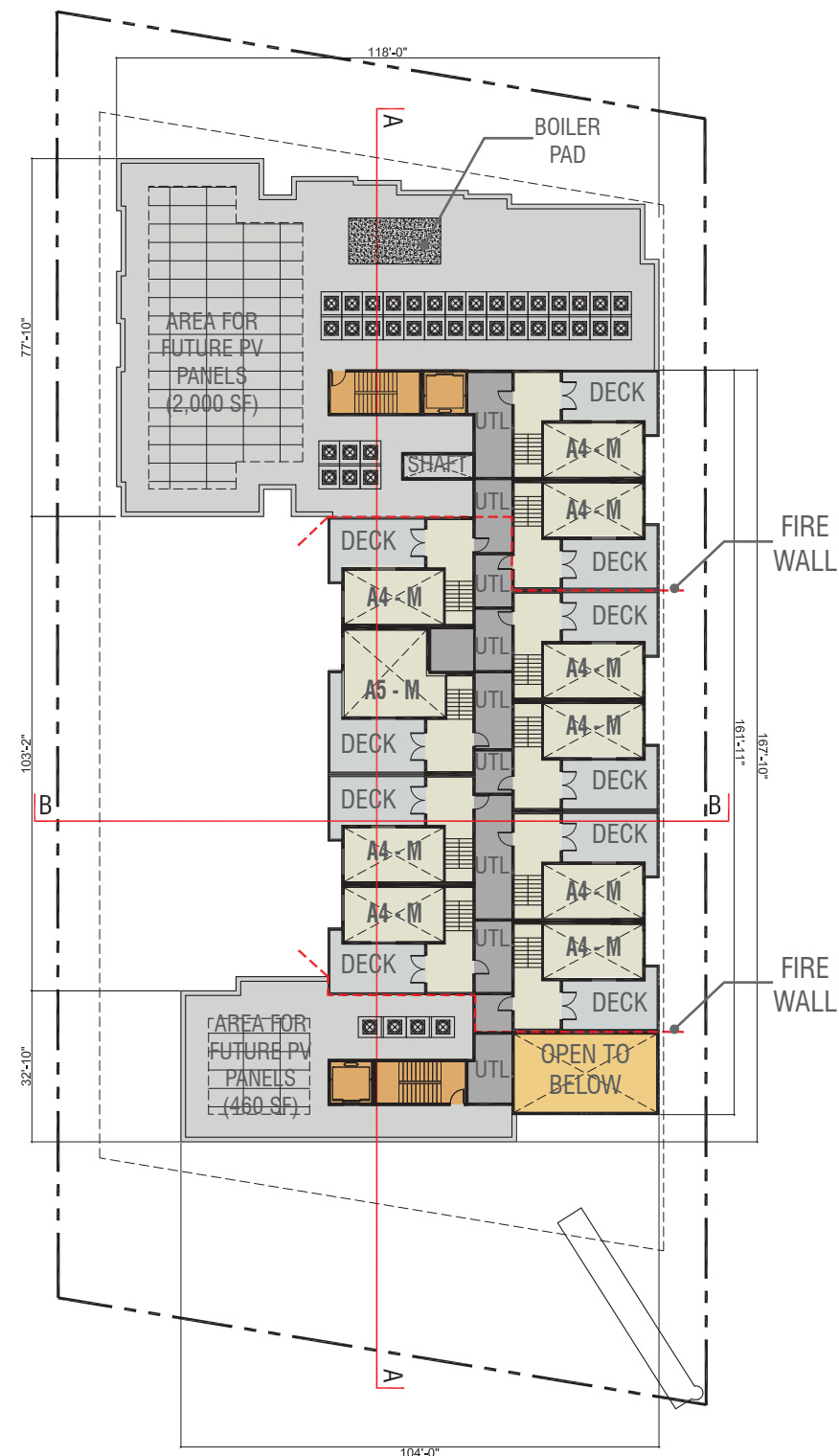
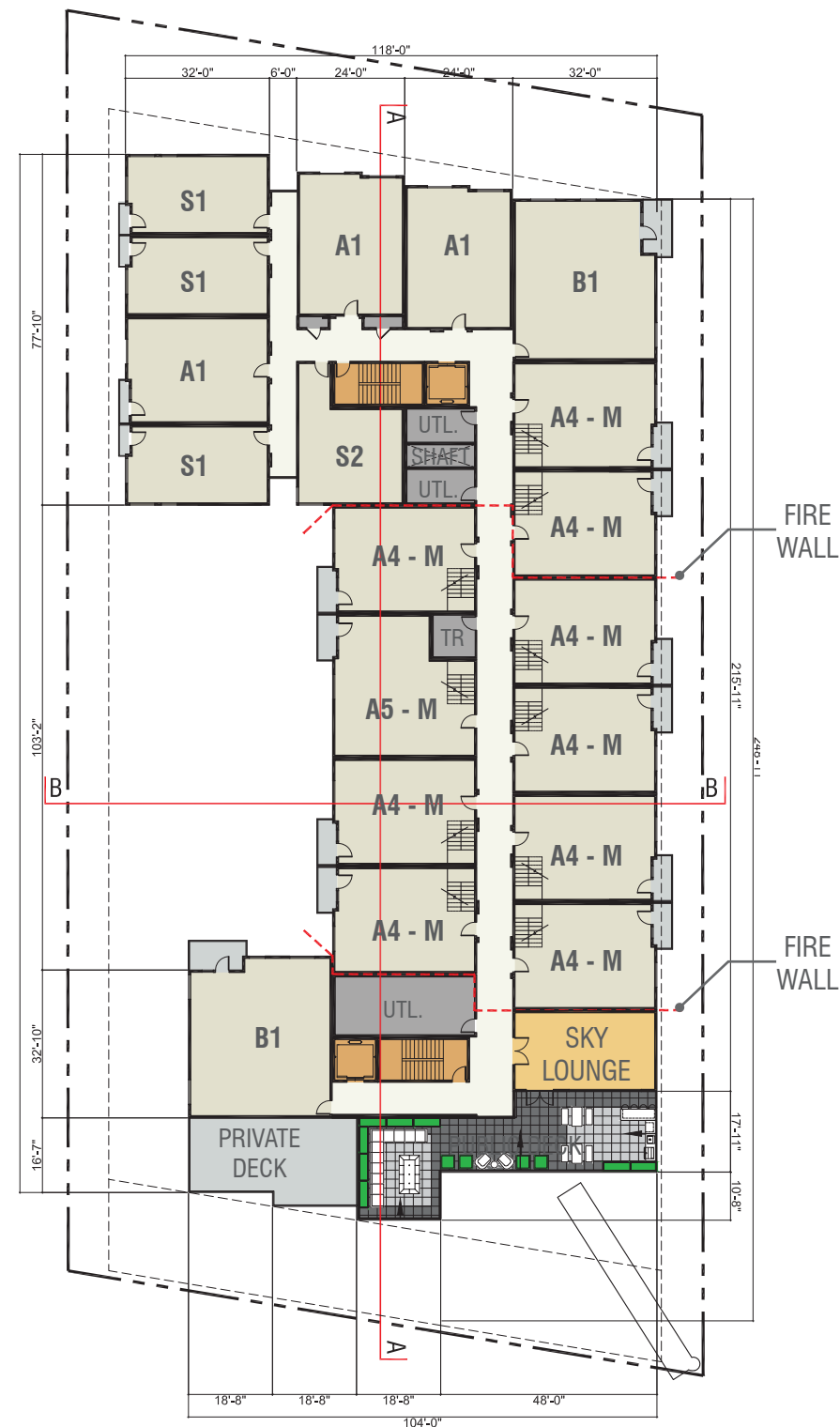


LEVEL 4

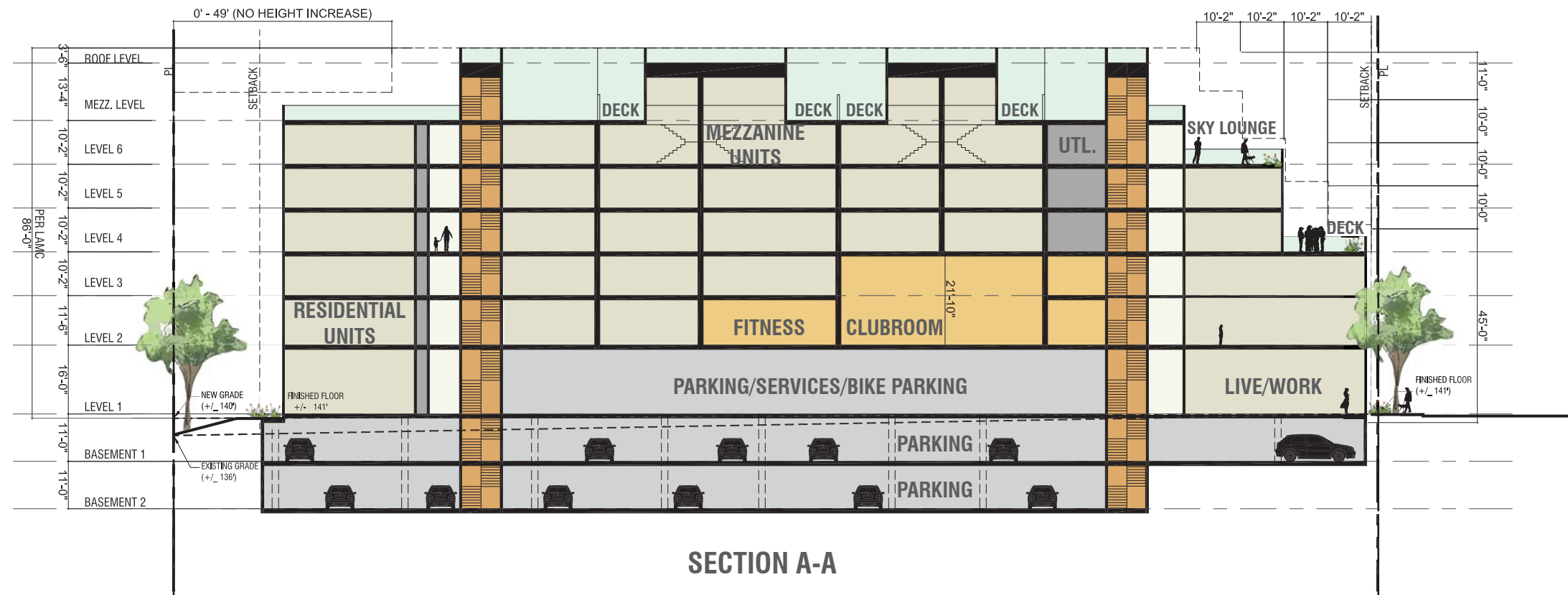


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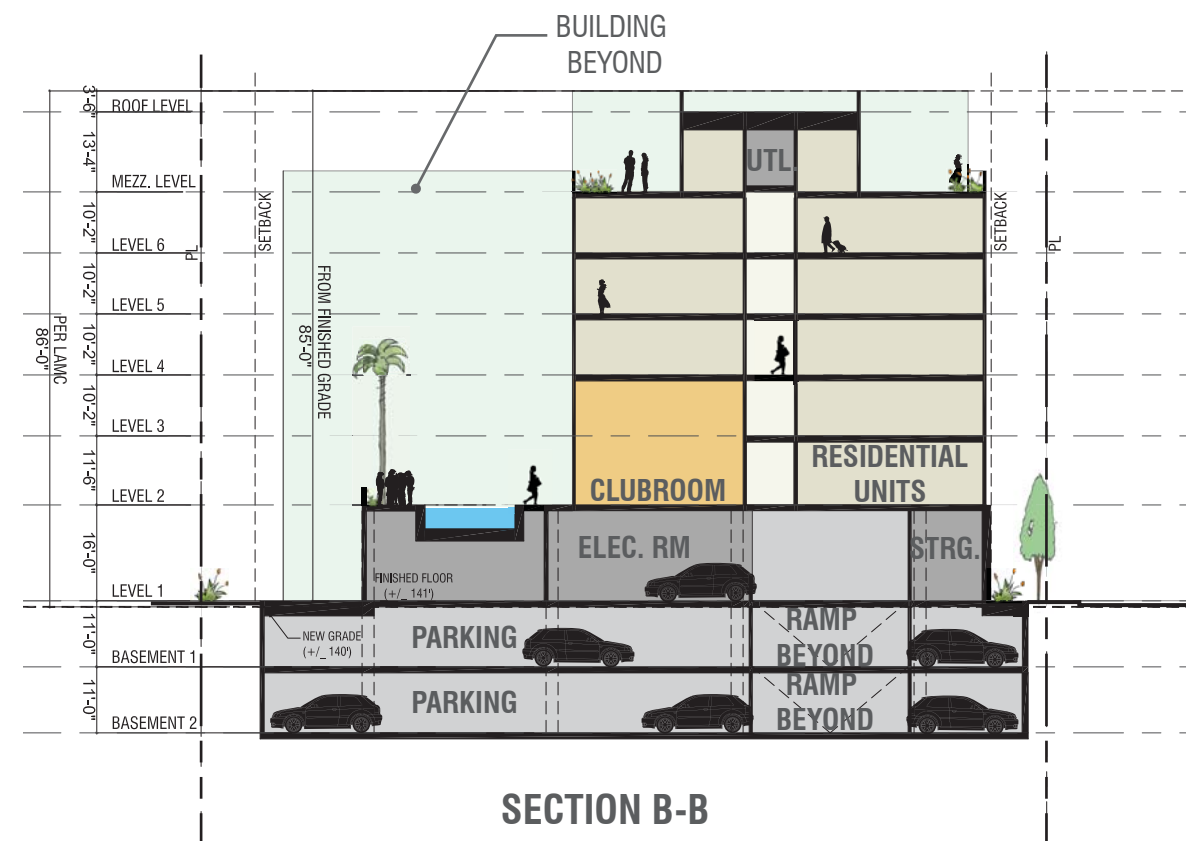








SECTION A-A



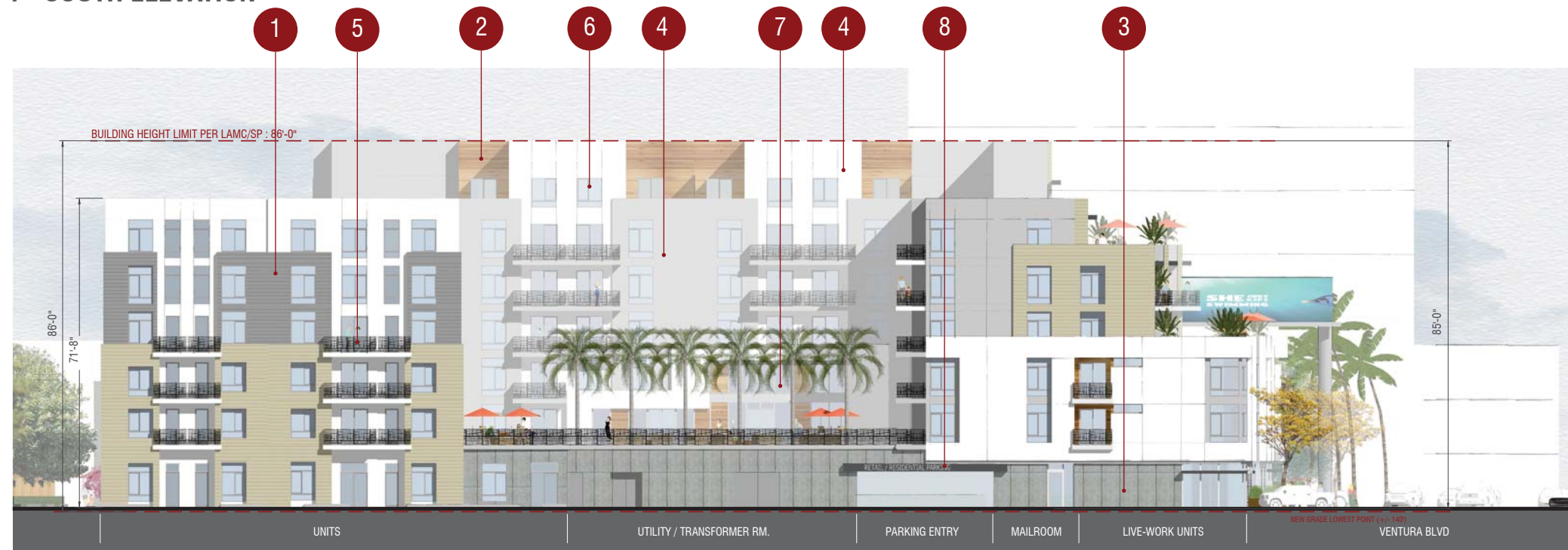
SECTION B-B







1 - SOUTH ELEVATION



2 - WEST ELEVATION



KEY PLAN



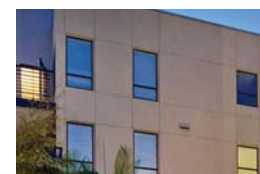
1 - CEMENTITIOUS SIDING OR SIMILAR



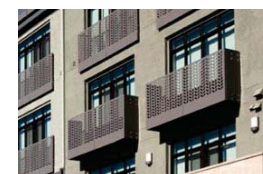
2 - SIMULATED WOOD PANELS OR SIMILAR



3 - FINISHED CONCRETE OR SIMILAR



4 - EXTERIOR PLASTER



5 - METAL SCREEN GUARDRAIL OR SIMILAR



6 - VINYL WINDOWS



7 - STOREFRONT WINDOWS

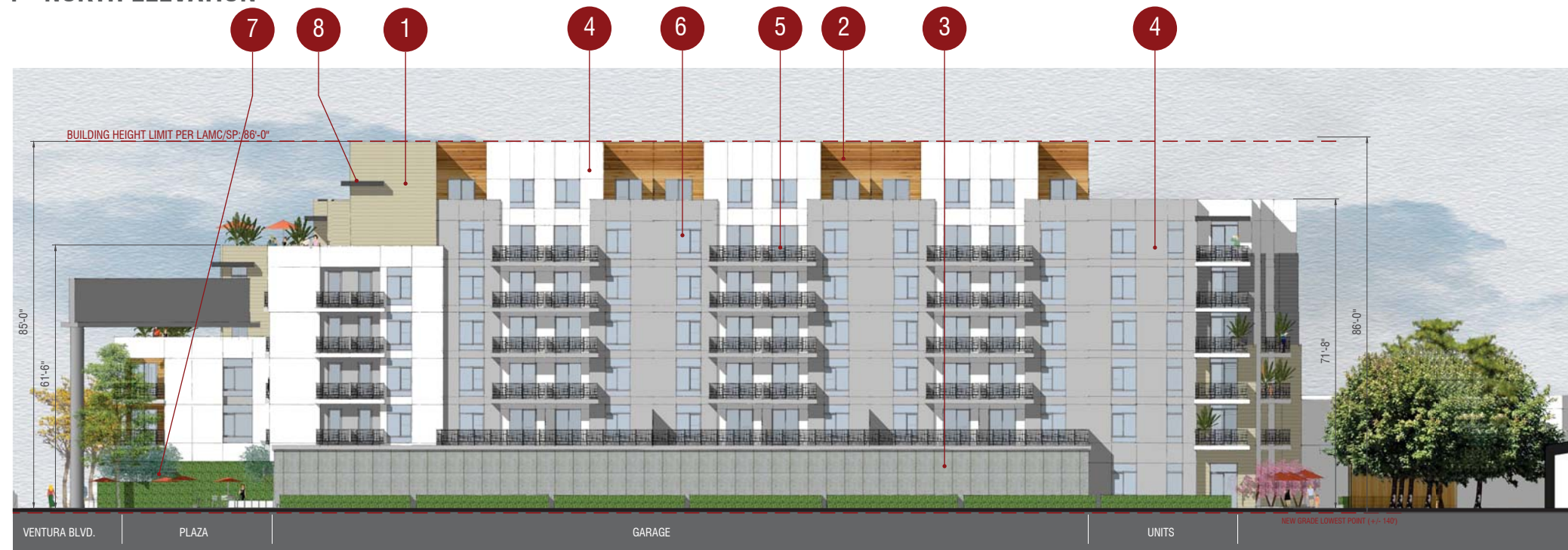


8 - METAL AWNING





1 - NORTH ELEVATION



2 - EAST ELEVATION



KEY PLAN



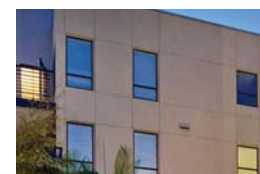
1 - CEMENTITIOUS SIDING OR SIMILAR



2 - SIMULATED WOOD PANELS OR SIMILAR



3 - FINISHED CONCRETE OR SIMILAR



4 - EXTERIOR PLASTER



5 - METAL SCREEN GUARDRAIL OR SIMILAR



6 - VINYL WINDOWS



7 - STOREFRONT WINDOWS



8 - METAL AWNING





KEY PLAN



**16161**  
ENCINO, CA



ENCINO INVESTORS, LLC.  
TCA # 2017-074

SITE PLAN REVIEW SUBMITTAL  
REVISION 1  
JUNE 11, 2018

PERSPECTIVE - VIEW FROM VENTURA BLVD.





KEY PLAN



**16161**  
ENCINO, CA



ENCINO INVESTORS, LLC.  
TCA # 2017-074

SITE PLAN REVIEW SUBMITTAL  
REVISION 1  
JUNE 11, 2018

PERSPECTIVE - VIEW FROM VENTURA BLVD.

A-3.4





LEGEND

- 1 GARDEN ENTRY COURT FROM VENTURA BLVD. WITH ALTERNATING BANDS OF INTEGRAL COLOR CONCRETE PAVING
- 2 SEATWALL HIGH RAISED PLANTERS WITH MULTI-TRUNK ACCENT TREE OVER STRUCTURE
- 3 LINEAR WATER FEATURE
- 4 FREESTANDING GREENSCREEN WITH FLOWERING VINE AS VISUAL BARRIER BETWEEN ENTRY COURT AND DRIVEWAY ON ADJACENT PROPERTY
- 5 PRIVATE PATIOS WITH DECKING AND CAST-IN-PLACE CONCRETE WALLS & RAISED PLANTERS, TYPICAL
- 6 NORTH SIDE GARDEN WALK WITH INTERLOCKING PAVER AREAS & CAST-IN-PLACE CONCRETE SEATWALLS & PATHWAYS
- 7 LANDSCAPE BUFFER / SCREENING
- 8 SYNTHETIC TURF AREA
- 9 SHADED WALKWAY WITH CAST-IN-PLACE CONCRETE PATHS
- 10 PEDESTRIAN ENTRY COURT WITH INTERLOCKING PAVERS
- 11 VEHICULAR ENTRY COURT WITH INTERLOCKING PAVERS
- 12 DRIVEWAY / FIRE LANE WITH ALTERNATING BANDS OF INTEGRAL COLOR CONCRETE PAVING
- 13 SHORT TERM BIKE PARKING
- 14 NEW STREET TREE WITH DECORATIVE TREE WELL GRATE
- 15 18" WIDE RAISED PLANTERS
- 16 6' HIGH METAL FENCE WITH SECURITY ACCESS GATE

PROJECT AREA SUMMARY

GROUND FLOOR  
LANDSCAPE AREA = 3,896 S.F.  
HARDSCAPE AREA = 9,599 S.F.  
TOTAL LANDSCAPE AREA = 13,495 S.F.

LEVEL 2  
LANDSCAPE AREA = 384 S.F.  
HARDSCAPE AREA = 3,224 S.F.  
TOTAL LANDSCAPE AREA = 3,608 S.F.

LEVEL 6  
LANDSCAPE AREA = 132 S.F.  
HARDSCAPE AREA = 618 S.F.  
TOTAL LANDSCAPE AREA = 750 S.F.

FRONT SETBACK  
WHERE A WATER FEATURE IS PROVIDED, AT LEAST 30% OF THE FRONT SETBACK SHALL BE LANDSCAPED PER SECTION 3.A - ALTERNATIVE OF THE VENTURA - CAHUENGA BOULEVARD SPECIFIC PLAN. WE HAVE PROVIDED 40% OF THE FRONT SETBACK AS LANDSCAPE AREA.








LANDSCAPE PLAN - GROUND FLOOR

SCALE: 1" = 20'







SHRUBS & GROUNDCOVER - Ground Floor			
SYMBOL	BOTANICAL NAME	COMMON NAME	NOTES
	<b>GARDEN ENTRY COURT</b> Lantana sellowiana 'Monma' Myrtus communis 'Compacta' Dianella caerulea 'Little Becca' Trachelospermum jasminoides	White Trailing Lantana Dwarf Myrtle Little Becca Flax Lily Star Jasmine	1 Gal 15% @ 12" - 16" O.C. 5 Gal 85% @ 24" - 36" O.C.
	<b>VEHICULAR ENTRY COURT</b> Dianella caerulea 'Cassa Blue' Pittosporum crassifolium 'Nana' Senecio mandraliscae Dietes x 'Nola Alba' Ficus repens	Blue Flax Lily Dwarf Karo Klenia Katrina African Iris Creeping Fig	1 Gal 35% @ 12" - 16" O.C. 5 Gal 65% @ 24" - 36" O.C.
	<b>SHADED WALKWAY</b> Asparagus densiflorus 'Myers' Juncus patens 'Elk Blue' Coprosma kirkii Pittosporum t. 'Silver Sheen'	Foxtail Fern Elk Blue California Gray Rush Creeping Mirror Plant Silver Sheen Kohuhu	1 Gal 25% @ 12" - 16" O.C. 5 Gal 65% @ 24" - 36" O.C. 15 Gal 10% @ 42" - 52" O.C.
	<b>NORTH SIDE GARDEN WALK</b> Ophiopogon japonicus Pittosporum crassifolium 'Nana' Loropetalum chinense 'Peack' Aeonium canariense Echeveria elegans	Mondo Grass Dwarf Karo Purple Pixie Fringe Flower Giant Velvet Rose Mexican Snowball	1 Gal 35% @ 12" - 16" O.C. 5 Gal 65% @ 24" - 36" O.C.
	<b>SCREEN PLANTING</b> Bambusa multiplex 'Alphonse Karr' Liriope gigantea Buxus m. japonica 'Green Beauty'	Alphonse Karr Bamboo Giant Lily Turf Green Beauty Boxwood	5 Gal 35% @ 24" - 36" O.C. 15 Gal 65% @ 42" - 52" O.C.

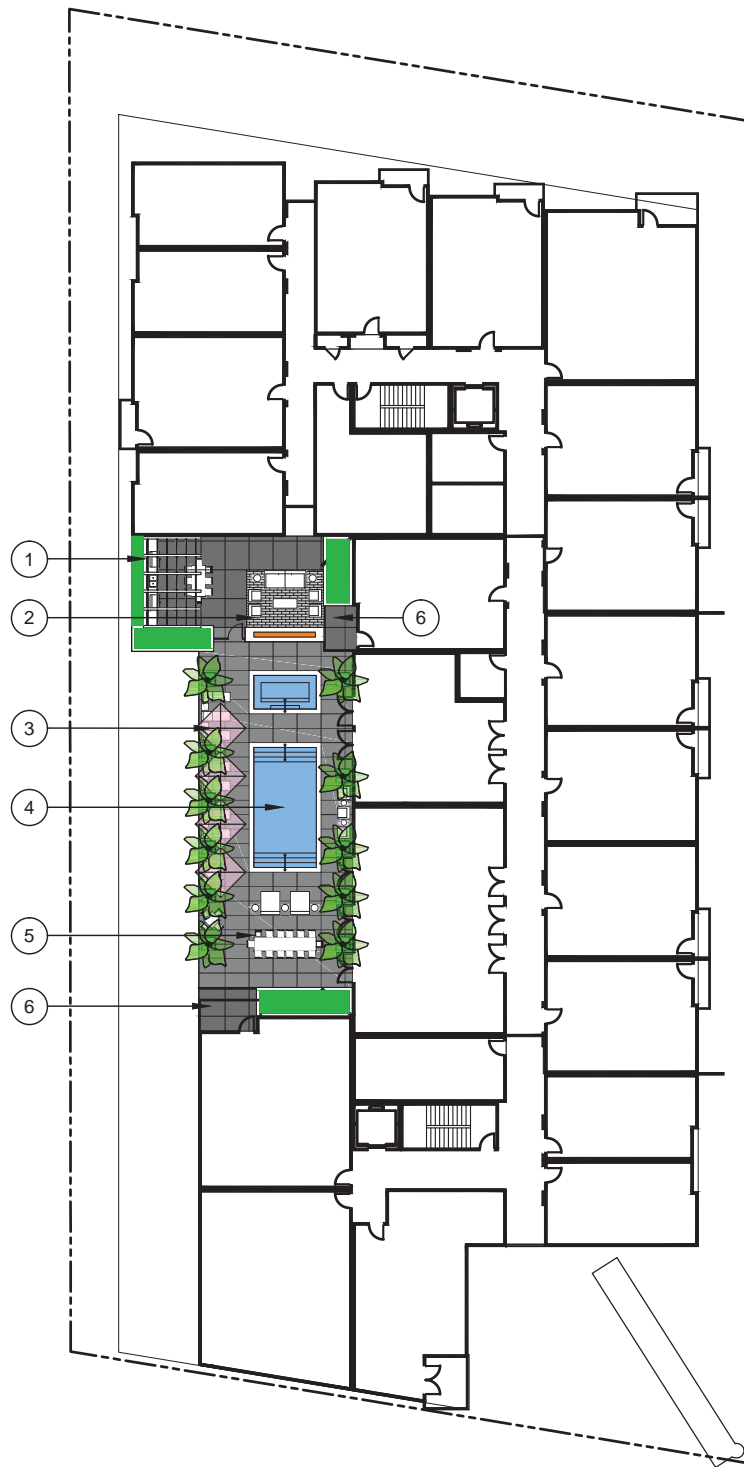
SHRUB & GROUNDCOVER PLAN - GROUND FLOOR

SCALE: 1" = 20'

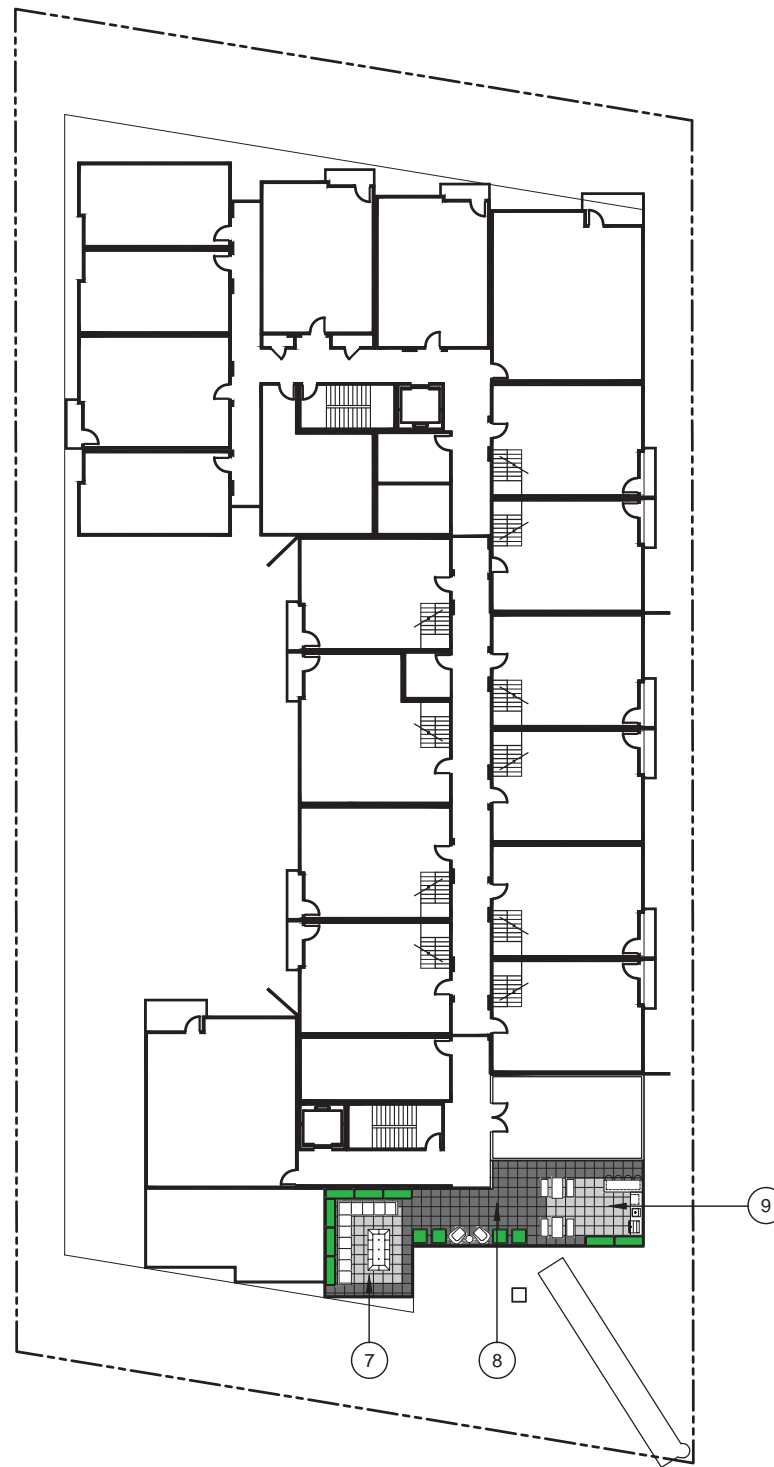
1

N





LEVEL 2



LEVEL 6

#### LEGEND

- ① BUILT-IN BBQ AREA W/ OVERHEAD TRELLIS & CAST-IN-PLACE INTEGRAL COLORED CONCRETE PAVING. OVERHEAD TRELLIS TO ACCOMMODATE FUTURE PV PANELS
- ② OUTDOOR LIVING ROOM WITH PAVERS
- ③ MOVEABLE CHAISE SEATING
- ④ POSSIBLE POOL AND SPA
- ⑤ COMMUNAL SEATING AREA WITH CAST-IN-PLACE INTEGRAL COLORED CONCRETE PAVING
- ⑥ PRIVATE PATIO W/ ENCLOSURE WITH CAST-IN-PLACE CONCRETE PAVING
- ⑦ LOUNGE SEATING W/ FIREPIT AND PEDESTAL PAVERS
- ⑧ ROOF DECK ENTRY COURTS WITH PEDESTAL PAVERS
- ⑨ OUTDOOR KITCHEN AREA WITH PEDESTAL PAVERS



SYAGRUS ROMANZOFFIANUM  
QUEEN PALM  
12' BTH / QTY. - 12



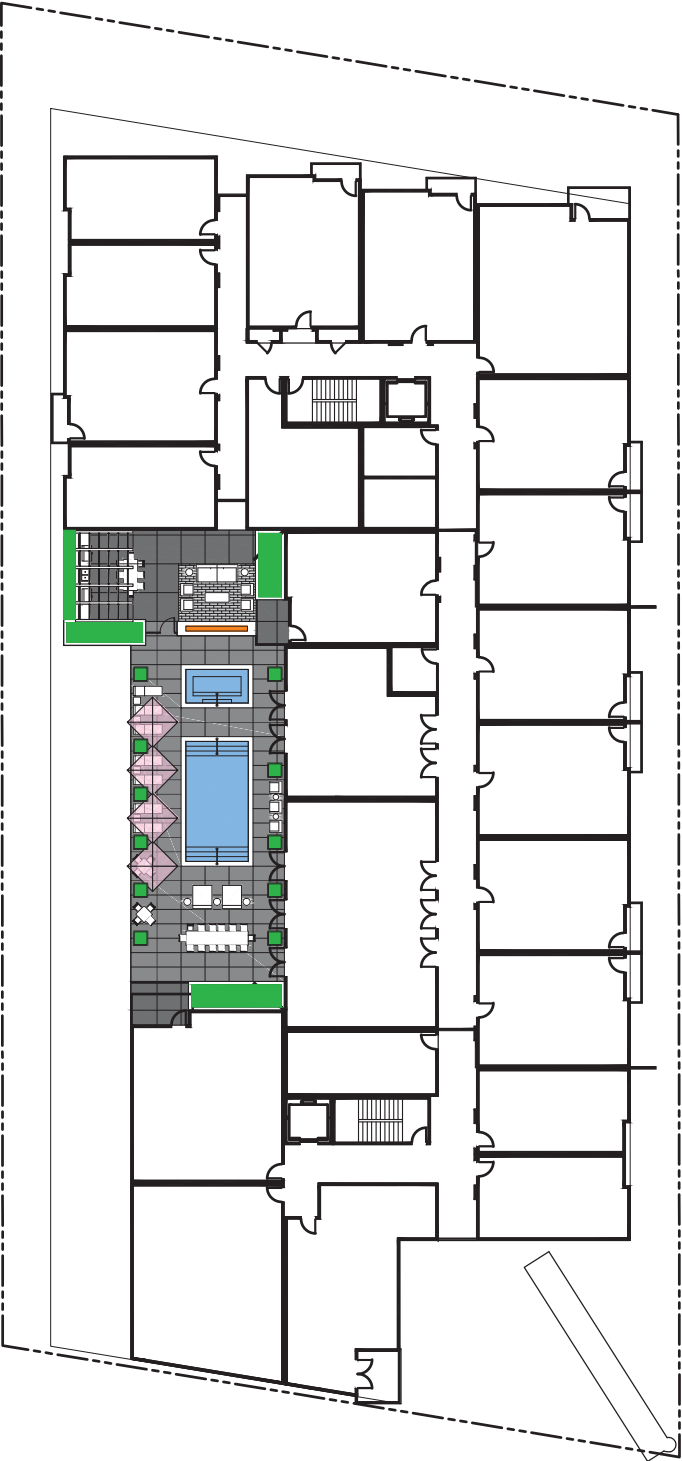
#### LANDSCAPE PLAN - LEVEL 2 & 6

SCALE: 1" = 20'

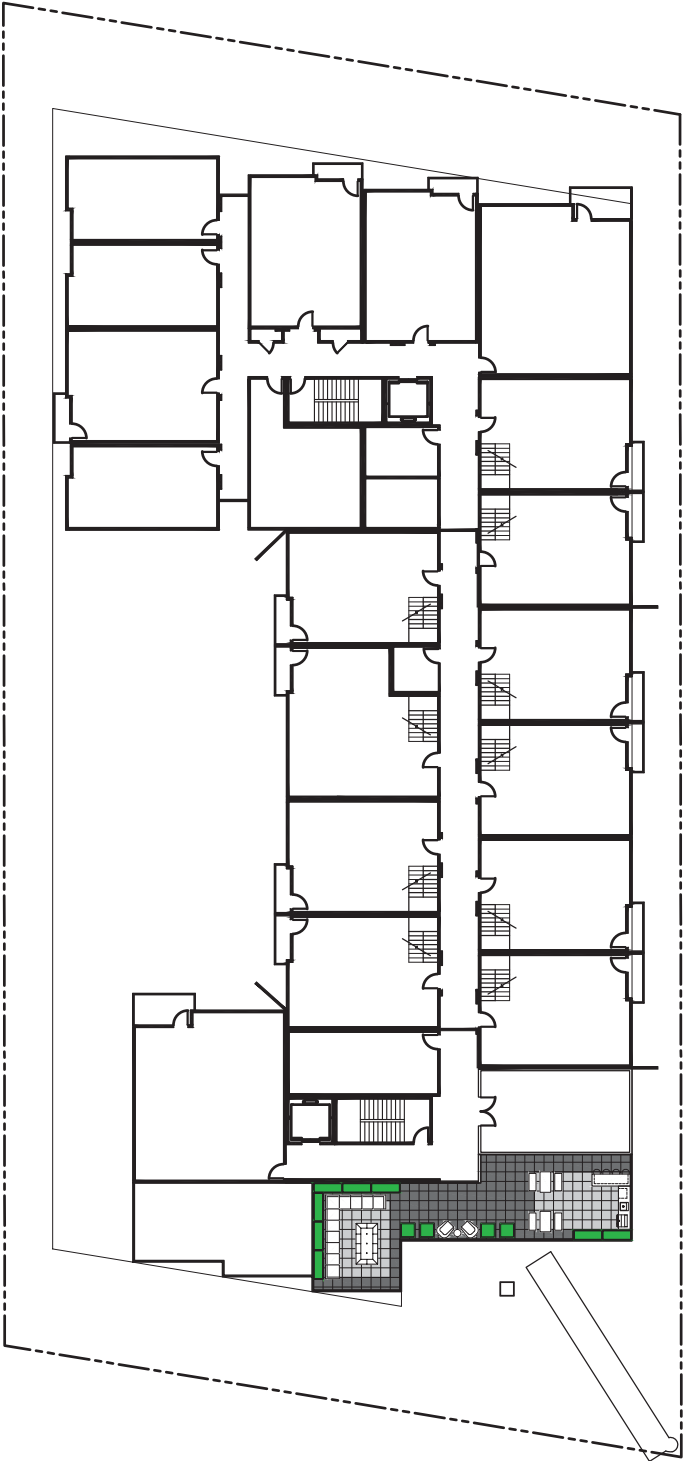
①







LEVEL 2



LEVEL 6



SHRUBS & GROUNDCOVER - Level 2 & 6			
SYMBOL	BOTANICAL NAME	COMMON NAME	NOTES
	<b>LEVEL 2 &amp; 6 PLANTERS</b>		
	Cordyline x 'JURred'	Festival Burgundy Cordyline	1 Gal 15% @ 12" - 16" O.C.
	Abelia x grandiflora 'Kaleidoscope'	Kaleidoscope Abelia	5 Gal 75% @ 24" - 36" O.C.
	Aeonium arboreum	Tree Anemone	15 Gal 15% @ 42" - 52" O.C.
	Aeonium a. 'Atropurpureum'	Purple Aeonium	
	Agave desmetiana 'Variegata'	Variegated Smooth Agave	
	Chamaerops humilis	Mediterranean Fan Palm	
	Philodendron xanadu	Winterbourn Philodendron	
	Senecio serpens	Blue Chalk Sticks	
	Senecio vitalis	Serpents Blue Chalk Fingers	
	Liriope Silvery Sunproof	Silvery Sunproof Lilyturf	

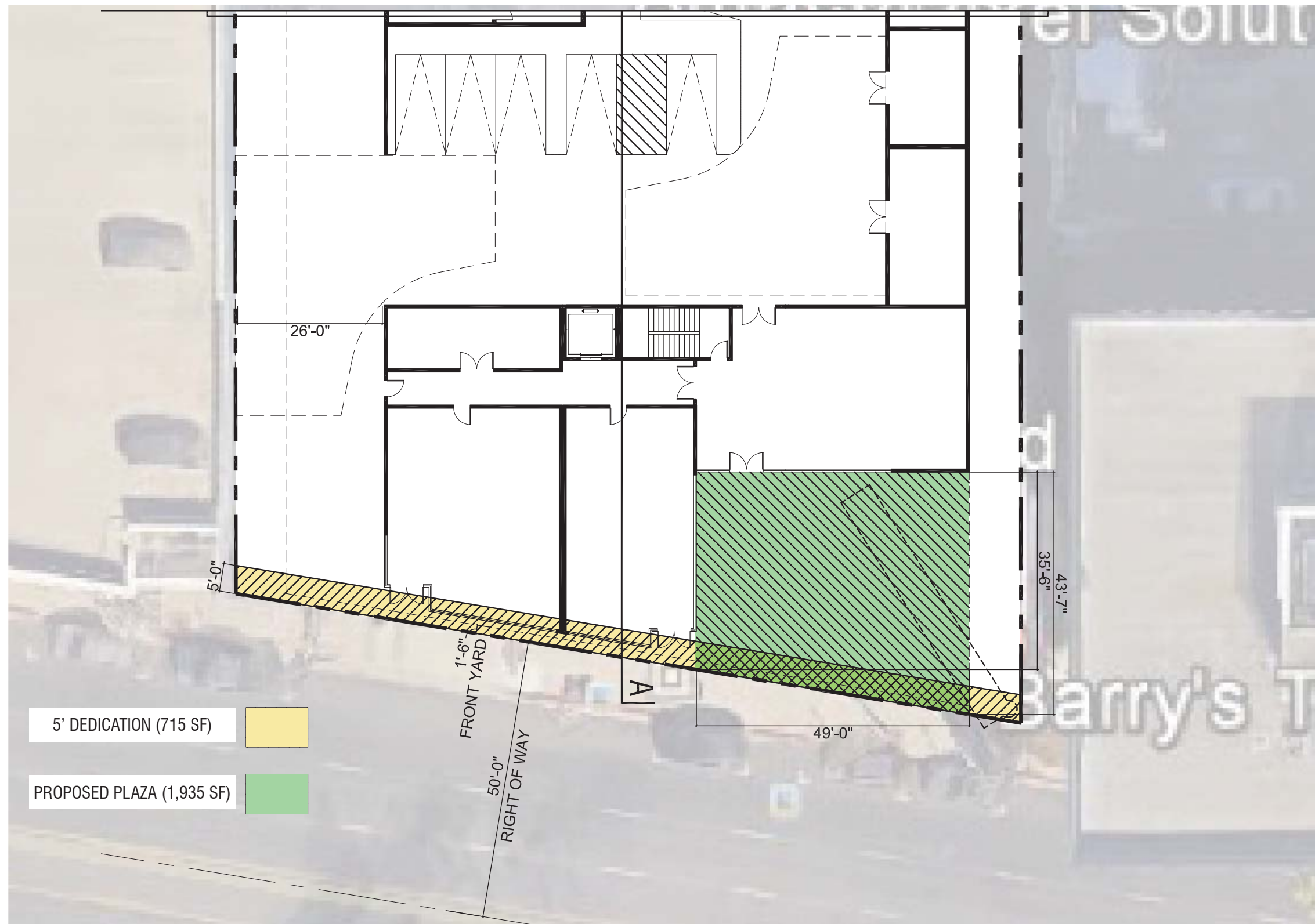


SHRUB & GROUNDCOVER PLAN - LEVEL 2 & 6  
SCALE: 1" = 20'

1









# **EXHIBIT E**

## **ENVIRONMENTAL DOCUMENTS**

Notice of Exemption for Environmental Case No. ENV-2017-3173-CE  
Categorical Exemption for the 16151-16201 Ventura Boulevard Project  
LADOT Traffic Assessment Letter  
Updated Traffic Assessments  
Traffic Impact Analysis  
Noise Modeling Results  
Air Quality Modeling Results  
Phase I Environmental Site Assessment Report



COUNTY CLERK'S USE

## CITY OF LOS ANGELES

CITY CLERK'S USE

OFFICE OF THE CITY CLERK  
200 NORTH SPRING STREET, ROOM 360  
LOS ANGELES, CALIFORNIA 90012

## CALIFORNIA ENVIRONMENTAL QUALITY ACT

## NOTICE OF EXEMPTION

(California Environmental Quality Act Section 15062)

Filing of this form is optional. If filed, the form shall be filed with the County Clerk, 12400 E. Imperial Highway, Norwalk, CA 90650, pursuant to Public Resources Code Section 21152 (b). Pursuant to Public Resources Code Section 21167 (d), the filing of this notice starts a 35-day statute of limitations on court challenges to the approval of the project. Failure to file this notice with the County Clerk results in the statute of limitations being extended to 180 days.

LEAD CITY AGENCY <b>City of Los Angeles Department of City Planning</b>	COUNCIL DISTRICT <b>5</b>
--	------------------------------

PROJECT TITLE Ω 16161	LOG REFERENCE ENV-2017-3173-CE
--------------------------	-----------------------------------

PROJECT LOCATION Ω 16151-16201 West Ventura Boulevard
--

DESCRIPTION OF NATURE, PURPOSE, AND BENEFICIARIES OF PROJECT: Ω 114-unit multi-family residential development
--


NAME OF PERSON OR AGENCY CARRYING OUT PROJECT, IF OTHER THAN LEAD CITY AGENCY: Ω
---

CONTACT PERSON Ω Steven Gryczman, Encino Investors, LLC	AREA CODE Ω 310	TELEPHONE NUMBER Ω 806-9822	EXT.
--	--------------------	--------------------------------	------

EXEMPT STATUS: (Check One)			
	STATE CEQA GUIDELINES	CITY CEQA GUIDELINES	
9 MINISTERIAL	Sec. 15268	Art. II, Sec. 2b	
9 DECLARED EMERGENCY	Sec. 15269	Art. II, Sec. 2a (1)	
9 EMERGENCY PROJECT	Sec. 15269 (b) & (c)	Art. II, Sec. 2a (2) & (3)	
Y CATEGORICAL EXEMPTION	Sec. 15300 <i>et seq.</i>	Art. III, Sec. 1	
Class <u>32</u> Category _____ (City CEQA Guidelines)			
9 OTHER	(See Public Resources Code Sec. 21080 (b) and set forth state and City guideline provision.		

**JUSTIFICATION FOR PROJECT EXEMPTION:** In-fill development meeting the conditions described in this section. (a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with the applicable zoning designation and regulations. (b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses. (c) The project site has no value as habitat for endangered, rare or threatened species. (d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality. (e) The site can be adequately served by all required utilities and public services.

IF FILED BY APPLICANT, ATTACH CERTIFIED DOCUMENT ISSUED BY THE CITY PLANNING DEPARTMENT STATING THAT THE DEPARTMENT HAS FOUND THE PROJECT TO BE EXEMPT.

SIGNATURE 		TITLE City Planner		DATE April 10, 2018	
FEE:		RECEIPT NO.		REC'D. BY	
				DATE	

DISTRIBUTION: (1) County Clerk, (2) City Clerk, (3) Agency Record  
Rev. 11-1-03 Rev. 1-31-06 Word

IF FILED BY THE APPLICANT:

Ω \_\_\_\_\_  
NAME (PRINTED)

Ω \_\_\_\_\_  
SIGNATURE

Ω \_\_\_\_\_  
DATE



**DEPARTMENT OF  
CITY PLANNING**

**CITY PLANNING COMMISSION**

DAVID H. J. AMBROZ  
PRESIDENT

RENEE DAKE WILSON  
VICE-PRESIDENT

CAROLINE CHOE  
VAHID KHORSAND  
SAMANTHA MILLMAN  
MARC MITCHELL  
VERONICA PADILLA-CAMPOS  
DANA M. PERLMAN  
VACANT

ROCKY WILES  
COMMISSION OFFICE MANAGER  
(213) 978-1300

**CITY OF LOS ANGELES  
CALIFORNIA**



ERIC GARCETTI  
MAYOR

**EXECUTIVE OFFICES**

200 N. SPRING STREET, ROOM 525  
LOS ANGELES, CA 90012-4801

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DEPUTY DIRECTOR  
(213) 978-1274

<http://planning.lacity.org>

April 10, 2018

Steven Gryczman (A)(O)  
Encino Investors, LLC  
407 East Ninth Street, Suite 219  
Los Angeles, CA 90015

Brad Rosenheim/Heather Waldstein (R)  
Rosenheim & Associates, Inc.  
21600 Oxnard Street, Suite 630  
Woodland Hills, CA 91367

RE: Case No. DIR-2017-3172-DB-SPP-SPR-WDI  
Addresses: 16161 West Ventura Boulevard  
(16151-16201 West Ventura Boulevard)  
Community Plan: Encino - Tarzana  
Zone : C4-1L  
D. M. : 168B137  
C. D. : 5 - Koretz  
CEQA : ENV-2017-3173-CE  
Legal Description: Lot FR3, Block 24, Tract  
2955

**RE: ENV-2017-3173-CE (Categorical Exemption - Class 32)**

**PROJECT DESCRIPTION**

The project site is a rhombus-shaped property fronting on the north side of Ventura Boulevard between Libbit Avenue to the west and Woodley Avenue to the east within the Encino – Tarzana Community Plan. The subject property, a relatively flat property, is comprised of two lot portions with a combined area of approximately 39,421 square feet (0.9 acre). The subject property is zoned C4-1L with a corresponding General Plan land use designation of Regional Commercial. The site is also located within the Ventura – Cahuenga Boulevard Corridor Specific Plan and Encino Streetscape Plan. It is not within the boundaries of or subject to any other specific plan, community design overlay, or interim control ordinance.

The subject property is improved with two currently-occupied buildings: a one-story, approximately 730 square-foot commercial building located at 16163 Ventura Boulevard built around 1953; and, a two-story approximately 23,261 square-foot commercial office building located at 16161 Ventura Boulevard built around 1955. Neither of the two existing buildings are identified as historic resources designated in the City, state or federal programs or identified and recorded in SurveyLA as potentially eligible historic resources. Also located on site is a freestanding billboard sign, measuring approximately 49 feet in height, located near the southeast corner of the project site, and which is to remain as part of the proposed development.

The proposed project includes the demolition and removal of the two currently occupied, existing commercial-office buildings and a surface parking lot; and the construction of an approximately 106,846 square-foot, 114-unit, multi-family residential development, inclusive of 11 restricted affordable units. The proposed 114 residential dwelling units consist of 112 multi-



family apartment units with a mix of studio (32 units), one-bedroom (65 units), and two-bedroom (15 units) units, and two live/work units. The building is proposed to be 86 feet (at its highest point) built to six stories plus a mezzanine on part of the building, with the building step-backs from Ventura Boulevard. Additionally, within 50 feet of the rear property line (adjacent to the R1 Zone), the building height is approximately 72 feet and steps up to 86 feet beyond a 50-foot step back. The total floor area of the proposed development is 2.7 to 1. The project's maximum lot coverage is 66 percent.

The proposed project provides 114 vehicle parking spaces and 126 bicycle long-term and short-term spaces. On-site parking is provided partially on the ground floor and within a parking garage located below the building on two subterranean levels. No vehicular parking will be visible from the street. Vehicular access to the proposed project will be directly from Ventura Boulevard. The minimum 19-foot wide driveway will provide access to the entrance of the parking garage and will serve as the fire lane along the western edge of the subject property.

Surrounding properties are characterized by relatively level terrain and improved streets, developed with a combination of commercial, office, institutional, and residential uses. Immediately abutting land uses include single-family residences to the north within the R1-1 Zone, a 13-story commercial office building to the east within the C4-1L Zone, a five-story commercial office building to the south across Ventura Boulevard within the C4-1L Zone, and a two-level above-ground parking structure to the west that serves the Encino Hospital Medical Center within the C4-1L Zone.

Requested entitlements include a 35% Density Bonus with two on-menu incentives for increased floor area ratio and height; Project Permit Compliance Review relating to the Ventura – Cahuenga Boulevard Corridor Specific Plan; Site Plan Review for a project which results in the net increase of 50 or more dwelling units; and a Waiver of Dedication and Improvement requirements along Ventura Boulevard.

### **CLASS 32 CATEGORICAL EXEMPTION**

The subject project has been issued a Notice of Exemption (Subsection c, Section 2, Article II, City CEQA Guidelines), log reference ENV-2017-3173-CE, for a Categorical Exemption, Class 32 (Section 15332, State CEQA Guidelines).

The proposed project would not have a significant effect on the environment. A "significant effect on the environment" is defined as "a substantial, or potentially substantial, adverse change in the environment" (CEQA Guidelines, Public Resources Code Section 21608). The proposed project and the potential impacts were analyzed in accordance with the California Environmental Quality Act (CEQA) Guidelines and the City's L.A. CEQA Thresholds Guide. These two documents establish guidelines and the thresholds of significant impact, and provide the data for determining whether or not the impacts of a proposed project reach or exceed those thresholds.

The proposed project qualifies for a Class 32 Categorical Exemption because it conforms to the definition of "In-fill Projects". The project can be characterized as in-fill development within urban areas for the purpose of qualifying for Class 32 Categorical Exemption as a result of meeting the five conditions listed below.

- (a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations:**



The project is consistent with various elements of the General Plan, including the Framework Element, Mobility Element, Housing Element, Encino – Tarzana Community Plan, Ventura – Cahuenga Boulevard Corridor Specific Plan, and Encino Streetscape Plan and Design Guidelines, as follows:

### **General Plan Framework**

The City of Los Angeles' Citywide General Plan Framework Element establishes the overall policy and direction for the entire City of Los Angeles General Plan. It provides a citywide context and a comprehensive long-range strategy to guide the update of the General Plan's other mandated and optional elements. The Framework Element establishes the fundamental and overarching goals, objectives and policies for the City of Los Angeles, Community Plans and Specific Plans. Following are goals, objectives and policies relevant to the proposed project:

- **Land Use Goal 3C:** Multi-family neighborhoods that enhance the quality of life for the City's existing and future residents.
  - **Objective 3.7:** Provide for the stability and enhancement of multi-family residential neighborhoods and allow for growth in areas where there is sufficient public infrastructure and services and the residents' quality of life can be maintained or improved.
    - **Policy 3.7.1:** Accommodate the development of multi-family residential units in areas designated in the community plans ... and Zoning Ordinance densities ... with the density permitted for each parcel to be identified in the community plans.

The project provides 114 multi-family residential dwelling units, including 11 restricted affordable units, along Ventura Boulevard with access to public infrastructure and services. The subject property is located within close proximity to bus routes, including the Metro Rapid (744 and 750) and Metro Local and Limited (150/240) lines, with access to businesses and services in the area and region. Further, the proposed project enhances the quality of life for its residents by providing more than the LAMC required open space of 11,825 square feet with proposed usable open space of 12,075 square feet, including an approximately 1,935 square-foot ground floor plaza area open and available to passersby; an open outdoor courtyard on the second floor with residential amenities adjacent to the proposed fitness facility room and clubroom; and a skydeck on the sixth floor with views to Ventura Boulevard.

### **Mobility Element**

The Mobility Plan 2035 (Adopted August 11, 2015) is "*an update to the City's General Plan Transportation Element (last adopted in 1999)*" ... and, "... incorporates 'complete streets' principles and lays the policy foundation for how future generations of Angelenos interact with their streets." (Mobility Plan 2035, Page 13). The Mobility Plan designates Ventura Boulevard as a Boulevard II, for which the City of Los Angeles' mobility standards require a 55-foot half right-of-way (40-foot half-roadway and 15-foot



sidewalk/parkway). Ventura Boulevard is dedicated to half-right-of-way width of 50 feet on the north half fronting the subject property. Therefore, the current right-of-way width of 50 feet is less than the minimum 55 feet which would normally be required, resulting in a requirement for dedication of an additional five feet of frontage. In conjunction with the approval of the requested Waiver of Dedication and Improvements, the project would continue to observe a 50-foot half right-of-way, consistent with abutting development along Ventura Boulevard.

Furthermore, the project meets the following goals and objectives of Mobility Plan 2035:

- **Policy 2.3:** Recognize walking as a component of every trip, and ensure high-quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.

The project would encourage pedestrian activity as a result of the live-work units and plaza located on the ground floor. The design of the project would enhance the pedestrian experience with landscaping and other improvements, resulting in a safe and comfortable walking environment for area residents and visitors.

- **Policy 3.1:** Recognize all modes of travel, including pedestrian, bicycle, transit, and vehicular modes - including goods movement - as integral components of the City's transportation system.
- **Policy 3.3:** Promote equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services.
- **Policy 3.4:** Provide all residents, workers and visitors with affordable, efficient, convenient, and attractive transit services.
- **Policy 3.5:** Support "first-mile, last-mile solutions" such as multi-modal transportation services, organizations, and activities in the areas around transit stations and major bus stops (transit stops) to maximize multi-modal connectivity and access for transit riders.
- **Policy 3.8:** Provide bicyclists with convenient, secure and well-maintained bicycle parking facilities.

The project's proximity to Metro Rapid and Local bus routes will reduce vehicular trips to and from the project, vehicle miles traveled, and improve air pollution; and its ground floor treatment will encourage pedestrian activity within an active commercial district through pedestrian-friendly design. In addition, the project will provide Code-required bicycle parking supporting "first-mile, last-mile solutions", enabling residents and visitors improved access to the project.

- **Policy 5.4:** Continue to encourage the adoption of low and zero emission fuel sources, new mobility technologies, and supporting infrastructure.

The project will be provided electric vehicle charging stations and reserving 2,460 square feet of the roof area for future solar panel installation.



### ***Housing Element***

The Housing Element of the General Plan will be implemented through the development of the proposed project. The Housing Element is the City's blueprint for meeting housing and growth challenges. It identifies the City's housing conditions and needs, reiterates goals, objectives, and policies that are the foundation of the City's housing and growth strategy, and provides the array of programs the City has committed to implement to create sustainable, mixed-income neighborhoods across the City. The Housing Element contains the following goals and objectives:

- **Goal 1:** A City where housing production and preservation result in an adequate supply of ownership and rental housing that is safe, healthy and affordable to people of all income levels, races, ages, and suitable for their various needs.
  - **Objective 1.1:** Produce an adequate supply of rental and ownership housing in order to meet current and projected needs.
    - **Policy 1.1.2:** Expand affordable rental housing for all income groups that need assistance.
    - **Policy 1.1.3:** Facilitate new construction and preservation of a range of different housing types that address the particular needs of the city's households.
    - **Policy 1.1.4:** Expand opportunities for residential development, particularly in designated Centers, Transit Oriented Districts and along Mixed-Use Boulevards.

The Housing Element encourages new construction and a range of different housing types that address the needs of the City's diverse households. The proposed development is a mixed-income project that will make housing available to a range of individuals. The project proposes to provide 114 residential dwelling units, including 11 restricted affordable units reserved for Very Low Income Households. The units include a mix of studio, one-, and two-bedroom units as well as two live-work units. The proposed project expands housing opportunities on a commercially-zoned property along Ventura Boulevard and offers new housing opportunities close to transit and within a major job center. The proposed project is within close proximity of bus routes including the Metro Rapid (Routes 744 and 750) and Metro Local and Limited (150/240) lines, thereby enabling future residents the opportunity to use public transit to work, shop and for social recreational purposes. For example, the Metro Rapid Route 744 extends from Cal-State Northridge northwest of the subject property to the City of San Fernando to the northeast of the subject property; and Metro Rapid Route 750 extends from the Warner Center on the west to Universal City on the east.

- **Goal 2:** A City in which housing helps to create safe, livable and sustainable neighborhoods.
  - **Objective 2.1:** Promote safety and health within neighborhoods.
  - **Objective 2.2:** Promote sustainable neighborhoods that have mixed-income housing, jobs, amenities, services, and transit.



- **Policy 2.2.3:** Promote and facilitate a jobs/housing balance at a citywide level.
- **Objective 2.4:** Promote livable neighborhoods with a mix of housing types, quality design and scale and character that respects unique residential neighborhoods in the City.
- **Policy 2.4.2:** Develop and implement design standards that promote quality residential development.

The project would increase safety in the area, consistent with the goal of the Housing Element to provide a safe, livable, and sustainable neighborhood. The ground floor live-work units with storefront windows and outdoor plaza would activate the streets, while the residential units above are oriented outward, providing eyes on the street during all hours of the day to create a safer environment. The design of the proposed development employs character-defining entrances and architectural variations, and follows urban design principles that improve the appearance and functionality of the area. By locating multi-family residential uses near transit, the project has connections to employment and amenities not only along the Ventura Boulevard corridor, but also the greater San Fernando Valley and Los Angeles region. As such, the project would promote and facilitate a jobs/housing balance.

#### ***Encino – Tarzana Community Plan***

The Land Use Element of the General Plan is comprised of 35 Community Plans spanning the City of Los Angeles. The project site is located within the boundaries of the Encino – Tarzana Community Plan, which designates the subject property for Regional Commercial land uses corresponding to the C4, C2, and RAS3 Zones with footnotes allowing Height District No. 1 and a Floor Area Ratio of 3 to 1. The subject property is zoned C4-1L and is thus consistent with the existing land use designation.

The development of the project represents the opportunity to achieve the overarching goals of the Encino – Tarzana Community Plan, which include facilitating the expansion of housing choices in order to attract new and diverse households near commercial centers and transit. The proposed development furthers the following Community Plan goals, objectives, and policies:

- **Goal 1:** A safe, secure and high quality residential environment for all economic, age and ethnic segments of the community.
  - **Objective 1-1:** To provide for the preservation of existing housing and for the development of new housing to meet the diverse economic and physical needs of the existing residents and projected population of the Plan area to the year 2010.
    - **Policy 1-1.3:** Protect existing stable single-family and low density residential neighborhoods from encroachment by higher density residential and other incompatible uses.



- **Policy 1-1.4:** Protect the quality of the residential environment through attention to the appearance of communities, including attention to building and site design.
- **Objective 1-2:** To locate new housing in a manner which reduces vehicular trips and makes it accessible to services and facilities.
  - **Policy 1-2.1:** Locate higher residential densities near commercial centers or transit stations and major bus routes where public services facilities, utilities and topography will accommodate this development.
  - **Policy 1-2.2:** Encourage multiple residential development in commercial zones.

The proposed project is consistent and compatible with the various objectives and policies of the Encino – Tarzana Community Plan, as it would increase housing choices for Encino employees and residents, promote joint live/work housing, and activate the streets with more pedestrians while bringing improvements to the Ventura Boulevard corridor.

The project would provide a range of housing choices in its mix of studio, one-bedroom, two-bedroom, and live-work units. It would also provide mixed-income housing opportunities, supporting the City's desire for more affordable housing options by reserving 11 units for Very Low Income Households. Further, the project would locate higher residential density in proximity to several transit options and employment centers. Additionally, the project reduces vehicular trips by offering housing opportunities along a major commercial arterial that is well served by public transit. The project takes access entirely off of Ventura Boulevard, and does not require vehicular access along the residential neighborhood to the north. Furthermore, the project would be developed in a commercial zone where residential uses are permitted. Within 50 feet of the R1 Zone, the proposed building height is 72 feet, in compliance with the development standards of the Ventura – Cahuenga Boulevard Corridor Specific Plan and underlying zone. In addition, the project is providing a landscaped buffer along the northern property line for additional privacy between the proposed development and the single-family homes to the north.

### ***Ventura – Cahuenga Boulevard Corridor Specific Plan***

In 1991, the City Council adopted Ordinance No. 166,560 establishing the Ventura – Cahuenga Boulevard Corridor Specific Plan (and subsequently amended in 1996, 2000, 2001, and 2010). The Encino community is one of the communities for which the Specific Plan was established and the subject property is within the geographic boundaries of the Specific Plan. The Specific Plan establishes policies that, among others, guide new development to enhance the physical environment, minimize impact on public infrastructure and provide high-density housing opportunities along major thoroughfares, near job centers and along public transit routes. Among the purposes of the Specific Plan are the following:



- To assure that an equilibrium is maintained between the transportation infrastructure and land use development in the Corridor and within each separate community of the Ventura-Cahuenga Boulevard Corridor Specific Plan area.
- To assure a balance of commercial land uses in the Specific Plan area that will address the needs of the surrounding communities and greater regional area.
- To provide a compatible and harmonious relationship between residential and commercial development where commercial areas are contiguous to residential neighborhoods.
- To preserve and enhance community aesthetics by establishing coordinated and comprehensive standards for signs, buffering, setbacks, lot coverage, and landscaping.
- To enhance the plan area landscaping by providing guidelines and a process for a coordinated landscaping program of public and private property for the Specific Plan's communities.
- To promote an attractive pedestrian environment which will encourage pedestrian activity and reduce traffic congestion.
- To provide community development limitations based on the community infrastructure's transportation capacity.
- To enhance Community Streetscape Plans by encouraging the undergrounding of utilities.

The subject property is located less than one mile from both the Interstate 405 (San Diego Freeway) and US 101 (Ventura Freeway); along Ventura Boulevard designated a Boulevard II under the Mobility Plan 2035, with convenient access to public transportation. The proposed project of 114 multi-family residential dwelling units, inclusive of 11 restricted affordable units, provides much needed housing and affordable units on a lot classified in the C4 Zone, replacing underutilized commercial buildings. The proposed project exceeds code-required open space, with a ground floor plaza of approximately 1,935 square feet located at the Ventura Boulevard frontage, a residential courtyard amenity at Level 2 of the building, and a skydeck at Level 6 that provides views to Ventura Boulevard and the Santa Monica mountains beyond.

The Specific Plan establishes standards and regulations that in some cases are more restrictive than similar standards of the Los Angeles Municipal Code, in which case the provisions of the Specific Plan apply. The table below provides a summary of the applicable requirements of the Specific Plan and a description indicating that the proposed project complies with said requirements.

<b>SPECIFIC PLAN REQUIREMENTS AND COMPLIANCE</b>		
<b>TITLE - SECTION</b>	<b>REQUIREMENT</b>	<b>PROPOSED</b>
FAR – 6.B.1.a	1.25:1 or 3:1 utilizing on-menu Density Bonus incentive	2.7:1 with Density Bonus incentive – <b>COMPLIES</b>



SPECIFIC PLAN REQUIREMENTS AND COMPLIANCE		
TITLE - SECTION	REQUIREMENT	PROPOSED
Front Setback – 7.A.2.a	18-inches; Alternative 1 - 10-40 foot for no more than 50% of the length of the frontage (permitted).	18-inches; and use of Alternative 1 with a variable front yard setback up to 40 feet for a maximum of 48% of the length of the frontage. – <b>COMPLIES</b>
Rear Setback – 7.A.2.c	20-feet	20-feet - <b>COMPLIES</b>
Lot Coverage -7.B.1	75-percent maximum lot coverage	66-percent - <b>COMPLIES</b>
Front Setback Landscape - 7.B.3	60-percent landscape in front yard for setbacks greater than 18"	60% landscape coverage – <b>COMPLIES</b>
Building Height – 7.E.1.g	75-feet plus 11-foot height incentive = 86 feet maximum building height. Add 10-foot setback from the roof perimeter for each 10-foot increment above 45-feet.	For each 10-foot increment above 45-feet in building height: Levels 4 and 5 are stepped back an additional 10 feet; and level 6/mezzanine is stepped back an additional 20 feet from the front (Ventura Boulevard) property line. Additionally, the building steps down from its maximum height of 86 feet to 72 feet within the first 50 feet from the common lot line with a lot classified in the R1 Zone. – <b>COMPLIES</b>

### ***Encino Streetscape Plan and Design Guidelines***

The Encino Streetscape and Design Guidelines were adopted on March 27, 2003 to provide general design guidelines for the community, and to identify the planting and landscape features desired. Applicable goals of the Streetscape Plan are:

- To promote the integration of signage, landscaping, and architectural design.
- To promote awareness that parking facilities are part of the commercial environment and to integrate their appearance with the planned Streetscape.
- To preserve and enhance community aesthetics.
- To promote an attractive pedestrian environment which will encourage pedestrian activity and reduce traffic congestion.
- To promote a high level of pedestrian activity in the Regional Commercial, Community Commercial and Neighborhood Commercial areas by regulating the placement of buildings and structures to accommodate outdoor dining and other ground level retail activity, as well as provide for attractive landscaping.
- To promote design characteristics that give streets an identity through street trees,



planted median strips, street furniture, and paving.

The proposed project incorporates a total design of building, landscaping and signage that reflects the higher-density residential character of the building in a commercial location. The entry plaza adjacent to Ventura Boulevard encourages pedestrian access and will be oriented to pedestrians along Ventura even though they may be patronizing other nearby buildings. The building stepbacks above the 45-foot height provide a softening effect that reduces the overall massing of the building. Introducing 114 new residential dwelling units at this location will promote a high level of pedestrian activity in and around the commercial location where the subject property is located.

**(b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses:**

The project site is located in the Encino – Tarzana Community Plan area within the city limits of Los Angeles. The subject property is 39,421 square feet, or 0.9 acre in size, and is completely surrounded by urban uses, including Ventura Boulevard to the south; an office building to the west; a commercial building to the east; and single-family residential land uses to the north. The greater project site area is developed with mixed commercial and residential uses along the Ventura Boulevard corridor, with single-family residential neighborhoods extending north and south of the corridor. The project site is currently developed with two commercial buildings and a surface parking lot. The Ventura Freeway (State Route 101) is located approximately 0.5 mile north of the project site, and the 405 Freeway (Interstate 405) is located approximately 1.0 mile to the east of the site.

**(c) The project site has no value as habitat for endangered, rare or threatened species:**

The project site is located in an urbanized area of the City. The Project site is currently developed with two commercial buildings and a surface parking lot. The surrounding area is largely developed with mixed commercial and residential land uses; roadways, including freeways; and utility infrastructure. No natural habitat that would support endangered, rare, or threatened species exist on the project site or in the areas surrounding the project site. No trees are located on the project site. The only vegetation of the project site is a Hollywood juniper bush, which would be removed as part of the project, and is not classified as a protected species. This plant is ornamental and provides no habitat for any endangered, rare, or threatened species.

**(d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality:**

The project site is currently developed with a one-story, approximately 730 square foot commercial building located at 16163 Ventura Boulevard and a two-story approximately 23,261 square foot commercial office building located at 16161 Ventura Boulevard. The proposed project includes the demolition and removal of the two currently occupied, existing commercial-office buildings and surface parking lot; and the construction of an approximately 106,846 square-foot, 114-unit, multi-family residential development, inclusive of 11 restricted affordable units. All construction-related impacts would be temporary in nature. No permanent significant impacts are anticipated to occur.



**Traffic.** As discussed in the “Categorical Exemption for the 16151-16201 Ventura Boulevard Project” dated March 2018 and prepared by CAJA Environmental Services, potential transportation and traffic impacts were found to have no impact. Please refer to the attached document for the full analysis. The LADOT approved traffic study is included as Appendix A of the attached document.

**Noise.** As discussed in the “Categorical Exemption for the 16151-16201 Ventura Boulevard Project” dated March 2018 and prepared by CAJA Environmental Services, potential construction and operational noise impacts were found to be less than significant. The analysis is based on modeling results prepared by DKA Planning (refer to Appendix B of the attached document).

**Air Quality.** As discussed in the “Categorical Exemption for the 16151-16201 Ventura Boulevard Project” dated March 2018 and prepared by CAJA Environmental Services, potential air quality impacts during construction and operations were found to be less than significant. Please refer to the attached document for the full analysis. The Air Quality Modeling Results are included as Appendix C of the attached document.

**Water Quality.** As discussed in the “Categorical Exemption for the 16151-16201 Ventura Boulevard Project” dated March 2018 and prepared by CAJA Environmental Services, water quality impacts were found to be less than significant. Please refer to the attached document for the full analysis.

**(e) The site can be adequately served by all required utilities and public services:**

The project would be located in an existing highly urban area served by existing public utilities and services. A substantial increase in demand for services or utilities would not be anticipated with implementation of the proposed project. The City of Los Angeles provides water, sewer, and solid waste collection services to the existing commercial buildings and would continue to provide these services to the proposed project. Other services, including gas and electricity, would also continue to be provided to the proposed project by existing service providers.

As discussed in the “Categorical Exemption for the 16151-16201 Ventura Boulevard Project” dated March 2018 and prepared by CAJA Environmental Services, the proposed project would not require the expansion of public services (fire, police, schools, parks, and libraries) or existing water, wastewater or stormwater drainage facilities; and the City would have sufficient water supplies and landfill capacity for the proposed project. Therefore, the site can be adequately served by all required utilities and public services. Please refer to the attached document for the full analysis.

### **EXCEPTIONS TO CATEGORICAL EXEMPTIONS**

Planning staff evaluated the exceptions to the use of Categorical Exemptions for the proposed ordinance listed in “CEQA Guidelines” Section 15300.2 and determined that none of the exceptions apply to the proposed project:

- (a) Location. Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located – a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply all instances, except where the**



**project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.**

The project qualifies for a Class 32 Categorical Exemption. Because the proposed project is not defined as a Class 3, 4, 5, 6 or 11 project, this exception is inapplicable. The project site is not located in a particularly sensitive environment and would not be located on a site containing wetlands, endangered species, or wildlife habitats. The requested project will not impact an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.

- (b) Cumulative Impact. All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.**

The cumulative impact analysis considers the potential impacts associated with implementation of the project in conjunction with other “related projects” within a 1.5-mile radius of the project site that could be developed within the same timeframe as the project. The list of related projects includes 19 projects and is depicted on Table 8 in the Traffic Impact Analysis that was prepared for the Project (refer to the Appendix A). The source of this list is the Los Angeles Department of Transportation (LADOT). As discussed below, the project would not contribute to any significant cumulative impacts resulting from successive projects of the same type in the same place over time.

### **Air Quality**

The SCAQMD recommends that any construction-related emissions and operational emissions from individual development projects that exceed the project-specific mass daily emissions thresholds also be considered cumulatively considerable. Individual projects that generate emissions not in excess of SCAQMD’s significance thresholds would not contribute considerably to any potential cumulative impact. The SCAQMD neither recommends quantified analyses of the emissions generated by a set of cumulative development projects nor provides thresholds of significance to be used to assess the impacts associated with these emissions. As discussed in the “Categorical Exemption for the 16151-16201 Ventura Boulevard Project” dated March 2018 and prepared by CAJA Environmental Services, the project would not produce VOC, NO<sub>x</sub>, CO, SO<sub>x</sub>, PM<sub>2.5</sub>, and PM<sub>10</sub> emissions in excess of SCAQMD’s significance thresholds. As such, the cumulative air quality impact of successive projects of the same type in the same place over time would not be significant.

### **Water Quality**

The sites of the project and the related projects are located in an urbanized area where most of the surrounding properties are already developed. The existing storm drainage system serving this area has been designed to accommodate runoff from an urban built-out environment. When new construction occurs it generally does not lead to substantial additional runoff, since new developments are required to control the amount and quality of stormwater runoff coming from their respective sites.



Additionally, all new development in the City is required to comply with the City's LID Ordinance and incorporate appropriate stormwater pollution control measures into the design plans to ensure that water quality impacts are minimized. Therefore, the cumulative water quality impact of successive projects of the same type in the same place over time would not be significant.

### **Noise**

None of the related projects shown on Table 8 in the Traffic Impact Analysis in Appendix A are in close proximity to the project site. As such, if the construction activities associated with the related projects overlapped with those of the project, due to distance and location of sensitive receptors, no significant cumulative construction noise impacts would occur. As discussed in the "Categorical Exemption for the 16151-1620 Ventura Boulevard Project" dated March 2018 and prepared by CAJA Environmental Services, cumulative noise impacts would be less than significant. Therefore, the cumulative noise impact of successive projects of the same type in the same place over time would not be significant.

### **Traffic**

Cumulative traffic impacts were addressed previously under future (2020) traffic conditions. As discussed previously and in the Traffic Impact Analysis prepared by Overland Traffic Consultants, Inc. (refer to Appendix A), no significant cumulative impacts would occur. Thus, the cumulative traffic impact of successive projects of the same type in the same place over time would not be significant.

### **Public Services**

#### *Fire Protection*

Implementation of the related projects on Table 8 in the Traffic Impact Analysis (refer to Appendix A) could result in a net increase in the number of residents and employees in the project area and could further increase the demand for fire protection services. Cumulative development requires the LAFD to continually evaluate the need for new or physically altered facilities in order to maintain adequate service ratios. Similar to the proposed project, the related projects would be subject to the Fire Code and other applicable regulations of the LAMC including, but not limited to, automatic fire sprinkler systems for high-density buildings and/or residential projects located farther than 1.5 miles from the nearest LAFD Engine or Truck Company to compensate for additional response time, and other recommendations made by the LAFD to ensure fire protection safety. Through the process of compliance, the ability of the LAFD to provide adequate facilities to accommodate future growth and maintain acceptable levels of service would be ensured. Furthermore, the increased demands for additional LAFD staffing, equipment, and facilities would be funded via existing mechanisms (e.g., property taxes and government funding) to which the proposed project and related projects would contribute. Therefore, the cumulative impact to fire protection from successive projects of the same type in the same place over time would not be significant.



### Police Protection

Implementation of the related projects listed on Table 8 in the Traffic Impact Analysis (refer to Appendix A) could result in a net increase in the number of residents and employees in the project area and could further increase the demand for police protection services. Cumulative development requires the LAPD to continually evaluate the need for new or physically altered facilities in order to maintain adequate service ratios. Similar to the proposed project, the related projects would be subject to the review and oversight of the LAPD related to crime prevention features, and other applicable regulations of the LAMC. Through the process of compliance, the ability of the LAPD to provide adequate facilities to accommodate future growth and maintain acceptable levels of service would be ensured. Furthermore, the increased demands for additional LAPD staffing, equipment, and facilities would be funded via existing mechanisms (e.g., property taxes and government funding) to which the proposed project and related projects would contribute. Therefore, the cumulative impact to police protection from successive projects of the same type in the same place over time would not be significant.

### Schools

The related projects listed on Table 8 in the Traffic Impact Analysis (refer to Appendix A) could result in an increase in the number students in the project site area. However, similar to the applicant of the proposed Project, the applicants of all the related projects would be required to pay the state mandated applicable school fees to the LAUSD to ensure that no significant impacts to school services would occur. Therefore, the cumulative impact to schools from successive projects of the same type in the same place over time would not be significant.

### Parks

The related projects listed on Table 8 in the Traffic Impact Analysis (refer to Appendix A) could result in an increase demand for parks and recreational services. However, employees generated by the commercial projects and the commercial portions of mixed-use projects on the related projects list would not typically enjoy long periods of time during the workday to visit parks and/or recreational facilities. Therefore these project-generated employees would not contribute to the future demand on park and recreational facility services. The applicants of related residential projects would be subject to the City's parkland fees (e.g., Quimby Fees and/or Park and Recreation fees for non-subdivision projects) and to minimum open space requirements, ensuring that any potential impacts to parks and recreational facilities would be less than significant. Therefore, the cumulative impact to parks from successive projects of the same type in the same place over time would not be significant.

### Other Public Facilities

Implementation of the related projects listed on Table 8 in the Traffic Impact Analysis (refer to Appendix A) could increase the demand for library services in the project area.



Similar to the proposed project, the related residential projects would be subject to the standards to determine demand for library facilities used by the City, and would likely be required to comply with regulatory requirements where applicable. As such, the demand for library services created by these residential projects could be accommodated, and impacts would be less than significant. Therefore, the cumulative impact to libraries from successive projects of the same type in the same place over time would not be significant.

## **Utilities**

### **Wastewater**

Implementation of the related projects listed on Table 8 in the Traffic Impact Analysis (refer to Appendix A) could increase the need for wastewater treatment. The remaining treatment capacity of the HTP (88 mgd) would accommodate the wastewater treatment requirements of the related projects. As discussed in the “Categorical Exemption for the 16151-16201 Ventura Boulevard Project” dated March 2018 and prepared by CAJA Environmental Services, the project would create the need for a fraction of one percent of the remaining capacity of the HTP, and would not result in any significant impacts related to sewer treatment. No new or upgraded treatment facilities would be required. Therefore, the cumulative wastewater impacts from successive projects of the same type in the same place over time would not be significant.

### **Water**

Implementation of the related projects listed on Table 8 in the Traffic Impact Analysis (refer to Appendix A) could result in a net increase in water consumption within LADWP’s service area. Similar to the project, the water supply needs of those related projects that are consistent with the City’s General Plan have been accounted for in the most recently adopted UWMP. However, the applicants of all projects within LADWP’s service area would be required to consult with LADWP to determine the specific water supply needs of the project, appropriate water conservation measures to minimize water usage, and LADWP’s ability to serve the project. In addition, as discussed in the “Categorical Exemption for the 16151-16201 Ventura Boulevard Project” dated March 2018 and prepared by CAJA Environmental Services, the project would create the need for a fraction of one percent of the remaining capacity of the LAAFP, and would not result in any significant impacts related to water treatment. No new or upgraded treatment facilities would be required. As such, the cumulative water impacts of successive projects of the same type in the same place over time would not be significant.

### **Solid Waste**

Implementation of the related projects listed on Table 8 in the Traffic Impact Analysis (refer to Appendix A) could increase the need for landfill capacity. However, all development in the City is required to comply with the City’s Curbside Recycling Program and the Construction and Demolition Waste Recycling Ordinance to minimize the amount of solid waste generated by the development and the need for landfill



capacity. As discussed in the “Categorical Exemption for the 16151-1620 Ventura Boulevard Project” dated March 2018 and prepared by CAJA Environmental Services, the landfills serving the project area have available capacity. The project would create a demand for less than a fraction of one percent of the remaining landfill capacity serving the project area and would not result in any significant impacts. Therefore, cumulative solid waste impacts from successive projects of the same type in the same place over time would not be significant.

- (c) Significant Effect. A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.**

There are no unusual circumstances related to development of the project’s 114 multi-family residential uses at this location. The project proposes an infill development with both market rate and deed-restricted affordable housing that is consistent with the existing C4 zoning, General Plan Regional Commercial land use designation, LAMC provisions, and all provisions and regulations of the Ventura – Cahuenga Boulevard Corridor Specific Plan (with incentives for height and FAR permitted by the State Density Bonus law [Cal. Gov. Code Section 65915 et seq. and LAMC Section 12.22-A,25]). The project provides parking in accordance with the LAMC. The project’s proposed multi-family uses and design also would be consistent with multi-family residential uses found along Ventura Boulevard and within the greater project site area. Although the project is located adjacent to R1-zoned property to the north, it is common throughout the City for higher intensity residential uses that front boulevards (such as Ventura Boulevard) to back up against R1 property. Additionally, the project site is not located in a designated “environmentally sensitive area” or other overlay that would denote special circumstances.

While no unusual circumstances exist, as described above, there is also not a reasonable possibility that any significant effects could result from development of the project. Specifically, as analyzed above, the project would not result in any impacts related to traffic, noise, air quality, water quality, public services, and/or utilities.

- (d) Scenic Highways. A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR.**

According to the California Scenic Highway Mapping System, the project site is not located on or near a portion of a highway that is either eligible or officially designated as a state scenic highway. The project site is not visible from any scenic highway. Moreover, the project would not result in any damage to scenic resources, such as significant trees, historic buildings, rock outcroppings, or similar type resources within an officially designated state scenic highway.

- (e) Hazardous Waste Sites. A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.**



The project site is not included on any list compiled pursuant to Government Code Section 65962.5. Additionally, the Phase I Environmental Site Assessment prepared for the project and attached to the subject case file did not identify any recognized environmental concerns associated with the project site and noted that no additional assessment of the site is required. Thus, the project would not create a hazard to the public or the environment as a result of being listed on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Therefore, no impacts related to this issue would occur.

**(f) Historical Resources. A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.**

Development of the project would involve the demolition of existing commercial buildings and the construction of a new, 114-unit multi-family residential development. None of the existing residential buildings on the project site that would be removed as part of the project are considered significant historical resources. Neither of the existing buildings at the project site has been identified by "Survey LA" (the City's official Historic Resources Inventory) as potentially eligible for listing on the National Register of Historic Places, the California Register of Historic Resources or for designation as a local "Historic Cultural Monument." Moreover, the project site is not located within a designated Historic Preservation Overlay Zone (HPOZ) or identified on Survey LA as part of a potential future historic district. Thus, demolition of the existing structures and development of the proposed project would not result in any impacts related to historical resources.

**CONCLUSION**

Therefore, based on the facts herein, it can be found that the project meets the qualifications of the Class 32 Categorical Exemption and the Categorical Exemption reflects the Lead Agency's independent judgment and analysis. The records upon which this decision is based are with the Environmental Review Section of the Planning Department in Suite 1350, 221 North Figueroa Street.



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## CATEGORICAL EXEMPTION FOR THE 16151-16201 VENTURA BOULEVARD PROJECT

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### PROJECT DESCRIPTION

The 0.9-acre Project site is located at 16151-16201 West Ventura Boulevard in the Encino-Tarzana Community Plan area of the City of Los Angeles (the “City”). Specifically, the Project site comprises two Assessor Parcel Numbers (APNs) (2260-011-001 and 2260-011-002). The Project site bound by Ventura Boulevard to the south; an office building to the west; a commercial building to the east; and single-family residential land uses to the north. The greater Project site area is developed with mixed commercial and residential uses along the Ventura Boulevard corridor, with single-family residential neighborhoods extending north and south of the corridor. The Project site is currently developed with two commercial buildings (approximately 23,133 square feet) and a surface parking lot. The Ventura Freeway (State Route 101) is located approximately 0.5 mile north of the Project site, and the 405 Freeway (Interstate 405) is located approximately 1.0 mile to the east of the site. The Project site is zoned C4-1L (Commercial Zone, Height District 1L), with a General Plan land use designation of Regional Center Commercial. The Project site is also located in the Ventura/Cahuenga Corridor Specific Plan area.

The Project includes demolition and removal of the existing commercial structures and surface parking lot from the Project site and development of the site with a 114-unit multi-family residential building, including 11 very-low-income units and 2 live/work units. The building would be six stories, with a maximum height of 86 feet. One-hundred-fourteen vehicle parking spaces and 126 bicycle parking spaces (114 long-term and 12 short-term) would be provided in two levels of subterranean parking. The Project includes 12,000 square feet of open space, including a 1,860-square-foot ground floor plaza along Ventura Boulevard; an approximately 3,600-square-foot residential courtyard amenity space on Level 2, with access to a 2,460-square-foot fitness room and clubroom; a rooftop lounge and outdoor deck on Level 6; and approximately 2,400 square feet of private balconies. The total floor area for the Project would be 106,846 square feet, which results in a floor area ratio (FAR) of 2.7:1. Vehicular access to the Project’s subterranean parking garage would be provided off Ventura Boulevard near the west end of the Project site. A median two-way left turn lane on Ventura Boulevard adjacent to the Project site would facilitate left turns in and out of the site. The City’s Mobility 2035 Plan designates Ventura Boulevard as a Boulevard II.

The requested discretionary approvals to allow for the Project include the following:

- 1) **DENSITY BONUS/AFFORDABLE HOUSING INCENTIVES DETERMINATION**, pursuant to Los Angeles Municipal Code (LAMC) Section 12.22A.25(c), including two On-Menu Incentives (increase in the allowable Floor Area Ratio and a height increase), pursuant to LAMC Section 12.22A.25(g)(2) and Government Code Sec. 65915;
- 2) **PROJECT PERMIT COMPLIANCE** approval, pursuant to LAMC Section 11.5.7(C) to allow the proposed Project within the geographic boundaries of the Ventura/Cahuenga Boulevard Corridor Specific Plan;



- 3) **SITE PLAN REVIEW** findings, pursuant to LAMC Section 16.05, for a development project consisting of 50 or more dwelling units; and
- 4) **WAIVER OF DEDICATION AND IMPROVEMENT** findings, pursuant to LAMC Section 12.37 I.3 to waive the 5-foot dedication and improvements, as required per the Mobility 2035 Plan and Ventura/Cahuenga Boulevard Corridor Specific Plan, along Ventura Boulevard.

## CATEGORICAL EXEMPTION

Title 14 of the California Code of Regulations, Chapter 3 (Guidelines for Implementation of the California Environmental Quality Act [CEQA]), Article 19 (Categorical Exemptions), Section 15300 (Categorical Exemptions) includes a list of classes of projects which have been determined not to have a significant effect on the environment and which shall, therefore, be exempt from the provisions of CEQA.

For the reasons discussed in detail later in this document, the Project is categorically exempt from the requirement for the preparation of environmental documents under Class 32 in Section 15332, Article 19, Chapter 3, Title 14 of the California Code of Regulations. Class 32 is intended to promote infill development within urbanized areas. The class consists of environmentally benign in-fill projects that are consistent with local general plan and zoning requirements. Class 32 is not intended to be applied to projects that would result in any significant traffic, noise, air quality, or water quality effects. Application of this exemption, as all categorical exemptions, is limited by certain exceptions identified in section 15300.2.

### ***15332. In-Fill Development Projects.***

*Class 32 consists of projects characterized as in-fill development meeting the conditions described in this section.*

- (a) *The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.*
- (b) *The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.*
- (c) *The project site has no value as habitat for endangered, rare or threatened species.*
- (d) *Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.*
- (e) *The site can be adequately served by all required utilities and public services.*



**Note:** Authority cited: Section 21083, Public Resources Code. Reference: Section 21084, Public Resources Code.

**15300.2. Exceptions**

- (a) *Location.* Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located -- a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply all instances, except where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.
- (b) *Cumulative Impact.* All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.
- (c) *Significant Effect.* A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.
- (d) *Scenic Highways.* A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR.
- (e) *Hazardous Waste Sites.* A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.
- (f) *Historical Resources.* A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.



**Discussion of 15332(a)**

*The Project would be consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.*

1. *The proposed subdivision is consistent with the City's General Plan, the applicable community plan, and any applicable specific plan.*

General Plan - Framework Element

The City's Citywide General Plan Framework Element establishes the overall policy and direction for the City's entire General Plan. It provides a citywide context and a comprehensive long-range strategy to guide the comprehensive update of the General Plan's other mandated and optional elements. The Framework Element establishes the fundamental and over-arching goals, objectives and policies for the City of Los Angeles and its' Community Plans and Specific Plans. Following are goals, objectives and policies relevant to the Project:

- Land Use Goal 3C: Multi-family neighborhoods that enhance the quality of life for the City's existing and future residents.
  - Objective 3.7: Provide for the stability and enhancement of multi-family residential neighborhoods and allow for growth in areas where there is sufficient public infrastructure and services and the residents' quality of life can be maintained or improved.
    - Policy 3.7.1: Accommodate the development of multi-family residential units in areas designated in the community plan...and Zoning Ordinance densities..., with the density permitted for each parcel to be identified in the community plans.

The Project would be consistent with this goal, objective, and policy. The Project would provide 114 multi-family residential dwelling units, including 11 very-low-income units along Ventura Boulevard, with access to public infrastructure and services. The Project site is located within 775 feet of bus routes, including the Metro Rapid (744 and 750) and Metro Local and Limited (150/240) lines, and with access to businesses and services in the area and region. Further, the Project would enhance the quality of life for its residents by providing more than the LAMC required useable open space, with an approximately 1,860-square-foot ground floor plaza area open and available to passersby; a private open outdoor courtyard with residential amenities adjacent to a fitness facility room and clubroom; and a skydeck on the 6<sup>th</sup> floor with views to Ventura Boulevard and the Santa Monica mountains beyond.



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### City of Los Angeles 2013-2021 Housing Element

As stated in the Housing Element, “The City of Los Angeles continues to grow, and with that growth comes the need for more housing – not only more units, but a broader array of housing types to meet evolving household types and sizes, and a greater variety of housing price points that people at all income levels can afford. We must accommodate this residential development in a sustainable way that respects the collection of unique neighborhoods that characterizes Los Angeles, while at the same time ensuring all residents a high quality of life, a vibrant economy, and accessibility to jobs, open space, and urban amenities.”

Los Angeles residents rent their homes at about double the national rate (61.8 percent), according to the 2010 Census.”<sup>1</sup> Based on the 2013-2021 Housing Element it is clear that the production of new housing units is “...unlikely to meet future housing demand.” The Regional Housing Needs Assessment projects the need for 59,559 new housing units to be constructed during the 7.75 year time-frame of the Housing Element, or an average of 7,685 new dwelling units per year. To achieve the City’s average of approximately 61.8-percent rental housing, of all new housing to be constructed, there should be an average of 4,749 new rental units built per year to address the City’s rental housing market.

The following excerpts from the Housing Element best define the Public Necessity and Convenience that can be achieved with the provision of new rental housing units to be constructed via the requested entitlements:

Goal 1: Provision of an adequate supply of both rental and ownership housing for all income levels is paramount to minimizing housing problems such as overcrowding and overpayment that are common in the City. As Los Angeles is renter-dominated, programs to assure an adequate supply of rental housing are needed in addition to helping to facilitate ownership where possible... The City’s Housing policies restated below are fulfilled with the proposed Project as indicated:

- Expand affordable rental housing for all income groups that need assistance (Housing policy 1.1.2). The proposed Project provides 114-new rental units including 11-restricted affordable units (to be made available to very low income households) and two (2) joint living and work quarters.
- Expand opportunities for residential development, particularly in designated Centers, Transit Oriented Districts and along Mixed-Use Boulevards (Housing policy 1.1.4). The proposed Project expands housing opportunities on a commercially zoned property along Ventura Boulevard and offers new housing opportunities close to and within a major job center and easy walking distance from several major bus lines.



Goal 2: A City in which housing helps to create safe, livable and sustainable neighborhoods.

- Foster the development of new affordable housing units citywide and within each Community Plan area (Housing policy 2.5.2). While this policy is directed more toward the City's regulations and implementation policies, the proposed Project utilizes some of the regulations suggested by the policy (Affordable Income Housing and Density Bonus pursuant to LAMC Section 12.22A.25) and is thereby consistent with the fulfillment of this policy Goal. The proposed Project will provide eleven (11) restricted affordable dwelling units for qualifying households in the "very-low" income category and the developer/owner will covenant that these units will be retained in this income category for at least 55-years.

As a result, the Project would fulfill housing, growth, jobs, and economic vitality needs and is thus, consistent with the respective provisions of the General Plan as well as fulfilling the goals and objectives of the Housing Element.

#### Encino – Tarzana Community Plan

The Encino–Tarzana Community Plan, one of 35-community plans composing the entire City, contains the Land Use Element relative to the Encino – Tarzana Community in which the Project site is located. The Community Plan Land Use Map designates the Project site "Regional Center Commercial," with the corresponding Zones of C4, C2, and RAS3 with footnotes specifying the area to be in Height District 1 and a Floor Area Ratio of 3:1. The residential goal, objectives, and policies of the Community Plan stated below are addressed by the Project, as further described.

- Goal 1: A safe, secure and high quality residential environment for all economic, age and ethnic segments of the community.
  - Objective 1-1: To provide for the preservation of existing housing and for the development of new housing to meet the diverse economic and physical needs of the existing residents and projected population of the Plan area to the year 2010.
    - Policy 1-1.3: Protect existing stable single-family and low density residential neighborhoods from encroachment by higher density residential and other incompatible uses.
    - Policy 1-1.4: Protect the quality of the residential environment through attention to the appearance of communities, including attention to building and site design.
  - Objective 1-2: To locate new housing in a manner which reduces vehicular trips and makes it accessible to services and facilities.



- Policy 1-2.1: Locate higher residential densities near commercial centers or transit stations and major bus routes where public services facilities, utilities and topography will accommodate this development.
- Policy 1-2.2: Encourage multiple residential development in commercial zones

The Project site is located in a commercial zone along Ventura Boulevard where it is located within 775-feet of bus routes including the Metro Rapid (744 and 750) and Metro Local and Limited (150/240) lines and in close proximity to nearby businesses and services, and fronts on and has vehicular access exclusively to Ventura Boulevard. As a result, the Project addresses the respective Community Plan goal, objectives, and policies for residential development by: providing a high quality residential environment for all economic, age and ethnic segments of the community; reducing vehicular trips; protecting nearby residential neighborhoods located to the north from any vehicular traffic along Ventura Boulevard; and avoiding an intrusion into residentially zoned neighborhood by developing in a commercial zone,

The Project fulfills Community Plan policy by: 1) aggregating two existing lots into one lot; 2) providing Joint Living and Work quarters on the first floor of the building; 3) providing residential units on the upper floors; 4) providing housing in close proximity to jobs available along the Ventura Boulevard corridor; 5) reducing vehicular trips by offering housing opportunities along a major commercial arterial that is well served by public transit and thereby reducing traffic congestion and air pollution; and, 6) enhancing the aesthetic views of the Boulevard with an architecturally attractive building.

The Project site has a combined lot area of 39,421 square feet and a permitted land use density of one (1) dwelling unit for each 400 square feet of lot area, thereby meeting the minimum required lot size of 5,000 square feet and establishing a base density of 99 dwelling units (LAMC Section 12.16C.3). Additionally, the Affordable Housing Incentive – Density Bonus Program (LAMC Section 12.22A.25) permits the base density to be increased up to 35 percent (35 dwelling units) provided that 11 percent of the base density (11 dwelling units) are restricted for affordable housing. Thus, the Project with a density of 114 dwelling units (including 11 restricted affordable units) would be well below the maximum 134 units ( $39,421\text{-square-foot lot area}/400\text{ squarefeet per unit} = 99 \times 1.35 = 134$ ) permitted.<sup>2</sup>

The Project site is also located within the Ventura – Cahuenga Boulevard Corridor Specific Plan that permits a building fronting onto Ventura Boulevard to exceed 45 feet in height provided that for each 10-foot increment above 45 feet in building height, an additional 10 feet of setback is provided from the front (Ventura Boulevard) property line. It is also worth noting that the underlying C4-1L Zone permits a building height of 75 feet and up to 6 stories. Additionally, the Density Bonus Building Height incentive

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<sup>2</sup> When calculating base density a fractional number is rounded down to the lower whole number. However, pursuant to AB 2501 when calculating density for Density Bonus and the base density is fractional, it is rounded up to the next whole number.



permits an additional building height of up to 11 feet. The Project building would be 86 feet with six stories plus a mezzanine, incorporating building step-backs from Ventura Boulevard in compliance with the Specific Plan and Building Height incentive via the Density Bonus provisions.

Thus, the Project includes 114 dwelling units, which is less than the maximum permitted when utilizing the Affordable Housing Incentive – Density Bonus Program, in a six-story building with commercial use on the first level as part of the live/work units and housing on upper levels, and provides housing in close proximity to employment and shopping. Thus the Project would be consistent with the General Plan, Community Plan, and Specific Plan.

#### Ventura – Cahuenga Boulevard Corridor Specific Plan

In 1991 the City Council adopted Ordinance No. 166,560 establishing the Ventura-Cahuenga Boulevard Corridor Specific Plan (and subsequently amended in 1996, 2000, 2001, and 2010). The Specific Plan was established to assure that equilibrium is maintained between the transportation infrastructure and land use development in the Ventura-Cahuenga Boulevard Corridor and within each separate community of the Specific Plan area. The Encino community is one of the communities for which the Specific Plan was established, and the Project site is within the Encino portion of the Specific Plan. The Specific Plan establishes standards and regulations that in some cases are more restrictive than similar standards of the LAMC, in which case the provisions of the Project site apply. Table 1 provides a summary of the applicable requirements of the Specific Plan and a description indicating that the Project would comply.

**Table 1**  
**Specific Plan Requirements – Project Compliance**

<b>TITLE – SECTION</b>	<b>REQUIREMENT</b>	<b>PROJECT</b>
FAR – 6.B.1.a	1.25:1 or 3:1 with Density Bonus	<b>Complies:</b> 2.7:1 with Density Bonus Incentive.
Front Setback – 7.A.2.a	18 inches; Alternative 1 - 10-40 foot for no more than 50% of the length of the frontage (permitted).	<b>Complies:</b> 18 inches and use of Alternative 1 with a variable front yard setback up to 40 feet for a maximum of 48% of the length of the frontage
Rear Setback – 7.A.2.c	20 feet	<b>Complies:</b> 20 feet
Lot Coverage -7.B.1	75 % maximum lot coverage	<b>Complies:</b> 66 percent
Front Setback Landscape - 7.B.3	60 % landscape in front yard for setbacks greater than 18 inches	<b>Complies:</b> 60% landscape coverage
Building Height – 7.E.1.g	Add 10-foot setback from the roof perimeter for each 10-foot increment above 45 feet.	<b>Complies:</b> For each 10-foot increment above 45 feet in building height: levels 4 and 5 are stepped back an additional 10 feet; and level 6/mezzanine is stepped back an additional 20 feet from the front (Ventura Boulevard) property line



Thus, the aggregation of lots for the Project, an FAR of 2.7:1 that is less than the permitted 3:1 FAR (with a density bonus incentive), inclusion of Joint Living and Work Quarters and 11 restricted affordable income units, a density of 114 dwelling units that is 85 percent of the maximum permitted density, a maximum 86-foot building with setbacks required by the Specific Plan, the proposed subdivision would be consistent with the City's General Plan, the Encino-Tarzana Community Plan, and the Ventura-Cahuenga Boulevard Corridor Specific Plan.

**Discussion of 15332(b)**

***The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.***

As discussed under Project Description, the Project site is located within City limits, is 0.9 acre in size, and is completely surrounded by urban uses, including Ventura Boulevard to the south; an office building to the west; a commercial building to the east; and single-family residential land uses to the north. The greater Project site area is developed with mixed commercial and residential uses along the Ventura Boulevard corridor, with single-family residential neighborhoods extending north and south of the corridor. The Project site is currently developed with two commercial buildings (approximately 23,133 square feet) and a surface parking lot. The Ventura Freeway (State Route 101) is located approximately 0.5 mile north of the Project site, and the 405 Freeway (Interstate 405) is located approximately 1.0 mile to the east of the site.

**Discussion of 15332(c)**

***The Project site has no value as habitat for endangered, rare, or threatened species.***

The Project site is located in an urbanized area of the City. The Project site is currently developed with two commercial buildings (approximately 23,133 square feet) and a surface parking lot. The surrounding area is largely developed with mixed commercial and residential land uses; roadways, including freeways; and utility infrastructure. No natural habitat that would support endangered, rare, or threatened species exist on the Project site or in the areas surrounding the Project site. No trees are located on the Project site. The only vegetation of the Project site is a Hollywood juniper bush, which would be removed as part of the Project. This plant is ornamental and provides no habitat for any endangered, rare, or threatened species.



**Discussion of 15332(d)**

*Approval of the Project would not result in any significant effects relating to traffic, noise, air quality, or water quality.*

**TRAFFIC**

The information in this section is based on the *Traffic Impact Analysis for Residential Apartment Project*, prepared by Overland Traffic Consultants, Inc., September 2017, included in Appendix A.

***Intersections***

In consultation with the Los Angeles Department of Transportation (LADOT), the Traffic Impact Analysis evaluates traffic conditions at the following study intersections:

1. Hayvenhurst Avenue and Ventura Freeway Westbound Off Ramp
2. Hayvenhurst Avenue and Ventura Freeway Eastbound On Ramp / Magnolia Boulevard
3. Ventura Boulevard and Hayvenhurst Avenue
4. Ventura Boulevard and Libbit Avenue
5. Ventura Boulevard and Woodley Avenue
6. Ventura Boulevard and Haskell Avenue (west)
7. Ventura Boulevard and the 405 Freeway Southbound On Ramp / 101 Freeway Eastbound Off Ramp / Sherman Oaks Avenue.

The Traffic Impact Analysis assumes a Project buildout year of 2020. Upon completion, it is estimated that the Project would generate approximately 221 net new trips per day at the study intersections, including 26 AM and 20 PM peak-hour trips.

The Traffic Impact Analysis assessed existing (2017) and future (2020) AM and PM peak-hour traffic conditions at the study intersections in the vicinity of the Project site. The cumulative traffic conditions with the development of 19 potential related projects in the surrounding area were also assessed (refer to Table 8 in the Traffic Impact Analysis included in Appendix A), with an additional 2.0 percent annual growth factor from 2017 to 2020 to account for ambient growth. Based on LADOT's significance level of service (LOS) criteria, the Project would not result in traffic impacts at any of the study intersections under the existing or future conditions. Therefore, no Project impacts related to traffic LOS would occur.



***Congestion Management Program***

The traffic impact guidelines of the 2010 Congestion Management Program (CMP) for Los Angeles County require analysis of all CMP arterial monitoring locations where a project could add a total of 50 or more trips during either peak hour. Additionally, all freeway monitoring locations where a project could add 150 or more trips in either direction during the peak hours are to be analyzed. Considering that the largest Project peak-hour trip generation would be 26 net trips during the AM peak hour, neither of these thresholds would be exceeded. Therefore, further CMP arterial or freeway analysis is not warranted, and no impacts would occur as a result of the Project.

***Access***

The Project does not include the development of any new roadways or intersections. In its current condition, the Project site has one driveway on Ventura Boulevard. All ingress/egress associated with the Project would be designed and constructed in conformance to all applicable City Building and Safety Department and City Fire Department standards and requirements for design and construction. The Project would maintain the one driveway for ingress and egress on Ventura Boulevard, thereby not creating any additional potential for vehicle/pedestrian/bicycle conflicts. Thus, the Project would not substantially increase hazards due to access, and would therefore not result in impacts.

**NOISE**

The analysis below is based on modeling results prepared by DKA Planning (refer to Appendix B).

**Characteristics of Sound**

Sound is technically described in terms of the loudness (amplitude) and frequency (pitch) of the sound. The standard unit of measurement for sound is the decibel (dB). The human ear is not equally sensitive to sound at all frequencies. The “A-weighted scale,” abbreviated dBA, reflects the normal hearing sensitivity range of the human ear. On this scale, the range of human hearing extends from approximately 3 to 140 dBA. Table 2 provides examples of A-weighted noise levels from common sources.



**Table 2**  
**A-Weighted Decibel Scale**

Typical A-Weighted Sound Levels	Sound Level (dBA, $L_{eq}$ )
Threshold of Pain	140
Jet Takeoff at 100 Meters	125
Jackhammer at 15 Meters	95
Heavy Diesel Truck at 15 Meters	85
Conversation at 1 Meter	60
Soft Whisper at 2 Meters	35
<i>Source: United States Occupational Safety &amp; Health Administration, Noise and Hearing Conservation Technical Manual, 1999.</i>	

### *Noise Definitions*

**Community Noise Equivalent Level (CNEL):** CNEL is an average sound level during a 24-hour period. CNEL is a noise measurement scale, which accounts for noise source, distance, single event duration, single event occurrence, frequency, and time of day. Human reaction to sound between 7:00 p.m. and 10:00 p.m. is as if the sound were actually 5 dBA higher than if it occurred from 7:00 a.m. to 7:00 p.m. From 10:00 p.m. to 7:00 a.m., humans perceive sound as if it were 10 dBA higher due to the lower background level. Hence, the CNEL is obtained by adding an additional 5 dBA to sound levels in the evening from 7:00 p.m. to 10:00 p.m. and 10 dBA to sound levels in the night from 10:00 p.m. to 7:00 a.m. Because CNEL accounts for human sensitivity to sound, the CNEL 24-hour figure is always a higher number than the actual 24-hour average.

**Equivalent Noise Level ( $L_{eq}$ ).**  $L_{eq}$  is the average noise level on an energy basis for any specific time period. The  $L_{eq}$  for one hour is the energy average noise level during the hour. The average noise level is based on the energy content (acoustic energy) of the sound.  $L_{eq}$  can be thought of as the level of a continuous noise that has the same energy content as the fluctuating noise level. The equivalent noise level is expressed in units of dBA.

### *Effects of Noise*

The degree to which noise can impact the environment ranges from levels that interfere with speech and sleep to levels that cause adverse health effects. Human response to noise is subjective and can vary from person to person. Factors that influence individual response include the intensity, frequency, and pattern of noise, the amount of background noise present before the intruding noise, and the nature of work or human activity that is exposed to the noise source.



### *Audible Noise Changes*

Small perceptible changes in sound level for a person with normal hearing sensitivity is approximately 3 dBA. A change of at least 5 dBA would be noticeable and would likely cause some community reaction. A 10-dBA increase is heard as a doubling in loudness and would cause a community response.

Noise levels decrease as the distance from the noise source to the receiver increases. Noise generated by a stationary noise source, or “point source,” will decrease by approximately 6 dBA over hard surfaces (e.g., reflective surfaces such as parking lots or smooth bodies of water) and 7.5 dBA over soft surfaces (e.g., absorptive surfaces such as soft dirt, grass, or scattered bushes and trees) for each doubling of the distance. For example, if a noise source produces a noise level of 89 dBA at a reference distance of 50 feet, then the noise level would be 83 dBA at a distance of 100 feet from the noise source, 77 dBA at a distance of 200 feet, and so on. Noise generated by a mobile source will decrease by approximately 3 dBA over hard surfaces and 4.5 dBA over soft surfaces for each doubling of the distance.

Noise is most audible when traveling by direct line-of-sight, an unobstructed visual path between noise source and receptor. Barriers, such as walls or buildings that break the line-of-sight between the source and the receiver can greatly reduce noise levels from the source since sound can only reach the receiver by diffraction. Sound barriers can reduce sound levels by up to 20 dBA. However, if a barrier is not high or long enough to break the line-of-sight from the source to the receiver, its effectiveness is greatly reduced.

### **Regulatory Setting**

#### *State*

The California Department of Health Services (the “DHS”) has established guidelines for evaluating the compatibility of various land uses as a function of community noise exposure. These guidelines for land use and noise exposure compatibility are shown on Table 3. In addition, Section 65302(f) of the California Government Code requires each county and city in the state to prepare and adopt a comprehensive long-range general plan for its physical development, with Section 65302(g) requiring a noise element to be included in the general plan. The noise element must: (1) identify and appraise noise problems in the community; (2) recognize Office of Noise Control guidelines; and (3) analyze and quantify current and projected noise levels.



**Table 3**  
**Land Use Noise Exposure Compatibility**

<b>Land Use</b>	<b>Normally Acceptable<sup>a</sup></b>	<b>Conditionally Acceptable<sup>b</sup></b>	<b>Normally Unacceptable<sup>c</sup></b>	<b>Clearly Unacceptable<sup>d</sup></b>
Single-family, Duplex, Mobile Homes	50 - 60	55 - 70	70 - 75	above 75
Multi-Family Homes	50 - 65	60 - 70	70 - 75	above 75
Schools, Libraries, Churches, Hospitals, Nursing Homes	50 - 70	60 - 70	70 - 80	above 80
Transient Lodging – Motels, Hotels	50 - 65	60 - 70	70 - 80	above 75
Auditoriums, Concert Halls, Amphitheaters	---	50 - 70	---	above 70
Sports Arena, Outdoor Spectator Sports	---	50 - 75	---	above 75
Playgrounds, Neighborhood Parks	50 - 70	---	67 - 75	above 75
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50 - 75	---	70 - 80	above 80
Office Buildings, Business and Professional Commercial	50 - 70	67 - 77	above 75	---
Industrial, Manufacturing, Utilities, Agriculture	50 - 75	70 - 80	above 75	---
<sup>a</sup> <i>Normally Acceptable:</i> Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.				
<sup>b</sup> <i>Conditionally Acceptable:</i> New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.				
<sup>c</sup> <i>Normally Unacceptable:</i> New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.				
<sup>d</sup> <i>Clearly Unacceptable:</i> New construction or development should generally not be undertaken.				
Source: Office of Planning and Research, State of California General Plan Guidelines, October 2003 (in coordination with the California Department of Health Services); City of Los Angeles, General Plan Noise Element, adopted February 1999.				

## City

The LAMC provides two types of noise standards that are relevant to this analysis: 1) construction noise standards, and 2) general noise ordinance standards. The construction noise standards apply only to construction activities, while the general noise ordinance standards apply to noise generated by land use activities.

### Construction Noise Standards

The LAMC establishes noise regulations for both short-term construction activities and long-term project operations. The LAMC limits noise from any powered equipment or powered hand tool in a residential zone (or within 500 feet) at a distance of 50 feet between 7:00 a.m. and 10:00 p.m. to:



- 75 dBA for construction, industrial, and agricultural machinery including crawler-tractors, dozers, rotary drills and augers, loaders, power shovels, cranes, derricks, motor graders, paving machines, off-highway trucks, ditchers, trenchers, compactors, scrapers, wagons, pavement breakers, compressors and pneumatic or other powered equipment;
- 75 dBA for powered equipment of 20 horse-power or less intended for infrequent use in residential areas; including chain saws, log chippers and powered hand tools; and
- 65 dBA for powered equipment intended for repetitive use in residential areas; including lawn mowers, backpack blowers, small lawn and garden tools.<sup>3</sup>

However, these noise limits do not apply where compliance is deemed technically infeasible. Specifically, such activities are allowed when it can be demonstrated that compliance is not possible “despite the use of mufflers, shields, sound barriers, and/or other noise reduction devices or techniques during the operation of the equipment.”<sup>4</sup>

Section 41.40 of the LAMC prohibits construction activity from occurring between 9:00 p.m. and 7:00 a.m. Monday through Friday, and between 6:00 p.m. and 8:00 a.m. on Saturday.<sup>5</sup> This is intended to protect persons occupying sleeping quarters in any hotel, apartment, or other place of residence. Construction noise intruding onto property zoned for manufacturing or industrial uses is exempt from these standards.

The City released the *L.A. CEQA Thresholds Guide* in 2006 to provide further guidance determining the significance of noise impacts. According to the Guide, a project’s construction noise levels would, under normal circumstances, have a significant impact if:

- Construction activities lasting more than one day exceed existing ambient exterior noise levels by 10 dBA or more at a noise sensitive use;
- Construction activities lasting more than 10 days in a three-month period exceed existing ambient exterior noise levels by 5 dBA or more at a noise sensitive use; or
- Construction activities exceed the ambient noise level by 5 dBA at a noise sensitive use between the hours of 9:00 p.m. and 7:00 a.m. Monday through Friday, before 8:00 a.m. or after 6:00 p.m. on Saturday, or anytime on Sunday.<sup>6</sup>

Additionally, a project would, under normal circumstances, have a significant impact on community noise levels if:

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<sup>3</sup> City of Los Angeles, *Municipal Code Chapter XI-Noise Regulation (Section 112.05)*, 1986.

<sup>4</sup> *Ibid.*

<sup>5</sup> City of Los Angeles, *Municipal Code Chapter IV-Public Welfare (Section 41.40)*, 1984.

<sup>6</sup> City of Los Angeles *L.A. CEQA Thresholds Guide*, 2006, page I.1-3.



- The Project causes the ambient noise level measured at the property line of affected uses to increase by 3 dBA CNEL to or within the “normally unacceptable” or “clearly unacceptable” categories recommended by the land-use compatibility guidelines set forth in the State of California’s 2003 General Plan; or
- The Project causes the ambient noise level measured at the property line of affected uses to increase 5 dBA or greater.<sup>7</sup>

#### *General Noise Ordinance Standards*

LAMC Chapter XI, “Noise Regulation,” regulates noise from non-transportation noise sources such as commercial or industrial operations, mechanical equipment or residential activities. Although these regulations do not apply to vehicles operating on public rights-of-way, the regulations do apply to noise generated by vehicles on private property, such as truck operations at commercial or industrial facilities. The exact noise standards vary depending on the type of noise source, but the allowable noise levels are generally determined relative to the existing ambient noise levels at the affected location. LAMC Section 111.01 (a) defines the ambient noise as “the composite of noise from all sources near and far in a given environment, exclusive of occasional and transient intrusive noise sources and of the particular noise source or sources to be measured. Ambient noise shall be averaged over a period of at least 15 minutes...”

Additionally, the LAMC states that a noise level increase of 5 dBA or more over the existing average ambient noise level at an adjacent property line is considered a noise violation.<sup>8</sup> This standard applies to sources such as consumer electronics, HVAC systems, powered equipment intended for repeated use in residential areas, and motor vehicles driven onsite. The LAMC also prohibits use of air conditioning, refrigeration, heating, pumping, or filtering equipment that increases ambient noise levels by 5 dBA or more.<sup>9</sup> It also limits noise increases from motor driven vehicles on private property to no more than 5 dBA at adjacent residential properties.<sup>10</sup> Finally, between 10:00 p.m. and 7:00 a.m., the City prohibits the loading or unloading of vehicles, or use of dollies, carts, forklifts, or other wheeled equipment that causes any impulsive sound and/or raucous or unnecessary noise within 200 feet of any residential building.<sup>11</sup>

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<sup>7</sup> *Ibid.*

<sup>8</sup> *City of Los Angeles, Municipal Code Chapter XI-Noise Regulation (Section 112.04), 1986.*

<sup>9</sup> *City of Los Angeles, Municipal Code Chapter XI-Noise Regulation (Section 112.02), 1982.*

<sup>10</sup> *Ibid.*

<sup>11</sup> *City of Los Angeles, Municipal Code Chapter XI-Noise Regulation (Section 112.03), 1982.*



The City's noise ordinance is not explicit in defining the length of time over which an average noise level should be assessed. However, based on the noted reference to "60 consecutive minutes," above, it is concluded that the one-hour  $L_{eq}$  metric should be used. Regarding the location at which the noise measurements should be taken, the LAMC states that "except when impractical, the microphone shall be located four to five feet above the ground and ten feet or more from the nearest reflective surface. However, in those cases where another elevation is deemed appropriated, the latter shall be utilized."

### **Existing Conditions**

According to the *L.A. CEQA Thresholds Guide*, noise sensitive uses include residences, transient lodgings, schools, libraries, churches, hospitals, nursing homes, auditoriums, concert halls, amphitheaters, playgrounds, and parks. The following receptors were chosen specifically for detailed construction noise impact analysis given their potential sensitivities to noise and their proximity to the Project site:

#### Encino Hospital Medical Center

This hospital is located at 16237 Ventura Boulevard, approximately 155 feet west of the Project site.

#### Moorpark Street Residences

These single-family residences are located along Moorpark Street, up to 25-30 feet north of the Project site.

#### Serrano Apartments

These residences are located at 16110 Ventura Boulevard, approximately 290-300 feet southeast of the Project site.

To determine these receptors' ambient noise conditions, DKA Planning took short-term noise readings at locations surrounding the Project site on July 12, 2017, using a Quest Technologies SoundPro DL Sound Level Meter.<sup>12</sup> Near Encino Hospital Medical Center and Serrano Apartments, ambient noise was predominantly attributable to vehicle travel on Ventura Boulevard. Near Moorpark Street Residences, ambient noise was a product of vehicle travel on Moorpark Street, as well as distant traffic noises. Table 4 summarizes the results of this monitoring.

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<sup>12</sup> The SoundPro meter complies with the American National Standards Institute (ANSI) and International Electrotechnical Commission (IEC) for general environmental noise measurement instrumentation. The meter was equipped with an omni-directional microphone, calibrated before the day's measurements, and set at approximately five feet above the ground. Weather conditions were clear with negligible wind.



**Table 4**  
**Existing Ambient Noise Levels**

<b>Sensitive Receptor</b>	<b>Existing Ambient Noise Level (dBA L<sub>eq</sub>)</b>
Encino Hospital Medical Center	73.3
Moorpark Street Residences	50.7
Serrano Apartments	70.7
<i>Source: DKA Planning, 2017.</i>	

## **Project Impacts**

### ***Construction Noise***

During all construction phases, noise-generating activities could occur at the Project site between the hours of 7:00 A.M. and 9:00 P.M. Monday through Friday, in accordance with Section 41.40(a) of the LAMC. On-site activities could include the use of heavy equipment such as excavators and loaders, as well as smaller equipment such as saws, hammers, and pneumatic tools. Off-site, secondary noises could be generated by construction worker vehicles, vendor deliveries, and haul trucks.

Noises from demolition and grading activities are typically the foremost concern when evaluating a project's construction noise impacts, as these activities often require the use of heavy-duty, diesel-powered earthmoving equipment. The types of heavy equipment required for these activities may include excavators, bulldozers, front-end loaders, and backhoes.

For the Project, noise levels were modeled using the noise reference levels of excavators, as these vehicles would be utilized extensively during the Project's demolition and grading phases. Excavators can produce an average noise level of 80.7 dBA at a reference distance of 50 feet.<sup>13</sup> The noise levels of other construction equipment and vehicles would be neither as loud nor as extensive over the duration of the Project's construction phases. By relying on the loudest piece of equipment proposed for the Project, this analysis examines a conservative scenario; the noise impacts of all other construction equipment and phases would not exceed the impacts analyzed here.

Regulatory compliance with LAMC Section 112.05 would ultimately limit any noise levels from powered construction equipment to 75 dBA or below, as the Project site is located within 500 feet of residential land uses. Standard, industry-wide "best practices" for construction in urban or otherwise noise-sensitive areas would be capable of reducing the Project's construction noise to below this 75 dBA threshold. "Best practices" utilized by the Project would include equipping heavy equipment with noise-reducing

<sup>13</sup> Federal Highway Administration, *Construction Noise Handbook*, 2006.



mufflers and installing temporary noise barriers between the Project site and nearby sensitive receptors. Other practices may include warming-up or staging equipment away from sensitive receptors and ensuring that generators are fully-enclosed with damping features. As shown on Table 5, compliance with LAMC Section 112.05 would ensure that ambient noise levels in the Project site's vicinity not exceed the L.A. CEQA Thresholds Guide's 5 dBA threshold of significance for construction activities lasting up to 10 days in a three month period. As a result, the Project's construction noise impact would be less than significant.

**Table 5**  
**Estimated Construction Noise Levels**

<b>Sensitive Receptor</b>	<b>Distance from Site (feet)</b>	<b>Maximum Construction Noise Level (dBA)</b>	<b>Existing Ambient (dBA, <math>L_{eq}</math>)</b>	<b>New Ambient (dBA, <math>L_{eq}</math>)</b>	<b>Increase</b>
Encino Hospital Medical Center	155	48.9	73.3	73.3	< 0.1
Moorpark Street Residences	25	53.7	50.7	55.5	4.8
Serrano Apartments	290	48.5	70.7	70.7	< 0.1
<i>Source: DKA Planning, 2017.</i>					

With regard to off-site construction-related noise impacts, the Project would necessitate a minimal number of haul trips given its relatively small footprint and two underground parking levels. While this vehicle activity would marginally increase ambient noise levels along the haul route, it would not be expected to significantly increase ambient noise levels by 5 dBA or greater at any noise sensitive land uses. The Project's haul route would immediately access the local freeway system via Ventura Boulevard and Sepulveda Boulevard, major arterials with high existing levels of traffic and traffic-related noise. According to the L.A. CEQA Thresholds Guide, a 3 dBA increase in roadway noise levels requires an approximate doubling of roadway traffic volume, assuming that travel speeds and fleet mix remain constant. Though the addition of haul trucks would alter the fleet mix of the Project haul route, their minimal addition to Ventura Boulevard and Sepulveda Boulevard would not nearly double these roads' traffic volumes, let alone augment their traffic to levels capable of producing 5 dBA ambient noise increases. As a result, off-site construction noise impacts related to haul trips would be less than significant.

### ***Operational Noise***

During Project operations, the development would produce noise from both on- and off-site sources.



*On-Site*Mechanical Equipment

Regulatory compliance with LAMC Sec.112.02 would ultimately ensure that noises from sources such as heating, ventilation, and air conditioning (HVAC) systems not increase ambient noise levels at neighboring occupied properties by more than 5 dBA. Given this regulation, ambient noise levels, the distance between the Project site and nearby receptors, and the relatively quiet operation of modern HVAC systems, these on-site noise sources would not cause the ambient noise levels of nearby uses to increase by 3 dBA CNEL to or within their respective *L.A. CEQA Thresholds Guide's* "Normally Unacceptable" or "Clearly Unacceptable" noise categories, or by 5 dBA or greater overall. A 3 dBA increase in noise represents a doubling of sound energy. Mechanical noises from the Project's HVAC systems would not double the noise levels surrounding the Project.

Residential Land Uses

Noise from recurrent activities (e.g., conversation, consumer electronics, dog barking) and non-recurrent activities (e.g., social gatherings) would elevate ambient noise levels to differing degrees. The City's noise ordinance would provide a means to address nuisances related to residential noises. The proposed live/work units would face Ventura Boulevard, a primarily commercial corridor with high existing levels of noise. The addition of the Project's live/work units would not alter the noise profile of Ventura Boulevard.

Auto-Related Activities

Operational noises related to the proposed onsite parking would include intermittent noise events such as door slamming and vehicle engine start-ups. However, these noise events are infrequent and do not substantially increase ambient noise levels, especially when considering that the Project is located along a major thoroughfare with elevated existing levels of auto-related noises. Additionally, the Project's parking would be either underground or covered. Internal parking noises would be inaudible, or at the very least considerably attenuated, at nearby receptors.

The Project's trash collection area would be located near its ground-floor parking area, away from sensitive residential receptors to the north.

The impact potential of these on-site operational noise sources would be less than significant.

*Off-Site*

The majority of the Project's operational noise impacts would be off-site, from mobile sources associated with new vehicle trips to and from the Project site. On a typical weekday, the Project is forecast to generate an estimated 108 net new trips, including 24 net new AM peak-hour trips and 15 net new PM



peak-hour trips.<sup>14</sup> The noise impact of these vehicle trips was modeled using the Federal Highway Administration's (FHWA) Traffic Noise Model 2.5 (TNM 2.5). This noise prediction software uses traffic volumes, vehicle mix, average speeds, roadway geometry, and other inputs to calculate average noise levels along inputted roadway segments. For this analysis, an existing year (2017) no project scenario was compared to an existing year with project scenario. As shown on Tables 6 through 9, Project-related traffic would, individually, have a negligible impact on roadside ambient noise levels in the Project site vicinity. 24-hour CNEL impacts would similarly be minimal, far below *L.A. CEQA Thresholds Guide* criteria for significant operational noise impacts, which begin at 3 dBA. This impact would be less than significant.

**Table 6**  
**Existing + Project AM Peak Hour Mobile Source Noise Levels**

Roadway Segment	Estimated dBA, $L_{eq}$ 1hr			
	No Project (2017)	With Project (2017)	Project Change	Significant Impact?
N/B Hayvenhurst Ave., N of Ventura Blvd.	68.4	68.4	< 0.1	No
S/B Hayvenhurst Ave., N of Ventura Blvd.	70.6	70.9	0.3	No
E/B Ventura Blvd., W of Libbit Ave.	72.3	72.3	< 0.1	No
W/B Ventura Blvd., W of Libbit Ave.	74.5	74.5	< 0.1	No

*Source: DKA Planning, 2017.*

**Table 7**  
**Existing + Project PM Peak Hour Mobile Source Noise Levels**

Roadway Segment	Estimated dBA, $L_{eq}$ 1hr			
	No Project (2017)	With Project (2017)	Project Change	Significant Impact?
N/B Hayvenhurst Ave., N of Ventura Blvd.	69.2	69.2	< 0.1	No
S/B Hayvenhurst Ave., N of Ventura Blvd.	69.8	69.8	< 0.1	No
E/B Ventura Blvd., W of Libbit Ave.	74.4	74.4	< 0.1	No
W/B Ventura Blvd., W of Libbit Ave.	73.5	73.5	< 0.1	No

*Source: DKA Planning, 2017.*

<sup>14</sup> Overland Traffic Consultants, *Traffic Impact Analysis For Residential Apartment Project*, September 2017.



**Table 8**  
**Future + Project (Cumulative) AM Peak Hour Mobile Source Noise Levels**

Roadway Segment	Estimated dBA, $L_{eq}$ 1hr			
	No Project (2020)	With Project (2020)	Project Change	Significant Impact?
N/B Hayvenhurst Ave., N of Ventura Blvd.	68.8	68.8	0.4	No
S/B Hayvenhurst Ave., N of Ventura Blvd.	71.3	71.4	0.8	No
E/B Ventura Blvd., W of Libbit Ave.	72.9	72.9	0.6	No
W/B Ventura Blvd., W of Libbit Ave.	75.0	75.0	0.5	No
<i>Source: DKA Planning, 2017.</i>				

**Table 9**  
**Future + Project (Cumulative) PM Peak Hour Mobile Source Noise Levels**

Roadway Segment	Estimated dBA, $L_{eq}$ 1hr			
	No Project (2020)	With Project (2020)	Project Change	Significant Impact?
N/B Hayvenhurst Ave., N of Ventura Blvd.	69.6	69.6	0.4	No
S/B Hayvenhurst Ave., N of Ventura Blvd.	70.2	70.2	0.4	No
E/B Ventura Blvd., W of Libbit Ave.	75.0	75.0	0.6	No
W/B Ventura Blvd., W of Libbit Ave.	74.1	74.1	0.6	No
<i>Source: DKA Planning, 2017.</i>				

## AIR QUALITY

Both short-term impacts occurring during construction and long-term effects related to the ongoing operation of the Project are discussed below. This analysis focuses on two levels of impacts: pollutant emissions and pollutant concentrations. “Emissions” refer to the quantity of pollutants released into the air, as measured in pounds per day. “Concentrations” refer to the amount of pollutant material per volumetric unit of air, as measured in parts per million (ppm) or micrograms per cubic meter ( $\mu\text{g}/\text{m}^3$ ).

### Pollutants and Effects

Criteria air pollutants are defined as pollutants for which the federal and state governments have established ambient air quality standards for outdoor concentrations. The federal and state standards have been set at levels above which concentrations could be harmful to human health and welfare. These standards are designed to protect the most sensitive persons from illness or discomfort. Pollutants of concern include carbon monoxide (CO), ozone ( $\text{O}_3$ ), nitrogen dioxide ( $\text{NO}_2$ ), sulfur dioxide ( $\text{SO}_2$ ), particulate matter 2.5 microns or less in diameter ( $\text{PM}_{2.5}$ ), particulate matter ten microns or less in diameter ( $\text{PM}_{10}$ ), and lead (Pb). These pollutants are discussed below.



- Carbon Monoxide (CO) is a colorless and odorless gas formed by the incomplete combustion of fossil fuels. It is emitted almost exclusively from motor vehicles, power plants, refineries, industrial boilers, ships, aircraft, and trains. In urban areas, automobile exhaust accounts for the majority of emissions. CO is a non-reactive air pollutant that dissipates relatively quickly, so ambient concentrations generally follow the spatial and temporal distributions of vehicular traffic. Concentrations are influenced by local meteorological conditions, primarily wind speed, topography, and atmospheric stability. CO from motor vehicle exhaust can become locally concentrated when surface-based temperature inversions are combined with calm atmospheric conditions, a typical situation at dusk in urban areas between November and February.<sup>15</sup> The highest concentrations occur during the colder months of the year when inversion conditions are more frequent. CO is a health concern because it competes with oxygen, often replacing it in the blood and reducing the blood's ability to transport oxygen to vital organs. Excess CO exposure can lead to dizziness, fatigue, and impair central nervous system functions.
- Ozone (O<sub>3</sub>) is a colorless gas that is formed in the atmosphere when reactive organic gases (ROG) and nitrogen oxides (NO<sub>x</sub>) react in the presence of ultraviolet sunlight. O<sub>3</sub> is not a primary pollutant; rather, it is a secondary pollutant formed by complex interactions of two pollutants directly emitted into the atmosphere. The primary sources of ROG and NO<sub>x</sub>, the components of O<sub>3</sub>, are automobile exhaust and industrial sources. Meteorology and terrain play major roles in O<sub>3</sub> formation. Ideal conditions occur during summer and early autumn, on days with low wind speeds or stagnant air, warm temperatures, and cloudless skies. The greatest source of smog-producing gases is the automobile. Short-term exposure (lasting for a few hours) to O<sub>3</sub> at levels typically observed in Southern California can result in breathing pattern changes, reduction of breathing capacity, increased susceptibility to infections, inflammation of the lung tissue, and some immunological changes.
- Nitrogen Dioxide (NO<sub>2</sub>) like O<sub>3</sub>, is not directly emitted into the atmosphere but is formed by an atmospheric chemical reaction between nitric oxide (NO) and atmospheric oxygen. NO and NO<sub>2</sub> are collectively referred to as NO<sub>x</sub> and are major contributors to O<sub>3</sub> formation. NO<sub>2</sub> also contributes to the formation of PM<sub>10</sub>. High concentrations of NO<sub>2</sub> can cause breathing difficulties and result in a brownish-red cast to the atmosphere with reduced visibility. There is some indication of a relationship between NO<sub>2</sub> and chronic pulmonary fibrosis. Some increase of bronchitis in children (2-3 years old) has been observed at concentrations below 0.3 ppm.

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<sup>15</sup> Inversion is an atmospheric condition in which a layer of warm air traps cooler air near the surface of the earth, preventing the normal rising of surface air.



- Sulfur Dioxide (SO<sub>2</sub>) is a colorless, pungent gas formed primarily by the combustion of sulfur-containing fossil fuels. Main sources of SO<sub>2</sub> are coal and oil used in power plants and industries. Generally, the highest levels of SO<sub>2</sub> are found near large industrial complexes. In recent years, SO<sub>2</sub> concentrations have been reduced by the increasingly stringent controls placed on stationary source emissions of SO<sub>2</sub> and limits on the sulfur content of fuels. SO<sub>2</sub> is an irritant gas that attacks the throat and lungs. It can cause acute respiratory symptoms and diminished ventilator function in children. SO<sub>2</sub> can also yellow plant leaves and erode iron and steel.
- Particulate Matter (PM) consists of small liquid and solid particles floating in the air, including smoke, soot, dust, salts, acids, and metals and can form when gases emitted from industries and motor vehicles undergo chemical reactions in the atmosphere. Fine particulate matter, or PM<sub>2.5</sub>, is roughly 1/28 the diameter of a human hair and results from fuel combustion (e.g. motor vehicles, power generation, industrial facilities), residential fireplaces, and wood stoves. In addition, PM<sub>2.5</sub> can be formed in the atmosphere from gases such as SO<sub>2</sub>, NO<sub>x</sub>, and VOC. Inhalable particulate matter, or PM<sub>10</sub>, is about 1/7 the thickness of a human hair. Major sources of PM<sub>10</sub> include crushing or grinding operations; dust stirred up by vehicles traveling on roads; wood burning stoves and fireplaces; dust from construction, landfills, and agriculture; wildfires and brush/waste burning; industrial sources; windblown dust from open lands; and atmospheric chemical and photochemical reactions.

PM<sub>2.5</sub> and PM<sub>10</sub> pose a greater health risk than larger-size particles. When inhaled, they can penetrate the human respiratory system's natural defenses and damage the respiratory tract. PM<sub>2.5</sub> and PM<sub>10</sub> can increase the number and severity of asthma attacks, cause or aggravate bronchitis and other lung diseases, and reduce the body's ability to fight infections. Very small particles of substances, such as lead, sulfates, and nitrates can cause lung damage directly. These substances can be absorbed into the blood stream and cause damage elsewhere in the body. These substances can transport absorbed gases, such as chlorides or ammonium, into the lungs and cause injury. Whereas PM<sub>10</sub> tends to collect in the upper portion of the respiratory system, PM<sub>2.5</sub> is so tiny that it can penetrate deeper into the lungs and damage lung tissues. Suspended particulates also damage and discolor surfaces on which they settle, as well as produce haze and reduce regional visibility.

- Lead (Pb) in the atmosphere occurs as particulate matter. Sources of lead include leaded gasoline; the manufacturers of batteries, paint, ink, ceramics, and ammunition; and secondary lead smelters. Prior to 1978, mobile emissions were the primary source of atmospheric lead. Between 1978 and 1987, the phase-out of leaded gasoline reduced the overall inventory of airborne lead by nearly 95 percent. With the phase-out of leaded gasoline, secondary lead smelters, battery recycling, and manufacturing facilities have become lead-emission sources of greater concern.



Prolonged exposure to atmospheric lead poses a serious threat to human health. Health effects associated with exposure to lead include gastrointestinal disturbances, anemia, kidney disease, and in severe cases, neuromuscular and neurological dysfunction. Of particular concern are low-level lead exposures during infancy and childhood. Such exposures are associated with decrements in neurobehavioral performance, including intelligence quotient performance, psychomotor performance, reaction time, and growth.

- Toxic Air Contaminants (TACs) are airborne pollutants that may increase a person's risk of developing cancer or other serious health effects. TACs include over 700 chemical compounds that are identified by State and federal agencies based on a review of available scientific evidence. In California, TACs are identified through a two-step process established in 1983 that includes risk identification and risk management.

## **Regulatory Setting**

### ***Federal***

The United States Environmental Protection Agency (the "USEPA") is responsible for enforcing the Federal Clean Air Act (CAA), the legislation that governs air quality in the United States. The USEPA is also responsible for establishing the National Ambient Air Quality Standards (NAAQS). NAAQS are required under the 1977 CAA and subsequent amendments. The USEPA regulates emission sources that are under the exclusive authority of the federal government, such as aircraft, ships, and certain types of locomotives. USEPA has jurisdiction over emission sources outside state waters (e.g., beyond the outer continental shelf) and establishes emission standards, including those for vehicles sold in states other than California, where automobiles must meet stricter emission standards set by the California Air Resources Board (CARB).

As required by the CAA, NAAQS have been established for seven major air pollutants: CO, NO<sub>2</sub>, O<sub>3</sub>, PM<sub>2.5</sub>, PM<sub>10</sub>, SO<sub>2</sub>, and Pb. The CAA requires the USEPA to designate areas as attainment, non-attainment, or maintenance for each criteria pollutant based on whether the NAAQS have been achieved. The federal standards are summarized on Table 1. The USEPA has classified the South Coast Air Basin (Basin) as non-attainment for O<sub>3</sub>, PM<sub>2.5</sub>, and PM<sub>10</sub> and maintenance for CO and NO<sub>2</sub>.

### ***State***

In addition to being subject to the requirements of CAA, air quality in California is also governed by more stringent regulations under the California Clean Air Act (CCAA). CARB, which became part of the California Environmental Protection Agency in 1991, is responsible for administering the CCAA and establishing the California Ambient Air Quality Standards (CAAQS). The CCAA, as amended in 1992, requires all air districts in the State to achieve and maintain the CAAQS, which are generally more



stringent than the federal standards and incorporate additional standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles.

CARB has broad authority to regulate mobile air pollution sources, such as motor vehicles. It is responsible for setting emission standards for vehicles sold in California and for other emission sources, such as consumer products and certain off-road equipment. CARB established passenger vehicle fuel specifications, which became effective in March 1996. CARB oversees the functions of local air pollution control districts and air quality management districts, which, in turn, administer air quality activities at the regional and county levels. The state standards are summarized on Table 10.

**Table 10**  
**State and National Ambient Air Quality Standards and**  
**Attainment Status for the South Coast Air Basin**

Pollutant	Averaging Period	California		Federal	
		Standards	Attainment Status	Standards	Attainment Status
Ozone (O <sub>3</sub> )	1-hour	0.09 ppm (180 µg/m <sup>3</sup> )	Non-attainment	--	--
	8-hour	0.070 ppm (137 µg/m <sup>3</sup> )	N/A <sup>1</sup>	0.075 ppm (137 µg/m <sup>3</sup> )	Non-attainment
Respirable Particulate Matter (PM <sub>10</sub> )	24-hour	50 µg/m <sup>3</sup>	Non-attainment	150 µg/m <sup>3</sup>	Non-attainment
	Annual Arithmetic Mean	20 µg/m <sup>3</sup>	Non-attainment	--	--
Fine Particulate Matter (PM <sub>2.5</sub> )	24-hour	--	--	35 µg/m <sup>3</sup>	Non-attainment
	Annual Arithmetic Mean	12 µg/m <sup>3</sup>	Non-attainment	12 µg/m <sup>3</sup>	Non-attainment
Carbon Monoxide (CO)	8-hour	9.0 ppm (10 mg/m <sup>3</sup> )	Attainment	9 ppm (10 mg/m <sup>3</sup> )	Maintenance
	1-hour	20 ppm (23 mg/m <sup>3</sup> )	Attainment	35 ppm (40 mg/m <sup>3</sup> )	Maintenance
Nitrogen Dioxide (NO <sub>2</sub> )	Annual Arithmetic Mean	0.030 ppm (57 µg/m <sup>3</sup> )	Attainment	53 ppb (100 µg/m <sup>3</sup> )	Unclassified/ Attainment
	1-hour	0.18 ppm (338 µg/m <sup>3</sup> )	Attainment	100 ppb (188 µg/m <sup>3</sup> )	Unclassified/ Attainment
Sulfur Dioxide (SO <sub>2</sub> )	24-hour	0.04 ppm (105 µg/m <sup>3</sup> )	Attainment	--	Attainment
	1-hour	0.25 ppm (655 µg/m <sup>3</sup> )	Attainment	75 ppb (196 µg/m <sup>3</sup> )	Attainment
Lead (Pb)	30-day average	1.5 µg/m <sup>3</sup>	Attainment	--	--
	Calendar Quarter	--	--	0.15 µg/m <sup>3</sup>	Non-attainment

<sup>1</sup>N/A = CARB has not determined 8-hour O<sub>3</sub> attainment status  
Source: CARB, Ambient Air Quality Standards, and attainment status, December 16, 2016, ([www.arb.ca.gov/desig/adm/adm.htm](http://www.arb.ca.gov/desig/adm/adm.htm)).



The CCAA requires CARB to designate areas within California as either attainment or non-attainment for each criteria pollutant based on whether the CAAQS have been achieved. Under the CCAA, areas are designated as non-attainment for a pollutant if air quality data shows that a State standard for the pollutant was violated at least once during the previous three calendar years. Exceedances that are affected by highly irregular or infrequent events are not considered violations of a State standard and are not used as a basis for designating areas as non-attainment. Under the CCAA, the Los Angeles County portion of the Basin is designated as a non-attainment area for O<sub>3</sub>, PM<sub>2.5</sub>, and PM<sub>10</sub>.<sup>16</sup>

### ***Local***

#### *South Coast Air Quality Management District*

The 1977 Lewis Air Quality Management Act merged four air pollution control districts to create the SCAQMD to coordinate air quality planning efforts throughout Southern California. It is responsible for monitoring air quality, as well as planning, implementing, and enforcing programs designed to attain and maintain State and federal ambient air quality standards. Programs include air quality rules and regulations that regulate stationary sources, area sources, point sources, and certain mobile source emissions. The SCAQMD is also responsible for establishing stationary source permitting requirements and for ensuring that new, modified, or relocated stationary sources do not create net emission increases.

The SCAQMD monitors air quality over its jurisdiction of 10,743 square miles, including the Basin, which covers an area of 6,745 square miles and is bounded by the Pacific Ocean to the west; the San Gabriel, San Bernardino and San Jacinto mountains to the north and east; and the San Diego County line to the south. The Basin includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino counties.

All areas designated as non-attainment under the CCAA are required to prepare plans showing how they will meet the air quality standards. The SCAQMD prepares the Air Quality Management Plan (AQMP) to address CAA and CCAA requirements by identifying policies and control measures. The Southern California Association of Governments (SCAG) assists by preparing the transportation portion of the AQMP. On December 7, 2012, the SCAQMD adopted its 2012 AQMP, which is now the legally enforceable plan for meeting the 24-hour PM<sub>2.5</sub> strategy standard by 2014.

#### *City of Los Angeles*

Air quality policies are governed by the City's General Plan, which includes an Air Quality Element. Adopted on November 24, 1992, the Element includes six key goals that relate directly or indirectly to air quality:

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<sup>16</sup> CARB, *Area Designation Maps*, available at <http://www.arb.ca.gov/desig/adm/adm.htm>, accessed August 17, 2013.



1. Good air quality in an environment of continued population growth and healthy economic structure.
2. Less reliance on single-occupant vehicles with fewer commute and non-work trips.
3. Efficient management of transportation facilities and system infrastructure using cost-effective system management and innovative demand management techniques.
4. Minimize impacts of existing land use patterns and future land use development on air quality by addressing the relationship between land use, transportation, and air quality.
5. Energy efficiency through land use and transportation planning, the use of renewable resources and less-polluting fuels and the implementation of conservation measures including passive measures such as site orientation and tree planting.
6. Citizen awareness of the linkages between personal behavior and air pollution and participation in efforts to reduce air pollution.

### **Air Pollution Climatology**

The Project site is located within the Los Angeles County non-desert portion of the South Coast Air Basin. The Basin is in an area of high air pollution potential due to its climate and topography. The region lies in the semi-permanent high pressure zone of the eastern Pacific, resulting in a mild climate tempered by cool sea breezes with light average wind speeds. The Basin experiences warm summers, mild winters, infrequent rainfalls, light winds, and moderate humidity. This usually mild climatological pattern is interrupted infrequently by periods of extremely hot weather, winter storms, or Santa Ana winds. The Basin is a coastal plain with connecting broad valleys and low hills, bounded by the Pacific Ocean to the west and high mountains around the rest of its perimeter. The mountains and hills within the area contribute to the variation of rainfall, temperature, and winds throughout the region.

The Basin experiences frequent temperature inversions that help to form smog. While temperature typically decreases with height, it actually increases under inversion conditions as altitude increases, thereby preventing air close to the ground from mixing with the air above. As a result, air pollutants are trapped near the ground. During the summer, air quality problems are created due to the interaction between the ocean surface and the lower layer of the atmosphere. This interaction creates a moist marine layer. An upper layer of warm air mass forms over the cool marine layer, preventing air pollutants from dispersing upward. Additionally, hydrocarbons and NO<sub>2</sub> react under strong sunlight, creating smog. Light daytime winds, predominantly from the west, further aggravate the condition by driving air pollutants inland toward the mountains.

Air quality problems also occur during the fall and winter, when CO and NO<sub>2</sub> emissions tend to be higher. CO concentrations are generally worse in the morning and late evening (around 10:00 p.m.) when



temperatures are cooler. High CO levels during the late evenings result from stagnant atmospheric conditions trapping CO. Since CO emissions are produced almost entirely from automobiles; the highest CO concentrations in the Basin are associated with heavy traffic. NO<sub>2</sub> concentrations are also generally higher during fall and winter days.

### Air Monitoring Data

The SCAQMD monitors air quality conditions at 45 locations throughout the Basin. The Project site is located in SCAQMD's West San Fernando Valley receptor area. Historical data from the area was used to characterize existing conditions in the vicinity of the Project site area. Table 11 shows pollutant levels, State and federal standards, and the number of exceedances recorded in the area from 2014 through 2016. The one-hour State standard for O<sub>3</sub> was exceeded 26 times during this three-year period, while the federal standard was exceeded 82 times. Also, the daily federal standard for PM<sub>2.5</sub> was exceeded once. CO and NO<sub>2</sub> levels did not exceed the CAAQS from 2014 to 2016.

**Table 11**  
**2012-2014 Ambient Air Quality Data in the Project Site Vicinity**

Pollutant	Pollutant Concentration & Standards	West San Fernando Valley		
		2014	2015	2016
Ozone	Maximum 1-hour Concentration (ppm)	0.116	0.119	0.122
	Days > 0.09 ppm (State 1-hour standard)	6	11	9
	Days > 0.075 ppm (Federal 8-hour standard)	27	32	23
Carbon Monoxide	Maximum 1-hour Concentration (ppm)	4.0	3.0	2.4
	Days > 20 ppm (State 1-hour standard)	N/A	0	0
	Maximum 8-hour Concentration (ppm)	3.0	2.5	1.9
	Days > 9.0 ppm (State 8-hour standard)	0	0	0
Nitrogen Dioxide	Maximum 1-hour Concentration (ppm)	0.0589	0.0725	0.0555
	Days > 0.18 ppm (State 1-hour standard)	0	0	0
PM <sub>10</sub>	Maximum 24-hour Concentration (µg/m <sup>3</sup> )	N/A	N/A	N/A
	Days > 50 µg/m <sup>3</sup> (State 24-hour standard)	N/A	N/A	N/A
PM <sub>2.5</sub>	Maximum 24-hour Concentration (µg/m <sup>3</sup> )	27.2	36.8	30.1
	Days > 35 µg/m <sup>3</sup> (Federal 24-hour standard)	0	1	0
Sulfur Dioxide	Maximum 24-hour Concentration (ppm)	N/A	N/A	N/A
	Days > 0.04 ppm (State 24-hour standard)	N/A	N/A	N/A
Source: SCAQMD annual monitoring data ( <a href="http://www.aqmd.gov/home/library/air-quality-data-studies/historical-data-by-year">www.aqmd.gov/home/library/air-quality-data-studies/historical-data-by-year</a> ) accessed August 1, 2016.				
N/A: Not available at this monitoring station.				



## Existing Emissions

Existing development on the Project site includes 12,255 square feet of office uses; 2,831 square feet of medical offices; 5,537 square feet of retail; and 1,500 square feet of restaurants. Emissions associated with existing Project site development are shown on Table 12.

**Table 12**  
**Estimated Existing Emissions**

Emission Source	Pounds per Day					
	VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Area Sources	<1	<1	<1	<1	<1	<1
Energy Sources	<1	<1	<1	<1	<1	<1
Mobile Sources	1	4	12	<1	3	1
<b>Total Operations</b>	<b>2</b>	<b>5</b>	<b>12</b>	<b>&lt;1</b>	<b>3</b>	<b>1</b>
<i>Source: DKA Planning, 2017, based on CalEEMod 2013.2.2 model runs. Refer to Appendix C.</i>						

## Sensitive Receptors

Some land uses are considered more sensitive to changes in air quality than others, depending on the population groups and the activities involved. CARB has identified the following typical groups who are most likely to be affected by air pollution: children under 14; the elderly over 65 years of age; athletes; and people with cardiovascular and chronic respiratory diseases. According to the SCAQMD, sensitive receptors include residences, schools, playgrounds, childcare centers, athletic facilities, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes.

Sensitive receptors near the Project site include the following:

- Single-family residences, 16000 block of Moorpark Street, 30 feet north of the Project site to the residences themselves.
- Serrano Multi-Family Residences, 16110 Ventura Boulevard, 300 feet southeast of the Project site across Ventura Boulevard.
- Encino Hospital Medical Center, 16237 Ventura Boulevard, 450 feet west of the Project site.

## Project Impacts

### *Construction – Regional Emissions*

Construction-related emissions were estimated using SCAQMD's CalEEMod 2013.2.2 model using assumptions from the Project's developer, including the Project's construction schedule of approximately



23 months. Table 13 summarizes the proposed construction schedule that was modeled for air quality impacts.

**Table 13**  
**Approximately Project Construction Schedule**

Phase	Approximate Duration	Notes
Demolition	23 days	Hauling 27,500 square feet of existing building floor area 35 miles to an off-site location
Site Preparation	87 days	
Grading	217 days	500 cubic yards of soil import and 26,957 cubic yards of soil export hauled 35 miles to an off-site location using haul trucks with 14 cubic yards of capacity
Building Construction	176 days	
Architectural Coatings	20 days	
<i>Source: DKA Planning, 2017.</i>		

As shown on Table 15 the construction of the Project would not produce VOC, NO<sub>x</sub>, CO, and SO<sub>x</sub>, PM<sub>10</sub> and PM<sub>2.5</sub> emissions in excess of SCAQMD's regional thresholds. As a result, construction of the Project would not contribute substantially to an existing violation of air quality standards for regional pollutants (e.g., ozone). Therefore, Project impacts related to regional construction emissions would be less than significant.

#### ***Construction – Localized Emissions***

In terms of local air quality, as shown on Table 14, the Project would not produce significant emissions in excess of SCAQMD's recommended localized standards of significance for CO, NO<sub>2</sub>, PM<sub>10</sub> and PM<sub>2.5</sub> during the construction phase. Therefore, Project impacts related to localized construction emissions would be less than significant.



**Table 14**  
**Estimated Daily Construction Emissions**

Construction Phase Year	Pounds Per Day					
	VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
2018	5	89	32	<1	7	4
2019	5	28	28	<1	3	2
2020	5	2	3	<1	<1	<1
Maximum Regional Total	<b>5</b>	<b>89</b>	<b>32</b>	<b>&lt;1</b>	<b>7</b>	<b>4</b>
Regional Significance Threshold	75	100	550	150	150	55
Exceed Threshold?	No	No	No	No	No	No
Maximum Localized Total	5	38	19	<1	3	2
Localized Significance Threshold	--	80	498	--	4	3
Exceed Threshold?	N/A	No	No	N/A	No	No
Source: DKA Planning, 2017, based on CalEEMod 2013.2.2 model runs. LST analyses based on 1-acre site with 25-meter distances to receptors in West San Fernando Valley source receptor area. Assumes implementation of SCAQMD Rule 403 to address fugitive dust. Refer to Appendix C.						

### ***Operation – Regional Emissions***

The Project would generate long-term emissions in the region primarily from motor vehicles that access the Project site. The Project could add up to 114 net daily vehicle trips to and from the Project site on a peak weekday at the start of operations in 2020. However, as shown on Table 16, the Project's operational emissions would not exceed SCAQMD's regional significance thresholds for VOC, NO<sub>x</sub>, CO, PM<sub>10</sub> and PM<sub>2.5</sub> emissions. Therefore, Project impacts related to regional operational emissions would be less than significant.

### ***Operation – Localized Emissions***

With regard to localized air quality impacts, as shown on Table 15, the Project's localized operational emissions would not approach the SCAQMD's localized significance thresholds that signal when there could be human health impacts at nearby sensitive receptors during long-term operations. Therefore, Project impacts related to localized operational emissions would be less than significant.



**Table 15**  
**Estimated Daily Operations Emissions**

<b>Emission Source</b>	<b>Pounds per Day</b>					
	<b>VOC</b>	<b>NO<sub>x</sub></b>	<b>CO</b>	<b>SO<sub>x</sub></b>	<b>PM<sub>10</sub></b>	<b>PM<sub>2.5</sub></b>
Area Sources	3	<1	9	<1	<1	<1
Energy Sources	<1	<1	<1	<1	<1	<1
Mobile Sources	1	7	19	<1	5	1
<b>Regional Total Operations</b>	<b>5</b>	<b>7</b>	<b>29</b>	<b>&lt;1</b>	<b>5</b>	<b>1</b>
Existing Operations	2	5	12	<1	3	1
<b>Net Regional Total</b>	<b>3</b>	<b>2</b>	<b>17</b>	<b>&lt;1</b>	<b>2</b>	<b>&lt;1</b>
<b>Regional Significance Threshold</b>	<b>55</b>	<b>55</b>	<b>550</b>	<b>150</b>	<b>150</b>	<b>55</b>
Exceed Threshold?	No	No	No	No	No	No
<b>Net Localized Total</b>	<b>3</b>	<b>&lt;1</b>	<b>10</b>	<b>&lt;1</b>	<b>&lt;1</b>	<b>&lt;1</b>
<b>Localized Significance Threshold</b>	<b>--</b>	<b>103</b>	<b>426</b>	<b>--</b>	<b>1</b>	<b>1</b>
Exceed Threshold?	N/A	No	No	N/A	No	No

*Source: DKA Planning 2017, based on CalEEMod 2013.2.2 model runs. LST analysis based on 1-acre site with 25-meter distances to receptors in West San Fernando Valley source receptor area.*

## WATER QUALITY

To address water quality during the Project's construction phase, in compliance with existing regulations, the Project Applicant would be required to prepare and implement a stormwater pollution prevention plan (SWPPP), in accordance with the National Pollutant Discharge Elimination System (NPDES) General Permit for Discharges of Storm Water Associated with Construction Activity and Land Disturbance Activities. The site-specific SWPPP would be prepared prior to earthwork activities and would be implemented during Project construction. The SWPPP would include Best Management Practices (BMPs) and erosion control measures to prevent pollution in storm water discharge. Typical BMPs that could be used during construction include good-housekeeping practices (e.g., street sweeping, proper waste disposal, vehicle and equipment maintenance, concrete washout area, materials storage, minimization of hazardous materials, proper handling and storage of hazardous materials, etc.) and erosion/sediment control measures (e.g., silt fences, fiber rolls, gravel bags, storm water inlet protection, and soil stabilization measures, etc.). The SWPPP would be subject to review and approval by the City for compliance with the City's Development Best Management Practices Handbook, Part A, Construction Activities. Additionally, all Project construction activities would comply with the City's grading permit regulations, which require the implementation of grading and dust control measures, including a wet weather erosion control plan if construction occurs during rainy season, as well as inspections to ensure that sedimentation and erosion is minimized. Therefore, through compliance with NPDES requirements and City grading regulations, no water quality impacts would occur during Project construction.



During the Project's construction phase, in accordance with the City's Low Impact Development (LID) Ordinance, the Project Applicant would be required to incorporate appropriate stormwater pollution control measures into the design plans and submit these plans to the City's Department of Public Works, Bureau of Sanitation, Watershed Protection Division (WPD) for review and approval. Upon satisfaction that all stormwater requirements have been met, WPD staff would stamp the plan approved. Through compliance with the City's LID Ordinance, the Project would satisfy the City's water quality standards. Therefore, no Project impacts related to operational water quality would occur.

### **Discussion of 15332(e)**

The site can be adequately served by all required utilities and public services.

## **PUBLIC SERVICES**

### ***Fire Protection***

The Project includes removal of two commercial buildings and a surface parking lot from the Project site and development of site with a 114-unit multi-family residential building, potentially increasing the need for fire protection services at the Project site. The factors that the Los Angeles Fire Department (LAFD) considers in determining whether fire protection services for a project is adequate include: (1) is within the maximum response distance for the land uses proposed; (2) complies with emergency access requirements; (3) complies with fire-flow requirements; and (4) complies with fire hydrant placement.<sup>17</sup> Pursuant to LAMC Section 57.09.07, the maximum response distance between a high-density residential/commercial neighborhood land use and a LAFD station that houses an engine or truck company is 1.5 miles. If this distance is exceeded, all structures shall be constructed with automatic fire sprinkler systems. The Project site is served by several fire stations, as shown on Table 16. As shown, the Project site is located approximately 1.0 mile from Fire Station 83. Since the Project site is located within the distance identified by LAMC Section 57.09.07, the Project need not be constructed with automatic fire sprinkler systems and any additional fire protection as required by the LAFD Chief, unless other building and safety codes supersede this.

**Table 16**  
**Fire Stations Serving the Project Site**

<b>No.</b>	<b>Address</b>	<b>Distance from Project Site</b>
83	4960 Balboa Boulevard	1.0 mile
88	5101 Sepulveda Boulevard	1.8 miles
109	16500 Mulholland Drive	2.5 miles
Source: LAFD, <a href="http://www.lafd.org/fire-stations/find-your-station">http://www.lafd.org/fire-stations/find-your-station</a> , 2017.		

<sup>17</sup> L.A. CEQA Thresholds Guide, City of Los Angeles, 2006.



All ingress/egress associated with the Project would be designed and constructed in conformance to all applicable City Building and Safety Department and LAFD standards and requirements for design and construction. Therefore, the Project would not result in impacts related to emergency access. Final fire-flow demands, fire hydrant placement, and other fire protection equipment would be determined for the Project during LAFD's plan check process. Through compliance with these mandatory requirements, Project impacts related to fire protection services would not occur.

### ***Police Protection***

The Project includes removal of two commercial buildings and a surface parking lot and development of the site with a 114-unit multi-family residential building, potentially increasing the need for police protection services at the Project site. However, in accordance with the City's regulations, the Project developer would be required to refer to "Design Out Crime Guidelines: Crime Prevention Through Environmental Design," published by the Los Angeles Police Department (LAPD). Contact the Community Relations Division, located at 100 W. 1<sup>st</sup> Street, #250, Los Angeles, CA 90012; (213) 486-6000. The Project would include standard security measures such as adequate security lighting, controlled residential access, and secure parking facilities. Through compliance with LAPD requirements, no Project impacts related to police protection services would occur.

### ***Schools***

The Project includes removal of two commercial buildings and a surface parking lot from the Project site and development of the site with a 114-unit multi-family residential building. It is possible that because the Project includes residential land uses, the Project could increase the demand for school services in the Project area. However, pursuant to the California Government Code Section 65995/California Education Code Section 17620, mandatory payment of the school fees established by the Los Angeles Unified School District (LAUSD) in accordance with existing rules and regulations regarding the calculation and payment of such fees would, by law, fully address any potential direct and indirect impacts to schools as a result of the Project. Therefore, no Project impacts to school services would occur.

### ***Parks***

The Project includes removal of two commercial buildings and a surface parking lot from the Project site and development of the site with a 114-unit multi-family residential building, and potentially could increase the demand for parks and recreational services. Under the LAMC, the Project is required to provide a minimum of 100 square feet of open space per dwelling, for a total minimum of 11,400 square feet of open space. The Project includes 12,000 square feet of open space, exceeding LAMC requirements for the Project. Additionally, the project would be required to pay Park and Recreation Fees at the rate of \$2,500 per market rate dwelling unit, pursuant to LAMC Section 12.33. The fees imposed on residential development projects by this ordinance "reflect each project's proportionate share of the cost of providing park land and improvements necessary to meet the needs created by each respective development"



(LAMC Section 12,33F). Provision of on-site open space and payment of Park and Recreation fees in compliance with LAMC regulations would ensure the Project would not result in impacts to parks and recreational facilities.

### ***Other Public Facilities***

The Project includes removal of two commercial buildings and a surface parking lot from the Project site and development of the site with a 114-unit multi-family residential building. Based on the Department of Finance 2017 persons-per-household ratio (2.81) for the City, the Project would result in an increase of approximately 320 residents at the Project site. Two libraries are located in the Project area – Sherman Oaks Library and the Encino-Tarzana Branch Library. Although the addition of approximately 320 new residents to the Project site could increase the demand for services at these libraries (assuming that these 320 residents do not already live in the area), 320 new residents would not cause the need for new or expanded libraries. Therefore, no Project impacts related to library services would occur.

## **UTILITIES AND SERVICE SYSTEMS**

### ***Wastewater***

The Project site is located within the service area of the Hyperion Treatment Plant (HTP), which has been designed to treat 450 million gallons per day (mgd) to full secondary treatment. Full secondary treatment prevents virtually all particles suspended in effluent from being discharged into the Pacific Ocean and is consistent with the Los Angeles Regional Water Quality Control Board's (LARWQCB) discharge policies for the Santa Monica Bay. The HTP currently treats an average daily flow of approximately 362 mgd. Thus, there is approximately 88 mgd available capacity.

As shown on Table 17, the Project would generate a net increase of approximately 9,924 gallons of wastewater per day (or 0.0099 mgd). With a remaining daily capacity of 88 mgd, the HTP would have adequate capacity to serve the Project. Therefore, no Project impacts related to wastewater treatment would occur.



**Table 17**  
**Estimated Wastewater Generation and Water Consumption**

<b>Land Use</b>	<b>Size</b>	<b>Water Consumption Rate<sup>1</sup></b>	<b>Total (gallons/day)</b>
<b><i>Existing Uses to be Removed</i></b>			
Office	15,086 sf	0.15 gpd/sf	2,263
Retail	5,537 sf	0.08 gpd/sf	443
Restaurant	1,500 sf	0.3 gpd/sf	450
<i>Total Existing</i>			<i>3,156</i>
<b><i>Proposed Uses</i></b>			
Residential - Studio	32 du	80 gpd/du	2,560
Residential – 1 bedroom	65 du	120 gpd/du	7,800
Residential – 2 bedroom	17	160 gpd/du	2,720
<i>Subtotal Project</i>			<i>13,080</i>
<i>(Less Existing)</i>			<i>(3,156)</i>
<b>Net Total</b>			<b>9,924</b>
<i>du = dwelling unit      gpd = gallon per day      sf = square feet</i>			
<i>Note: Wastewater generation is assumed to equal water consumption.</i>			
<sup>1</sup> <i>Source: City of Los Angeles Bureau of Sanitation, Sewer Generation Rates Table, March 20, 2002.</i>			

## Water

The Los Angeles Department of Water and Power (LADWP) owns and operates the Los Angeles Aqueduct Filtration Plant (LAAFP) located in the Sylmar community of the City. The LAAFP treats City water prior to distribution throughout LADWP's Central Water Service Area. The designated treatment capacity of the LAAFP is 600 mgd, with an average plant flow of 550 mgd during the summer months and 450 mgd in the non-summer months. Thus, the facility has between approximately 50 to 150 mgd of remaining capacity depending on the season. As shown on Table 18, the Project would consume a net increase of approximately 9,924 gallons of water per day (or 0.0099 mgd). With the remaining capacity of approximately 50 to 150 mgd, the LAAFP would have adequate capacity to serve the Project. Therefore, no Project impacts related to water treatment would occur.

The City receives water from five major sources: 1) the Eastern Sierra Nevada watershed, via the Los Angeles Aqueduct (LAA); 2) the Colorado River, via the Colorado River Aqueduct; 3) the Sacramento-San Joaquin Delta, via the State Water Project (SWP) and the California Aqueduct; 4) local groundwater; and 5) recycled water. The amount of water obtained from these sources varies from year to year and is primarily dependent on weather conditions and demand.

As shown on Table 18, the Project would consume a net increase of approximately 9,924 gallons of water per day (approximately 10.95 acre-feet of water per year). According to the Los Angeles Department of Water and Power (LADWP), any project that is consistent with the City's General Plan, the projected water demand associated with that project is considered to be accounted for in the most recently adopted Urban Water Management Plan (UWMP), which is prepared by the LADWP to ensure that existing and



projected water demand within its service area can be accommodated.<sup>18</sup> As discussed previously, the Project is consistent with the City's General Plan land use designation for the Project site. Additionally, the Project Applicant would be required to comply with the water efficiency standards outlined in Los Angeles City Ordinance No. 180822 and in the Los Angeles Green Building Code (LAGBC) to minimize water usage. Further, prior to issuance of a building permit, the Project Applicant would be required to consult with LADWP to determine Project-specific water supply service needs and all water conservation measures that shall be incorporated into the Project. As such, the Project would not require new or additional water supply or entitlements. Therefore, no Project impacts related to water supply would occur.

### ***Solid Waste***

Forty three percent of the waste generated in the City is disposed of at the Sunshine Canyon City/County Landfill (the "Sunshine Canyon Landfill"), with 20 percent to Chiquita Canyon Landfill, and the remaining amounts sent to over a dozen other landfills, recycling, refuse-to-energy, or resource recovery facilities.<sup>19</sup> According to CalRecycle (California Department of Resources Recycling and Recovery), the Sunshine Canyon Landfill is estimated to close in 2037. It has approximately 96.8 million cubic yards (cy) of remaining capacity out of a total capacity of 140.9 million cy, and a maximum permitted daily intake of 12,100 tons per day (tpd).<sup>20</sup> Sunshine Canyon Landfill accepts approximately 7,800 tpd during the week and 3,000 tpd on Saturday (due to reduced hours of operation).<sup>21</sup> Therefore, the Sunshine Canyon Landfill has a remaining daily capacity intake of approximately 4,300 tpd during each weekday and 9,100 tpd on Saturday.

As shown on Table 18, the Project would generate a net increase of approximately 0.167 tons of solid waste per day. With a remaining daily capacity of 4,300, the existing landfill capacity would be adequate to accommodate the Project's solid waste generation. Therefore, no Project impacts related to solid waste would occur.

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<sup>18</sup> Los Angeles Department of Water and Power, Amir Tabakh, correspondence, February 11, 2015.

<sup>19</sup> CalRecycle, <http://www.calrecycle.ca.gov/SWFacilities/Directory/19-AA-2000/Detail>, hit on December 12, 2015.

<sup>20</sup> State of California Department of Resources Recycling and Recovery, Solid Waste Facility Listing/Details Page, Facility/Site Summary Details: Sunshine Canyon City/County Landfill (19-AA-2000), website: <http://www.calrecycle.ca.gov/SWFacilities/Directory/19-AA-2000/Detail>, December 12, 2015.

<sup>21</sup> Sunshine Canyon Landfill Newsletter, Fall 2013, website: [http://www.sunshinecanyonlandfill.com/home/newsletter/fall\\_2013\\_newsletter.pdf](http://www.sunshinecanyonlandfill.com/home/newsletter/fall_2013_newsletter.pdf), December 12, 2015.



**Table 18**  
**Estimated Solid Waste Generation**

<b>Land Use</b>	<b>Size</b>	<b>Generation Rate<sup>1</sup></b>	<b>Total (tpd)</b>
<b><i>Existing Uses to be Removed</i></b>			
Office	15,086 sf	0.006 lbs/day/sf	0.045
Retail	5,537 sf	0.005 lbs/day/sf	0.013
Restaurant	1,500 sf	0.005 lbs/day/sf	0.003
<i>Total Existing</i>			<i>0.061</i>
<b><i>Proposed Uses</i></b>			
Multi-Family Residential	114 du	4 lbs/day/du	0.228
(Less Existing)			(0.061)
<b>Net Total</b>			<b>0.167</b>
<i>du = dwelling unit      lbs = pounds      tpd = tons per day</i> <sup>1</sup> Source: CalRecycle website: <a href="http://www.calrecycle.ca.gov/WasteChar/WasteGenRates/default.htm">http://www.calrecycle.ca.gov/WasteChar/WasteGenRates/default.htm</a> , 2014 Note: Waste generation includes all materials discarded, whether or not they are later recycled or disposed of in a landfill.			

### **Categorical Exemption Exceptions**

Section 15300.2 (Exceptions), Article 19, Chapter 3, Title 14 of the California Code of Regulations includes exceptions to categorical exemptions for certain activities. For the reasons discussed below, none of the exceptions apply to the Project.

#### ***15300.2. Exceptions***

- (a) *Location. Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located -- a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply all instances, except where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.*
- (b) *Cumulative Impact. All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.*
- (c) *Significant Effect. A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.*
- (d) *Scenic Highways. A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic*



*buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR.*

- (e) Hazardous Waste Sites. A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.*
- (f) Historical Resources. A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.*

### **Discussion of Exceptions**

#### **Section 15300.2 (a) - Location:**

Not applicable. The Project does not fall under the definitions of Classes 3, 4, 5, 5, or 11.

#### **Section 15300.2(b) - Cumulative Impact:**

The cumulative impact analysis considers the potential impacts associated with implementation of the Project in conjunction with other “related projects” within a 1.5-mile radius of the Project site that could be developed within the same timeframe as the Project. The list of related projects includes 19 projects and is depicted on Table 8 in the Traffic Impact Analysis that was prepared for the Project (refer to the Appendix A). The source of this list is the Los Angeles Department of Transportation (LADOT). As discussed below, the Project would not contribute to any significant cumulative impacts resulting from successive projects of the same type in the same place over time.

### **Air Quality**

The SCAQMD recommends that any construction-related emissions and operational emissions from individual development projects that exceed the project-specific mass daily emissions thresholds identified above also be considered cumulatively considerable.<sup>22</sup> Individual projects that generate emissions not in excess of SCAQMD’s significance thresholds would not contribute considerably to any potential cumulative impact. The SCAQMD neither recommends quantified analyses of the emissions generated by a set of cumulative development projects nor provides thresholds of significance to be used to assess the impacts associated with these emissions. As discussed previously, the Project would not produce VOC, NO<sub>x</sub>, CO, SO<sub>x</sub>, PM<sub>2.5</sub>, and PM<sub>10</sub> emissions in excess of SCAQMD’s significance

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<sup>22</sup> *White Paper on Regulatory Options for Addressing Cumulative Impacts from Air Pollution Emissions, SCAQMD Board Meeting, September 5, 2003, Agenda No. 29, Appendix D, p. D-3.*



thresholds. As such, the cumulative air quality impact of successive projects of the same type in the same place over time would not be significant.

### **Water Quality**

The sites of the Project and the related projects are located in an urbanized area where most of the surrounding properties are already developed. The existing storm drainage system serving this area has been designed to accommodate runoff from an urban built-out environment. When new construction occurs it generally does not lead to substantial additional runoff, since new developments is required to control the amount and quality of stormwater runoff coming from their respective sites. Additionally, all new development in the City is required to comply with the City's LID Ordinance and incorporate appropriate stormwater pollution control measures into the design plans to ensure that water quality impacts are minimized. Therefore, the cumulative water quality impact of successive projects of the same type in the same place over time would not be significant.

### **Noise**

None of the related projects shown on Table 8 in the Traffic Impact Analysis in Appendix A are in close proximity to the Project site. As such, if the construction activities associated with the related projects overlapped with those of the Project, due to distance and location of sensitive receptors, no significant cumulative construction noise impacts would occur. As discussed previously, cumulative traffic noise impacts would be less than significant. Therefore, the cumulative noise impact of successive projects of the same type in the same place over time would not be significant.

### **Traffic**

Cumulative traffic impacts were addressed previously under future (2020) traffic conditions. As discussed previously and in the Traffic Impact Analysis prepared by Overland Traffic Consultants, Inc. (refer to Appendix A), no significant cumulative impacts would occur. Thus, the cumulative traffic impact of successive projects of the same type in the same place over time would not be significant.

### **Public Services**

#### ***Fire Protection***

Implementation of the related projects on Table 8 in the Traffic Impact Analysis (refer to Appendix A) could result in a net increase in the number of residents and employees in the Project area and could further increase the demand for fire protection services. Cumulative development requires the LAFD to continually evaluate the need for new or physically altered facilities in order to maintain adequate service ratios. Similar to the proposed Project, the related projects would be subject to the Fire Code and other applicable regulations of the LAMC including, but not limited to, automatic fire sprinkler systems for high-density buildings and/or residential projects located farther than 1.5 miles from the nearest LAFD



Engine or Truck Company to compensate for additional response time, and other recommendations made by the LAFD to ensure fire protection safety. Through the process of compliance, the ability of the LAFD to provide adequate facilities to accommodate future growth and maintain acceptable levels of service would be ensured. Furthermore, the increased demands for additional LAFD staffing, equipment, and facilities would be funded via existing mechanisms (e.g., property taxes and government funding) to which the proposed Project and related projects would contribute. Therefore, the cumulative impact to fire protection from successive projects of the same type in the same place over time would not be significant.

### ***Police Protection***

Implementation of the related projects listed on Table 8 in the Traffic Impact Analysis (refer to Appendix A) could result in a net increase in the number of residents and employees in the Project area and could further increase the demand for police protection services. Cumulative development requires the LAPD to continually evaluate the need for new or physically altered facilities in order to maintain adequate service ratios. Similar to the proposed Project, the related projects would be subject to the review and oversight of the LAPD related to crime prevention features, and other applicable regulations of the LAMC. Through the process of compliance, the ability of the LAPD to provide adequate facilities to accommodate future growth and maintain acceptable levels of service would be ensured. Furthermore, the increased demands for additional LAPD staffing, equipment, and facilities would be funded via existing mechanisms (e.g., property taxes and government funding) to which the proposed Project and related projects would contribute. Therefore, the cumulative impact to police protection from successive projects of the same type in the same place over time would not be significant.

### ***Schools***

The related projects listed on Table 8 in the Traffic Impact Analysis (refer to Appendix A) could result in an increase in the number students in the Project site area. However, similar to the applicant of the proposed Project, the applicants of all the related projects would be required to pay the state mandated applicable school fees to the LAUSD to ensure that no significant impacts to school services would occur. Therefore, the cumulative impact to schools from successive projects of the same type in the same place over time would not be significant.

### ***Parks***

The related projects listed on Table 8 in the Traffic Impact Analysis (refer to Appendix A) could result in an increase demand for parks and recreational services. However, employees generated by the commercial projects and the commercial portions of mixed-use projects on the related projects list would not typically enjoy long periods of time during the workday to visit parks and/or recreational facilities. Therefore these project-generated employees would not contribute to the future demand on park and recreational facility services. The applicants of related residential projects would be subject to the City's parkland fees (e.g., Quimby Fees and/or Park and Recreation fees for non-subdivision projects) and to



minimum open space requirements, ensuring that any potential impacts to parks and recreational facilities would be less than significant. Therefore, the cumulative impact to parks from successive projects of the same type in the same place over time would not be significant.

### ***Other Public Facilities***

Implementation of the related projects listed on Table 8 in the Traffic Impact Analysis (refer to Appendix A) could increase the demand for library services in the Project area. Similar to the proposed Project, the related residential projects would be subject to the standards to determine demand for library facilities used by the City, and would likely be required to comply with regulatory requirements where applicable. As such, the demand for library services created by these residential projects could be accommodated, and impacts would be less than significant. Therefore, the cumulative impact to libraries from successive projects of the same type in the same place over time would not be significant.

### **Utilities**

#### ***Wastewater***

Implementation of the related projects listed on Table 8 in the Traffic Impact Analysis (refer to Appendix A) could increase the need for wastewater treatment. The remaining treatment capacity of the HTP (88 mgd) would accommodate the wastewater treatment requirements of the related projects. As discussed previously, the Project would create the need for a fraction of one percent of the remaining capacity of the HTP, and would not result in any significant impacts related to sewer treatment. No new or upgraded treatment facilities would be required. Therefore, the cumulative wastewater impacts from successive projects of the same type in the same place over time would not be significant.

#### ***Water***

Implementation of the related projects listed on Table 8 in the Traffic Impact Analysis (refer to Appendix A) could result in a net increase in water consumption within LADWP's service area. Similar to the Project, the water supply needs of those related projects that are consistent with the City's General Plan have been accounted for in the most recently adopted UWMP. However, the applicants of all projects within LADWP's service area would be required to consult with LADWP to determine the specific water supply needs of the project, appropriate water conservation measures to minimize water usage, and LADWP's ability to serve the project. In addition, as discussed previously, the Project would create the need for a fraction of one percent of the remaining capacity of the LAAFP, and would not result in any significant impacts related to water treatment. No new or upgraded treatment facilities would be required. As such, the cumulative water impacts of successive projects of the same type in the same place over time would not be significant.



***Solid Waste***

Implementation of the related projects listed on Table 8 in the Traffic Impact Analysis (refer to Appendix A) could increase the need for landfill capacity. However, all development in the City is required to comply with the City's Curbside Recycling Program and the Construction and Demolition Waste Recycling Ordinance to minimize the amount of solid waste generated by the development and the need for landfill capacity. As discussed previously, the landfills serving the Project area have available capacity. The Project would create a demand for less than a fraction of one percent of the remaining landfill capacity serving the Project area and would not result in any significant impacts. Therefore, cumulative solid waste impacts from successive projects of the same type in the same place over time would not be significant.

**Section 15300.2(c) – Significant Effects Due to “Unusual Circumstances:**

There are no unusual circumstances related to development of the Project's 114 multi-family residential uses at this location. The Project proposes an infill development with both market rate and deed restricted affordable housing that is consistent with the existing C4 zoning, General Plan “Regional Center Commercial” land use designation, and all provisions and regulations of the Ventura-Cahuenga Specific Plan (with incentives for height and FAR permitted by the State Density Bonus law [Cal. Gov. Code Section 65915 *et seq.* and LAMC Section 12.22A.25]). The Project provides parking in accordance with the LAMC. The Project's proposed multi-family uses and design also would be consistent with multi-family residential uses found along Ventura Boulevard and within the greater Project site area. Although the Project is located adjacent to R1 zoned property to the north, it is very common throughout the City for higher intensity residential uses that front boulevards (such as Ventura Boulevard) to back up against R1 property. Additionally, the Project site is not located in a designated “environmentally sensitive area” or other overlay that would denote special circumstances.

While no unusual circumstances exist, as described above, there is also not a reasonable possibility that any significant effects could result from development of the Project. Specifically, as analyzed above, the Project would not result in any impacts related to traffic, noise, air quality, water quality, public services, and/or utilities.



**Section 15300.2(d) – Scenic Highways:**

The Project site is not visible from any scenic highway. Moreover, the Project would not result in any damage to scenic resources, such as significant trees, historic buildings, rock outcroppings, or similar type resources within an officially designated state scenic highway.

**Section 15300.2(e) – Hazardous Waste Sites:**

The Project site is not included on any list compiled pursuant to Government Code Section 65962.5.<sup>23</sup> Additionally, the Phase I Environmental Site Assessment prepared for the Project (refer to Appendix D) did not identify any recognized environmental concerns associated with the Project site and noted that no additional assessment of the site is required. Thus, the Project would not create a hazard to the public or the environment as a result of being listed on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Therefore, no impacts related to this issue would occur.

**Section 15300.2(f) – Historic Resources**

None of the existing residential buildings on the Project site that would be removed as part of the Project are considered significant historical resources.<sup>24</sup> Neither of the existing buildings at the Project site has been identified by “Survey LA” (the City’s official Historic Resources Inventory) as potentially eligible for listing on the National Register of Historic Places, the California Register of Historic Resources or for designation as a local “Historic Cultural Monument.” Moreover, the Project site is not located within a designated Historic Preservation Overlay Zone (HPOZ) or identified on Survey LA as part of a potential future historic district.<sup>25</sup> Thus, demolition of the existing structures and development of the proposed Project would not result in any impacts related to historical resources.

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<sup>23</sup> Department of Toxic Substances Control, <http://www.envirostor.dtsc.ca.gov/public/map/?myaddress=16161+ventura+boulevard%2C+los+angeles%2C+ca>, October 4, 2017.

<sup>24</sup> Los Angeles Historic Resources Inventory, <http://www.historicplacesla.org/map>, October 4, 2017.

<sup>25</sup> SurveyLA, February 26, 2013, <http://preservation.lacity.org/files/Encino-Tarzana%20Survey%20Report%202.26.13.pdf>, October 4, 2017.



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

16161 Ventura Boulevard  
DOT Case No. VEN 17-106049  
DOT Project ID No. 46155

Date: February 5, 2018

To: Sarah Hounsell, City Planner  
Department of City Planning

From: Sergio D. Valdez, Transportation Engineer  
Department of Transportation

Subject: **TRAFFIC ASSESSMENT FOR THE PROPOSED APARTMENT AT 16161 VENTURA BOULEVARD**

The Department of Transportation (DOT) has completed the traffic assessment for the proposed apartment at 16161 Ventura Boulevard in the Encino area of the City of Los Angeles. This traffic analysis is based on a traffic study prepared by Overland Traffic Consultants, Inc. dated December 2017. Based on DOT's traffic impact criteria, the traffic study included the detailed analysis of seven intersections and determined that none of the study intersections would be significantly impacted by project-related traffic. The results of the traffic impact analysis are summarized in **Attachment 1**.

**DISCUSSION AND FINDINGS**

A. Project Description

The project proposes to demolish an existing 12,818 square-foot office, 2,831 square-foot medical office, 2,235 square-foot retail, and 1,500 square-foot restaurant, and build 114 unit apartments. The project is expected to be completed by 2020.

B. Trip Generation

The project is estimated to generate a net increase of approximately 221 daily trips, 26 trips during the a.m. peak hour, and 20 trips during the p.m. peak hour. These estimates were derived using trip generation rates from the Institute of Transportation Engineers (ITE) "Trip Generation Handbook, 9<sup>th</sup> Edition, 2012".

Land Use	Size	Daily Trips	AM Peak Hour Trips			PM Peak Hour Trips		
			In	Out	Total	In	Out	Total
Proposed Project								
Apartment	103 units	685	11	42	53	42	22	64
Transit	10%	-68	-1	-4	-5	-4	-2	-6
Affordable Units	11	45	2	4	6	2	2	4
Transit	10%	-4	0	-1	-1	0	0	0
Existing Use								
Office	12,818 sf	141	18	2	20	3	16	19
Transit	10%	-14	-2	0	-2	0	-2	-2



Medical Office	2,831 sf	102	5	2	7	3	7	10
Transit	10%	-10	-1	0	-1	0	-1	-1
Retail	2,235 sf	99	2	1	3	3	3	6
Transit	10%	-10	0	0	0	0	0	0
Pass-by Trips	10%	-9	0	0	0	0	0	0
Restaurant (closed am)	1,500 sf	191	0	0	0	9	6	15
Transit	10%	-19	0	0	0	-1	-1	-2
Pass-by Trips	20%	-34	0	0	0	-2	-1	-3
<b>Total Net Trips</b>		<b>221</b>	<b>-10</b>	<b>36</b>	<b>26</b>	<b>25</b>	<b>-5</b>	<b>20</b>

## PROJECT REQUIREMENTS

### C. Highway Dedication and Street Widening Requirements

Pursuant to Section 10 of the Ventura/Cahuenga Boulevard Corridor Specific Plan, the applicant shall offer all required street and highway dedications and improvements to the satisfaction of DOT and the Department of Public Works, Bureau of Engineering.

Ventura Boulevard is a designated Boulevard II in the Street and Highways Element of the City's Mobility Plan. North side of Ventura Boulevard currently consists of a 50-foot half right-of-way with a 40-foot half roadway, and a 10-foot sidewalk. The standard cross section for Boulevard II is a 55-foot half right-of-way with a 40-foot half roadway, and a 15-foot sidewalk. The applicant shall dedicate 5 feet of land along the entire proposed project frontage on Ventura Boulevard.

The applicant should contact Bureau of Engineering, Department of Public Works to determine any other required street improvements. All required street improvements shall be guaranteed through the B-permit process of BOE before the issuance of any building permit for this project.

### D. Project Impact Assessment (PIA) Fee:

Pursuant to Section 11 of the Ventura/Cahuenga Boulevard Corridor Specific Plan, the applicant shall pay or guarantee to pay a PIA Fee to DOT before the issuance of any building permit. The gross PIA Fee for this project is calculated below and can be paid in either a single payment or through a deferred payment plan. The gross PIA Fee has been reduced based upon evidence provided by the applicant that a legally permitted use existed for a minimum of one year between November 9, 1985 and the date of this letter. The PIA Fee shall be indexed annually; therefore, the PIA Fee may change depending on the actual date when payment is made.

#### **Proposed Land Use (PIA Fee in Encino):**

Residential Floor Area	=	108,636 square-feet
PIA Fee Rate (Category A)	=	\$1.80 per square-foot of floor area
	=	108,636 x \$1.80
<b>Proposed Project PIA Fee</b>	=	<b>\$195,544.80</b>

#### **Existing Land Use (PIA Fee in Encino):**



Office Floor Area	=	12,818 square-feet
PIA Fee Rate (Category B)	=	\$3.39 per square-foot of floor area
	=	12,818 x \$3.39
Existing Use Credit	=	\$43,453.02
Medical Office Floor Area	=	2,831 square-feet
PIA Fee Rate (Category D)	=	\$6.96 per square-foot of floor area
	=	2,831 x \$6.96
Existing Use Credit	=	\$19,703.76
Retail Floor Area	=	2,235 square-feet
PIA Fee Rate (Category C)	=	\$6.17 per square-foot of floor area
	=	2,235 x \$6.17
Existing Use Credit	=	\$13,789.95
Restaurant Floor Area	=	1,500 square-feet
PIA Fee Rate (Category D)	=	\$6.96 per square-foot of floor area
	=	1,500 x \$6.96
Existing Use Credit	=	\$10,440.00
Retail Floor Area (Vacant)	=	1,500 square-feet
PIA Fee Rate (Category C)	=	\$6.17 per square-foot of floor area
	=	1,500 x \$6.17
Existing Use Credit	=	\$9,255.00
Office Floor Area (Vacant)	=	3,107 square-feet
PIA Fee Rate (Category B)	=	\$3.39 per square-foot of floor area
	=	3,107 x \$3.39
Existing Use Credit	=	\$10,532.73
<b>Total Existing Use</b>	=	<b>107,174.46</b>
<b>Proposed Project PIA Fee</b>	=	<b>\$195,544.80</b>
<b>Existing Use Credit</b>	=	<b>- \$107,174.46</b>
<b>Net PIA Fee</b>	=	<b>\$88,370.34</b>

E. Driveway Access and Circulation

This determination does not include approval of the project's driveways, internal circulation, or parking scheme. Final DOT approval shall be obtained prior to issuance of any building permits. This should be accomplished by submitting detailed site and driveway plans with a minimum scale of 1"=40', to DOT's Valley Development Review Section at 6262 Van Nuys Boulevard, Suite 320, Van Nuys, CA 91401. All driveways should be 30 feet and 16 feet wide for two-way and one-way operations, respectively or to the satisfaction of DOT. All delivery truck loading and unloading should take place on site with no vehicles having to back into public right-of-way via any of the project driveways.

If you have any further questions, you may contact Albert Isagulian of my staff at (818) 374-4699.



Attachments

A: 16161VenturaBlvd.doc

c: Fifth Council District  
Ken Firoozmand, DOT West Valley District  
Quyen Phan, Bureau of Engineering  
Ali Nahass, Bureau of Engineering Valley District  
Jerry Overland, Overland Traffic Consultants, Inc.



# ATTACHMENT 1

## 16161 Ventura Boulevard

### Summary of Volume to Capacity Ratios (V/C) and Levels of Service (LOS)

Intersection	Peak Hour	Year 2016 Existing		Year 2016 Existing w/ Project		Year 2020 w/o Project		Year 2020 w/ Project		Project Impact	Significant Impact
		V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	$\Delta V/C$	
1. Hayvenhurst Ave. & 101 Fwy W/B Off-Ramp.	AM	0.567	A	0.567	A	0.615	B	0.615	B	0.000	NO
	PM	0.444	A	0.445	A	0.483	A	0.484	A	0.001	NO
2. Hayvenhurst Ave. & 101 Fwy E/B On-Ramp	AM	0.730	C	0.729	C	0.792	C	0.791	C	-0.001	NO
	PM	0.657	B	0.657	B	0.713	C	0.713	C	0.000	NO
3. Ventura Blvd. & Hayvenhurst Ave.	AM	0.985	E	0.983	E	1.096	F	1.094	F	-0.002	NO
	PM	0.786	C	0.786	C	0.881	D	0.880	D	-0.001	NO
4. Ventura Blvd. & Libbit Ave.	AM	0.715	C	0.715	C	0.805	D	0.805	D	0.000	NO
	PM	0.670	B	0.669	B	0.774	C	0.773	C	-0.001	NO
5. Woodley Ave. & Ventura Blvd.	AM	0.659	B	0.662	B	0.737	C	0.739	C	0.002	NO
	PM	0.615	B	0.619	B	0.697	B	0.699	C	0.002	NO
6. Haskell Ave. & Ventura Blvd.	AM	0.777	C	0.779	C	0.862	D	0.863	D	0.001	NO
	PM	0.630	B	0.636	B	0.732	C	0.738	D	0.006	NO
7. 405 Fwy SB, Ramps, Sherman Oaks Ave, & Ventura Blvd.	AM	0.724	C	0.728	C	0.863	D	0.866	D	0.003	NO
	PM	1.107	F	1.109	F	1.269	F	1,272	F	0.003	NO

### DOT Significant Transportation Impact Thresholds

Level of Service (LOS)	Projected Future Volume to Capacity Ratio (V/C), Including Project	Project-Related Impact ( $\Delta V/C$ )
C	between 0.701 and 0.800	$\geq 0.040$
D	between 0.801 and 0.900	$\geq 0.020$
E, F	$\geq 0.901$	$\geq 0.010$









Overland Traffic Consultants, Inc.  
952 Manhattan Beach Boulevard #100  
Manhattan Beach, CA 90266  
Phone (310) 930 - 3303  
E-mail: otc@overlandtraffic.com

June 4, 2018

Mr. Sergio D. Valdez  
Transportation Engineering  
Department of Transportation  
6262 Van Nuys Boulevard, Suite 320  
Van Nuys, California 91401

RE: Updated Traffic Assessment for the Proposed Apartment Project  
located at 16161 Ventura Boulevard (DOT Case No. VEN 17 – 106049, ID No. 46155)

Dear Mr. Valdez,

Overland Traffic Consultants has updated the traffic analysis for the proposed apartment building located at 16161 Ventura Boulevard (Project) to reflect future traffic conditions with an expanded related project list to include a new hotel development recently filed with the City of Los Angeles (May 15, 2018). This new related project consists of a proposed hotel with 158 - rooms replacing the existing Sherman Hotel which has approximately 65 - rooms. This related project is located at 15481 – 15491 Ventura Boulevard (Planning Case No. CPC-2018-2801-ZV-SPE-SPP-SPR).

#### Background

LADOT issued its Traffic Assessment approving the proposed apartment Project on February 5, 2018 (attached), more than 3 months before the hotel project filing. The Project has not changed from the prior approval. Notwithstanding this earlier LADOT approval, we have prepared this addendum to provide complete transparency of the potential project - related traffic impacts with the expanded related project listing and to demonstrate that the added related project will not change the previous finding that the proposed 114 - unit apartment Project at 16161 Ventura Boulevard will not have a significant traffic impact. All the project requirements that are identified in the LADOT's February 5, 2018 letter shall remain in effect.



It should also be noted that this addendum analysis is conservative because it assumes a new hotel without traffic credits for the existing Sherman Hotel which will be removed for the construction of the proposed hotel.

The future cumulative traffic conditions “without the project” are shown below in Updated Traffic Study Table 9.

**Updated Traffic Study Table 9**  
**Future (2020) Cumulative Traffic Conditions Without Project**

No.	Intersection	Peak Hour	Existing		Future (2020) Without Project		Growth
			CMA	LOS	CMA	LOS	
1	Hayvenhurst Ave. & 101 Fwy. WB Off Ramp	AM	0.835	D	0.906	E	+ 0.071
		PM	0.605	B	0.658	B	+ 0.053
2	Hayvenhurst Ave. & 101 Fwy. EB On Ramp / Magnolia Bd.	AM	0.813	D	0.883	D	+ 0.070
		PM	0.657	B	0.713	C	+ 0.056
3	Hayvenhurst Ave. & Ventura Bd.	AM	0.985	E	1.099	F	+ 0.114
		PM	0.786	C	0.884	D	+ 0.098
4	Ventura Bd. & Libbit Ave.	AM	0.715	C	0.808	D	+ 0.093
		PM	0.670	B	0.777	C	+ 0.107
5	Ventura Bd. & Woodley Ave.	AM	0.659	B	0.739	C	+ 0.080
		PM	0.615	B	0.699	B	+ 0.084
6	Ventura Bd. & Haskell Ave.	AM	0.749	C	0.840	D	+ 0.091
		PM	0.608	B	0.709	C	+ 0.101
7	Ventura Bd. & 405 Fwy. SB On / 101 Fwy. EB Off / Sherman Oaks Ave.	AM	0.913	E	1.093	F	+ 0.180
		PM	1.107	F	1.284	F	+ 0.177



The traffic impact of the project is shown in Updated Traffic Study Table 10. As shown below, none of the study intersections are impacted by Project traffic volume using the significant impact criteria established by LADOT. The supporting documents and LOS worksheets are attached for review.

Updated Traffic Study Table 10  
Future (2020) Traffic Conditions With Project

No.	Intersection	Peak Hour	Future (2020) Without Project		Future (2020) With Project			Significant Impact
			CMA	LOS	CMA	LOS	IMPACT	
1	Hayvenhurst Ave. & 101 Fwy. WB Off Ramp	AM	0.906	E	0.906	E	0.000	NO
		PM	0.658	B	0.660	B	+ 0.002	NO
2	Hayvenhurst Ave. & 101 Fwy. EB On Ramp / Magnolia Bd.	AM	0.883	D	0.883	D	0.000	NO
		PM	0.713	C	0.713	C	0.000	NO
3	Hayvenhurst Ave. & Ventura Bd.	AM	1.099	F	1.099	F	0.000	NO
		PM	0.884	D	0.884	D	0.000	NO
4	Ventura Bd. & Libbit Ave.	AM	0.808	D	0.808	D	0.000	NO
		PM	0.777	C	0.777	C	0.000	NO
5	Ventura Bd. & Woodley Ave.	AM	0.739	C	0.742	C	+ 0.003	NO
		PM	0.699	B	0.702	C	+ 0.003	NO
6	Ventura Bd. & Haskell Ave.	AM	0.840	D	0.843	D	+ 0.003	NO
		PM	0.709	C	0.716	C	+ 0.007	NO
7	Ventura Bd. & 405 Fwy. SB On / 101 Fwy. EB Off / Sherman Oaks Ave.	AM	1.093	F	1.097	F	+ 0.004	NO
		PM	1.284	F	1.287	F	+ 0.003	NO

Please contact me if you have any questions.

Sincerely,

  
Jerry T. Overland

Attachment





## **LADOT PROJECT APPROVAL LETTER (FEBRUARY 5, 2018)**



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

16161 Ventura Boulevard  
DOT Case No. VEN 17-106049  
DOT Project ID No. 46155

Date: February 5, 2018

To: Sarah Hounsell, City Planner  
Department of City Planning

From: Sergio D. Valdez, Transportation Engineer  
Department of Transportation

Subject: **TRAFFIC ASSESSMENT FOR THE PROPOSED APARTMENT AT 16161 VENTURA BOULEVARD**

The Department of Transportation (DOT) has completed the traffic assessment for the proposed apartment at 16161 Ventura Boulevard in the Encino area of the City of Los Angeles. This traffic analysis is based on a traffic study prepared by Overland Traffic Consultants, Inc. dated December 2017. Based on DOT's traffic impact criteria, the traffic study included the detailed analysis of seven intersections and determined that none of the study intersections would be significantly impacted by project-related traffic. The results of the traffic impact analysis are summarized in **Attachment 1**.

**DISCUSSION AND FINDINGS**

A. Project Description

The project proposes to demolish an existing 12,818 square-foot office, 2,831 square-foot medical office, 2,235 square-foot retail, and 1,500 square-foot restaurant, and build 114 unit apartments. The project is expected to be completed by 2020.

B. Trip Generation

The project is estimated to generate a net increase of approximately 221 daily trips, 26 trips during the a.m. peak hour, and 20 trips during the p.m. peak hour. These estimates were derived using trip generation rates from the Institute of Transportation Engineers (ITE) "Trip Generation Handbook, 9<sup>th</sup> Edition, 2012".

Land Use	Size	Daily Trips	AM Peak Hour Trips			PM Peak Hour Trips		
			In	Out	Total	In	Out	Total
Proposed Project								
Apartment	103 units	685	11	42	53	42	22	64
Transit	10%	-68	-1	-4	-5	-4	-2	-6
Affordable Units	11	45	2	4	6	2	2	4
Transit	10%	-4	0	-1	-1	0	0	0
Existing Use								
Office	12,818 sf	141	18	2	20	3	16	19
Transit	10%	-14	-2	0	-2	0	-2	-2



Medical Office	2,831 sf	102	5	2	7	3	7	10
Transit	10%	-10	-1	0	-1	0	-1	-1
Retail	2,235 sf	99	2	1	3	3	3	6
Transit	10%	-10	0	0	0	0	0	0
Pass-by Trips	10%	-9	0	0	0	0	0	0
Restaurant (closed am)	1,500 sf	191	0	0	0	9	6	15
Transit	10%	-19	0	0	0	-1	-1	-2
Pass-by Trips	20%	-34	0	0	0	-2	-1	-3
<b>Total Net Trips</b>		<b>221</b>	<b>-10</b>	<b>36</b>	<b>26</b>	<b>25</b>	<b>-5</b>	<b>20</b>

## PROJECT REQUIREMENTS

### C. Highway Dedication and Street Widening Requirements

Pursuant to Section 10 of the Ventura/Cahuenga Boulevard Corridor Specific Plan, the applicant shall offer all required street and highway dedications and improvements to the satisfaction of DOT and the Department of Public Works, Bureau of Engineering.

Ventura Boulevard is a designated Boulevard II in the Street and Highways Element of the City's Mobility Plan. North side of Ventura Boulevard currently consists of a 50-foot half right-of-way with a 40-foot half roadway, and a 10-foot sidewalk. The standard cross section for Boulevard II is a 55-foot half right-of-way with a 40-foot half roadway, and a 15-foot sidewalk. The applicant shall dedicate 5 feet of land along the entire proposed project frontage on Ventura Boulevard.

The applicant should contact Bureau of Engineering, Department of Public Works to determine any other required street improvements. All required street improvements shall be guaranteed through the B-permit process of BOE before the issuance of any building permit for this project.

### D. Project Impact Assessment (PIA) Fee:

Pursuant to Section 11 of the Ventura/Cahuenga Boulevard Corridor Specific Plan, the applicant shall pay or guarantee to pay a PIA Fee to DOT before the issuance of any building permit. The gross PIA Fee for this project is calculated below and can be paid in either a single payment or through a deferred payment plan. The gross PIA Fee has been reduced based upon evidence provided by the applicant that a legally permitted use existed for a minimum of one year between November 9, 1985 and the date of this letter. The PIA Fee shall be indexed annually; therefore, the PIA Fee may change depending on the actual date when payment is made.

#### **Proposed Land Use (PIA Fee in Encino):**

Residential Floor Area	=	108,636 square-feet
PIA Fee Rate (Category A)	=	\$1.80 per square-foot of floor area
	=	108,636 x \$1.80
<b>Proposed Project PIA Fee</b>	=	<b>\$195,544.80</b>

#### **Existing Land Use (PIA Fee in Encino):**



Office Floor Area	=	12,818 square-feet
PIA Fee Rate (Category B)	=	\$3.39 per square-foot of floor area
	=	12,818 x \$3.39
Existing Use Credit	=	\$43,453.02
Medical Office Floor Area	=	2,831 square-feet
PIA Fee Rate (Category D)	=	\$6.96 per square-foot of floor area
	=	2,831 x \$6.96
Existing Use Credit	=	\$19,703.76
Retail Floor Area	=	2,235 square-feet
PIA Fee Rate (Category C)	=	\$6.17 per square-foot of floor area
	=	2,235 x \$6.17
Existing Use Credit	=	\$13,789.95
Restaurant Floor Area	=	1,500 square-feet
PIA Fee Rate (Category D)	=	\$6.96 per square-foot of floor area
	=	1,500 x \$6.96
Existing Use Credit	=	\$10,440.00
Retail Floor Area (Vacant)	=	1,500 square-feet
PIA Fee Rate (Category C)	=	\$6.17 per square-foot of floor area
	=	1,500 x \$6.17
Existing Use Credit	=	\$9,255.00
Office Floor Area (Vacant)	=	3,107 square-feet
PIA Fee Rate (Category B)	=	\$3.39 per square-foot of floor area
	=	3,107 x \$3.39
Existing Use Credit	=	\$10,532.73
<b>Total Existing Use</b>	=	<b>107,174.46</b>
<b>Proposed Project PIA Fee</b>	=	<b>\$195,544.80</b>
<b>Existing Use Credit</b>	=	<b>- \$107,174.46</b>
<b>Net PIA Fee</b>	=	<b>\$88,370.34</b>

E. Driveway Access and Circulation

This determination does not include approval of the project's driveways, internal circulation, or parking scheme. Final DOT approval shall be obtained prior to issuance of any building permits. This should be accomplished by submitting detailed site and driveway plans with a minimum scale of 1"=40', to DOT's Valley Development Review Section at 6262 Van Nuys Boulevard, Suite 320, Van Nuys, CA 91401. All driveways should be 30 feet and 16 feet wide for two-way and one-way operations, respectively or to the satisfaction of DOT. All delivery truck loading and unloading should take place on site with no vehicles having to back into public right-of-way via any of the project driveways.

If you have any further questions, you may contact Albert Isagulian of my staff at (818) 374-4699.



Attachments

A: 16161VenturaBlvd.doc

c: Fifth Council District  
Ken Firoozmand, DOT West Valley District  
Quyen Phan, Bureau of Engineering  
Ali Nahass, Bureau of Engineering Valley District  
Jerry Overland, Overland Traffic Consultants, Inc.



# ATTACHMENT 1

## 16161 Ventura Boulevard

### Summary of Volume to Capacity Ratios (V/C) and Levels of Service (LOS)

Intersection	Peak Hour	Year 2016 Existing		Year 2016 Existing w/ Project		Year 2020 w/o Project		Year 2020 w/ Project		Project Impact	Significant Impact
		V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	$\Delta V/C$	
1. Hayvenhurst Ave. & 101 Fwy W/B Off-Ramp.	AM	0.567	A	0.567	A	0.615	B	0.615	B	0.000	NO
	PM	0.444	A	0.445	A	0.483	A	0.484	A	0.001	NO
2. Hayvenhurst Ave. & 101 Fwy E/B On-Ramp	AM	0.730	C	0.729	C	0.792	C	0.791	C	-0.001	NO
	PM	0.657	B	0.657	B	0.713	C	0.713	C	0.000	NO
3. Ventura Blvd. & Hayvenhurst Ave.	AM	0.985	E	0.983	E	1.096	F	1.094	F	-0.002	NO
	PM	0.786	C	0.786	C	0.881	D	0.880	D	-0.001	NO
4. Ventura Blvd. & Libbit Ave.	AM	0.715	C	0.715	C	0.805	D	0.805	D	0.000	NO
	PM	0.670	B	0.669	B	0.774	C	0.773	C	-0.001	NO
5. Woodley Ave. & Ventura Blvd.	AM	0.659	B	0.662	B	0.737	C	0.739	C	0.002	NO
	PM	0.615	B	0.619	B	0.697	B	0.699	C	0.002	NO
6. Haskell Ave. & Ventura Blvd.	AM	0.777	C	0.779	C	0.862	D	0.863	D	0.001	NO
	PM	0.630	B	0.636	B	0.732	C	0.738	D	0.006	NO
7. 405 Fwy SB, Ramps, Sherman Oaks Ave, & Ventura Blvd.	AM	0.724	C	0.728	C	0.863	D	0.866	D	0.003	NO
	PM	1.107	F	1.109	F	1.269	F	1,272	F	0.003	NO

### DOT Significant Transportation Impact Thresholds

Level of Service (LOS)	Projected Future Volume to Capacity Ratio (V/C), Including Project	Project-Related Impact ( $\Delta V/C$ )
C	between 0.701 and 0.800	$\geq 0.040$
D	between 0.801 and 0.900	$\geq 0.020$
E, F	$\geq 0.901$	$\geq 0.010$





## **SUPPORTING DOCUMENTATION**



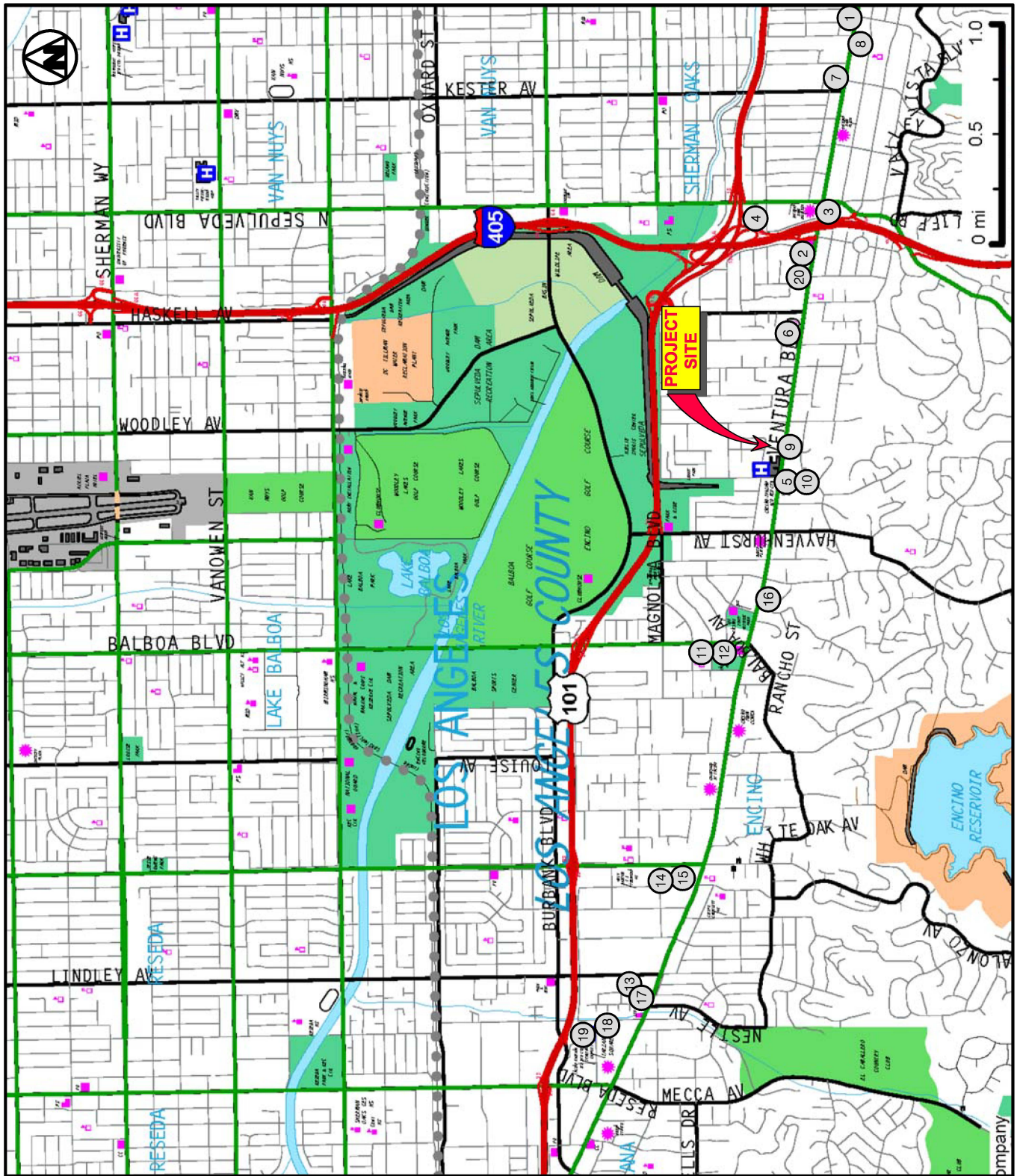


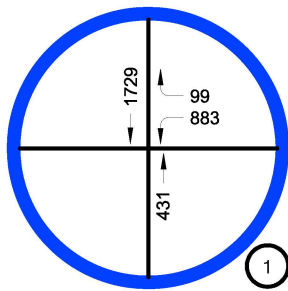
FIGURE 11

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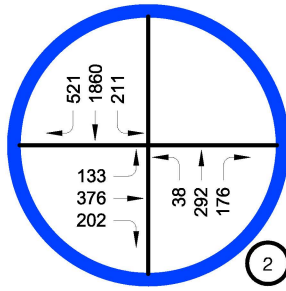
RELATED PROJECTS LOCATION MAP  
RELATED PROJECT # 20 ADDED

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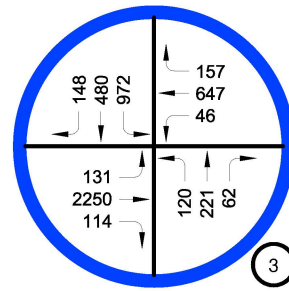




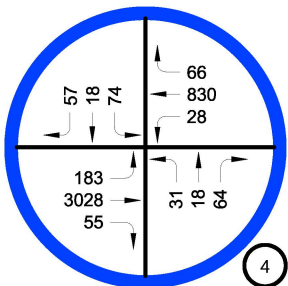
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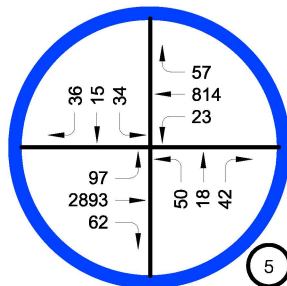
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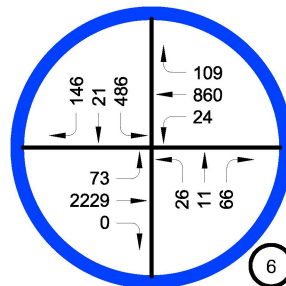
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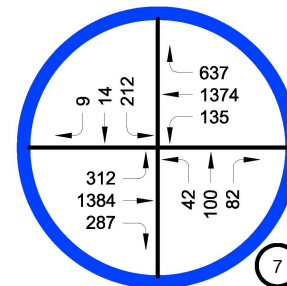
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LIBBIT AVENUE



VENTURA BOULEVARD &  
WOODLEY AVENUE



VENTURA BOULEVARD &  
HASKELL AVENUE



VENTURA BOULEVARD &  
405 FWY SB ON / 101 FWY EB OFF RAMP  
/ SHERMAN OAKS AVENUE

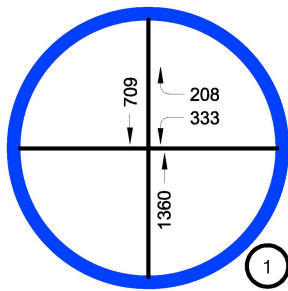
FIGURE 12

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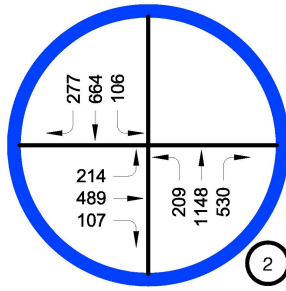
**FUTURE TRAFFIC VOLUMES  
WITHOUT PROJECT  
AM PEAK HOUR**

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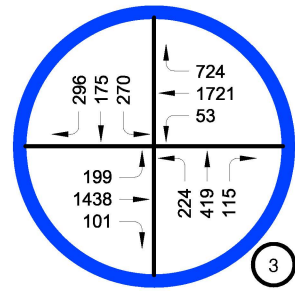




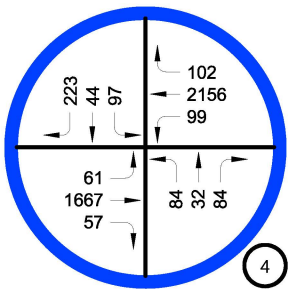
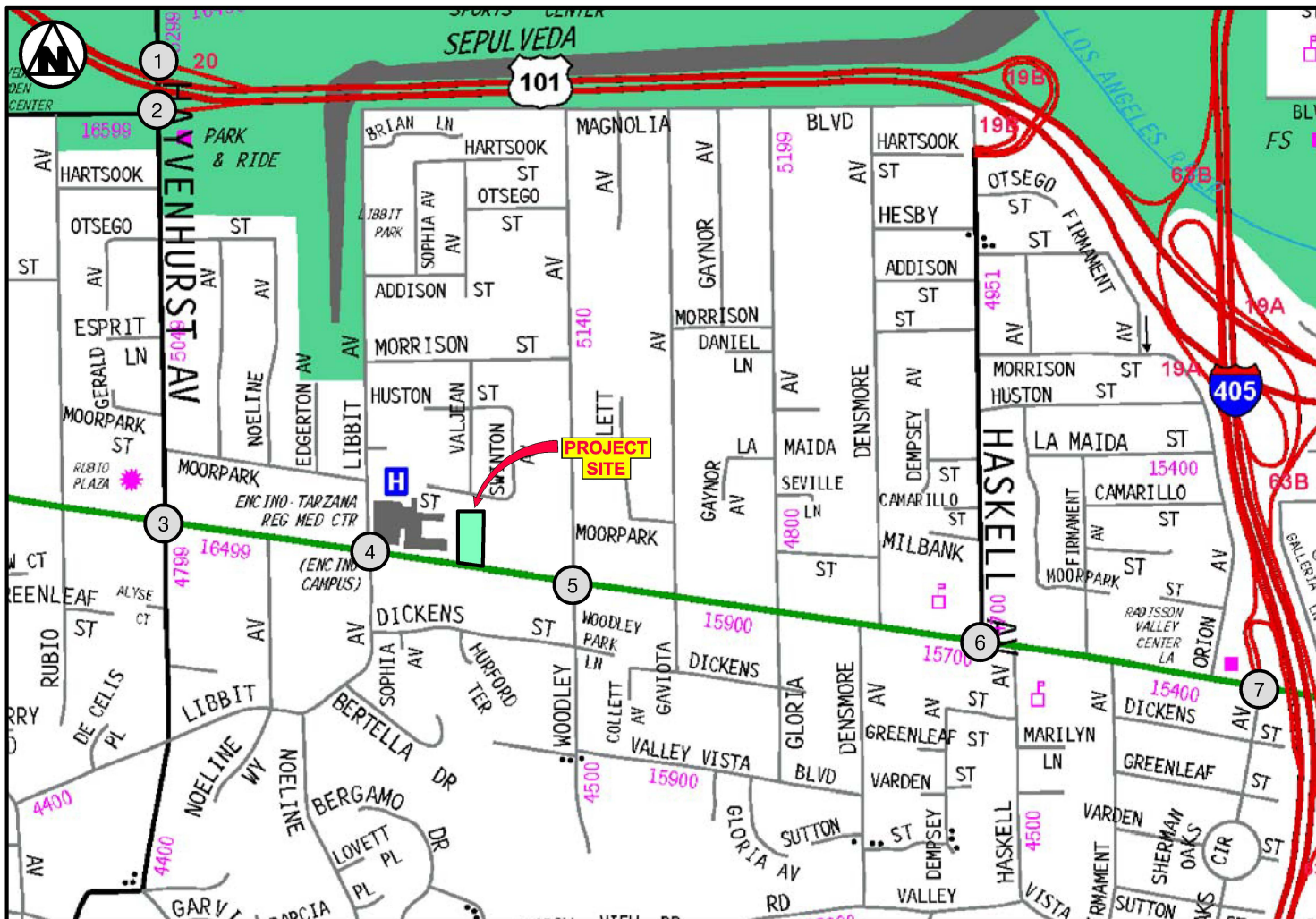
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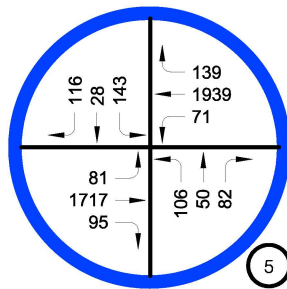
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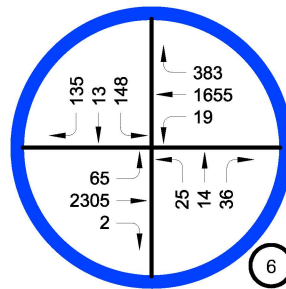
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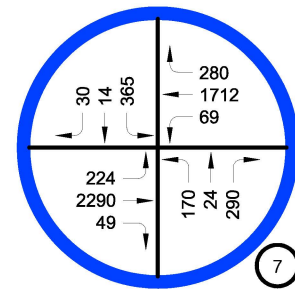
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WOODLEY AVENUE



VENTURA BOULEVARD &  
HASKELL AVENUE



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SHERMAN OAKS AVENUE

FIGURE 13

6/2018

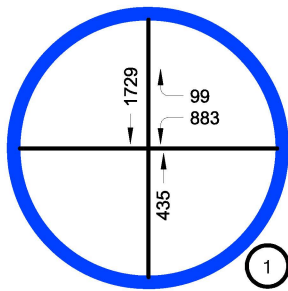
**FUTURE TRAFFIC VOLUMES  
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PM PEAK HOUR**



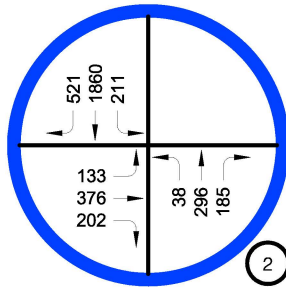
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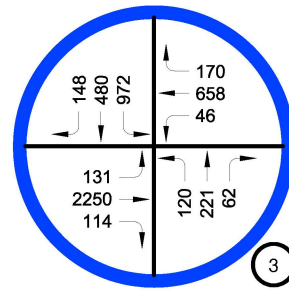




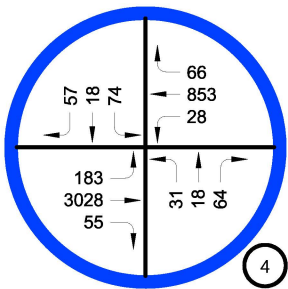
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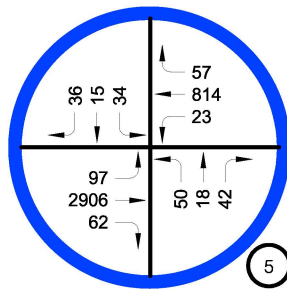
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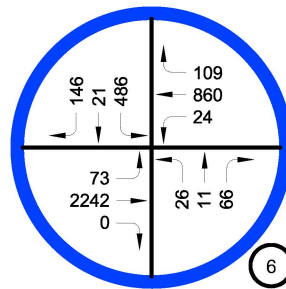
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VENTURA BOULEVARD



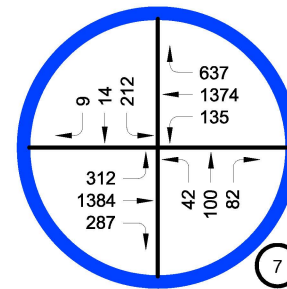
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LIBBIT AVENUE



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WOODLEY AVENUE



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HASKELL AVENUE



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405 FWY SB ON / 101 FWY EB OFF RAMP  
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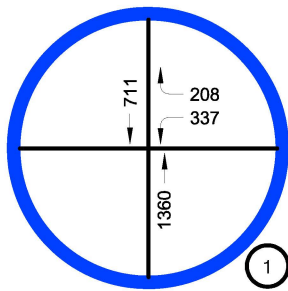
FIGURE 14

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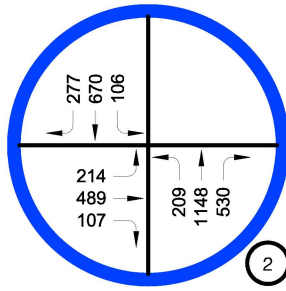
# FUTURE TRAFFIC VOLUMES WITH PROJECT AM PEAK HOUR

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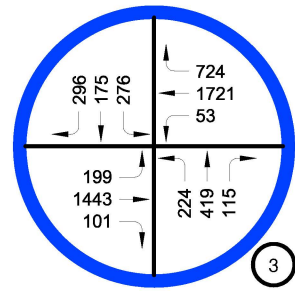




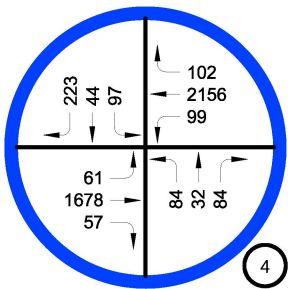
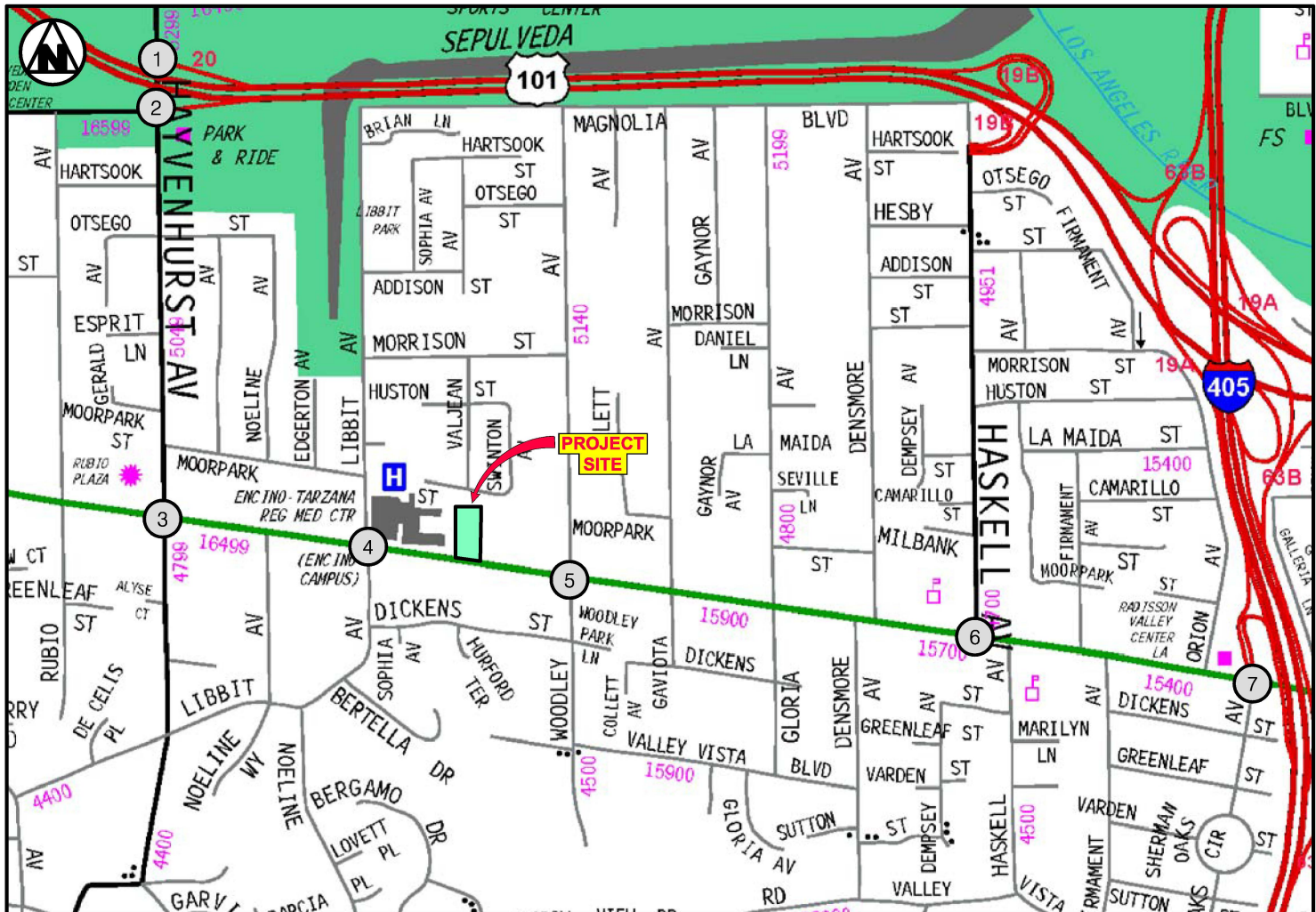
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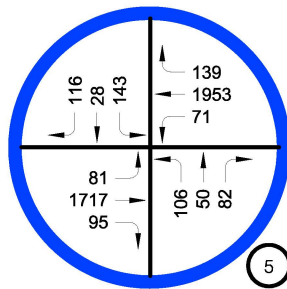
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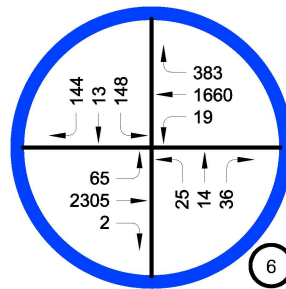
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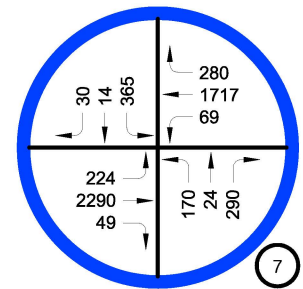
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HASKELL AVENUE



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SHERMAN OAKS AVENUE

FIGURE 15

6/2018

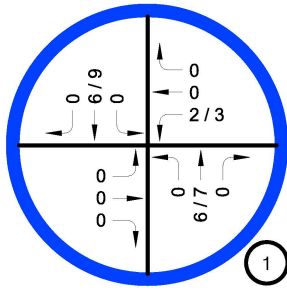
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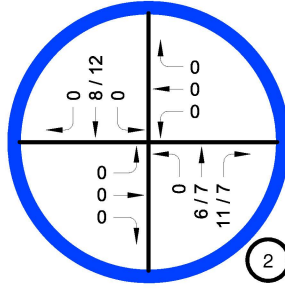
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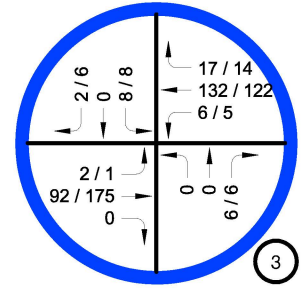




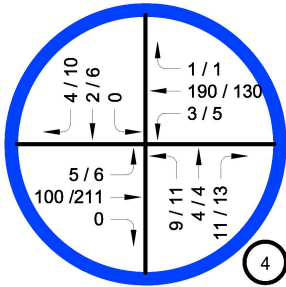
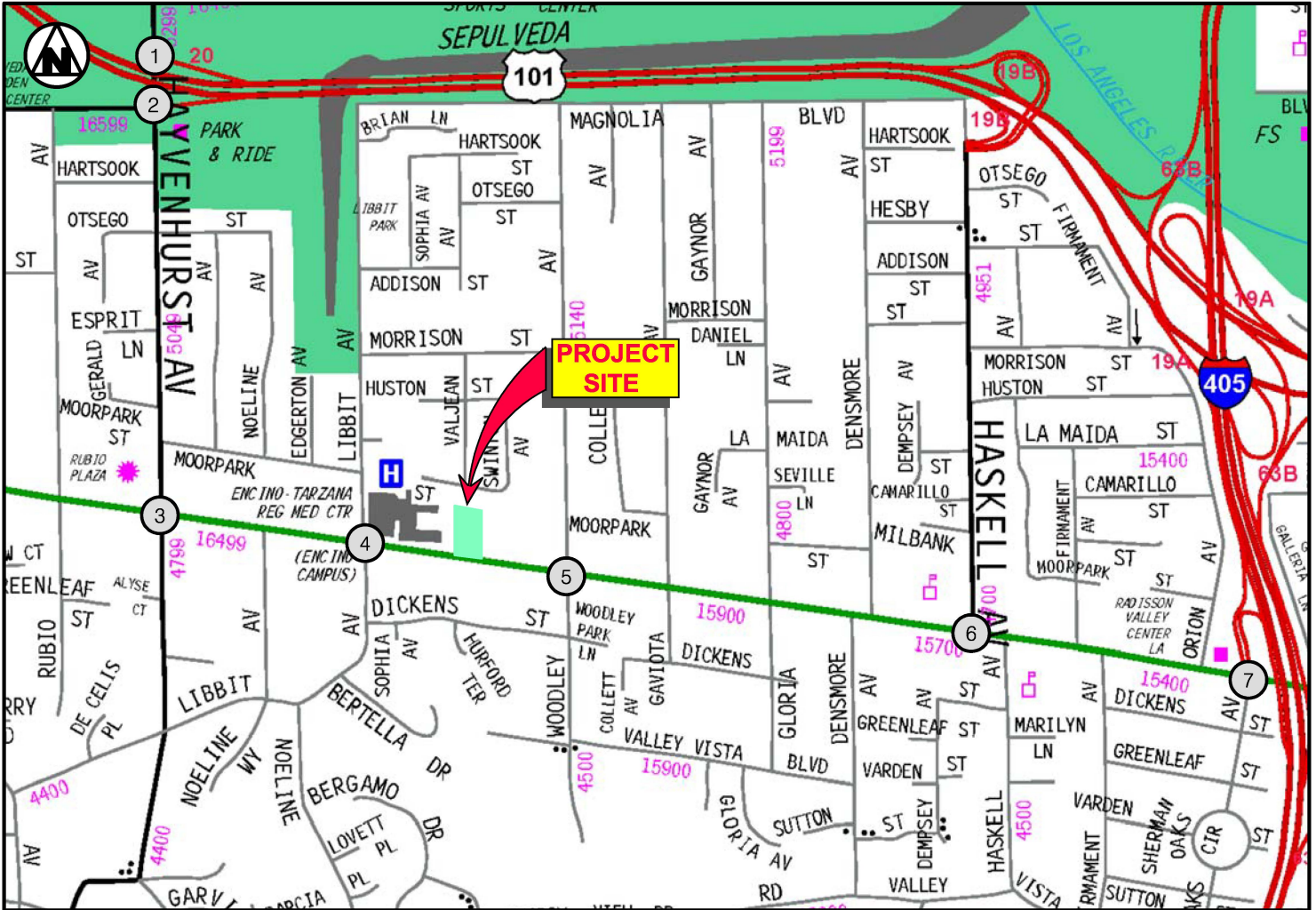
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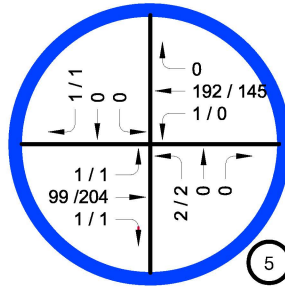
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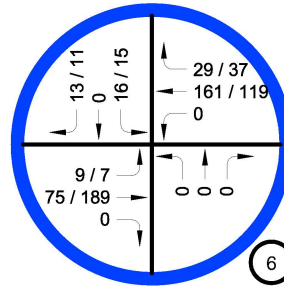
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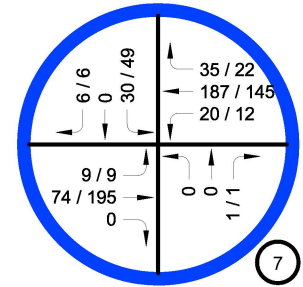
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VENTURA BOULEVARD



WOODLEY AVENUE &  
VENTURA BOULEVARD



HASKELL AVENUE &  
VENTURA BOULEVARD



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6/2018

## RELATED PROJECT TRAFFIC ASSIGNMENT AM / PM PEAK HOUR



Overland Traffic Consultants, Inc.

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No	Location	Size	Description	Daily	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
1	14601 Ventura Boulevard	7,000 sf	Bank replace Office	n/a	9	11	20	23	27	50
2	15445 Ventura Boulevard	2,770 sf	Convenience Store	721	38	40	78	26	22	48
3	15315 Dickens Street	1,250 sf	Coffee Shop	777	27	26	53	7	7	14
4	4805 N Sepulveda Boulevard (Il Villaggio)	325 units 45,000 sf 10,000 sf	Apartment Market Retail	5,844	101	220	321	319	230	549
5	16300 Ventura Boulevard	8,500 sf 49 units	Commercial (max 5500 sf restaurant) Apartment	689	10	23	33	26	36	62
6	15739 Ventura Boulevard	100 students	Pre-school expansion	448	42	38	80	39	43	82
7	14845 Ventura Boulevard	57,040 sf 2,970 sf	Market remodel Bank	5,964	131	82	213	311	301	612
8	14708 Ventura Boulevard	6,880 sf	Restaurant	975	33	22	55	48	42	90
9	16206 Ventura Boulevard	7,333 sf 802 sf 4,745 sf	Restaurant Restaurant Gym	894	42	41	83	39	24	63
10	4741 Libbit Avenue	33 units	Condominiums	192	2	12	14	11	6	17
11	5015 - 5041 Balboa Boulevard	42 units	Condominiums	244	3	15	18	15	7	22
12	4940 Paso Robles	66 units	Apartments	439	7	27	34	27	14	41
13	5239 Lindley Avenue	58 units	Condominiums less 39 apts. (2005)	78	0	5	5	4	2	6
14	5168 Yarmouth Avenue	43 units	Condominiums less 29 apts. (2006)	57	0	4	4	3	1	4
15	5130 Yarmouth Avenue	70 units	Condominiums less 53 apts. (2009)	55	0	4	4	3	0	3
16	1671 Oak View Drive	20 units	Condominiums	116	2	7	9	7	3	10
17	18131 Ventura Boulevard	138,714 sf	Medical Office	3,290	216	49	265	59	250	309
18	5411 Etiwanda Avenue	93,376 sf	Medical Office	3,037	153	40	193	78	213	291
19	18321 Clark Street	104,897 sf 11,388 sf 209 beds	Providence Medical Center Office	1,091	114	23	137	30	107	137
20	15485-15491 Ventura Boulevard	158 rooms	Hotel	1,291	50	34	84	48	47	95



# Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:		HAYVENHURST AV			Year of Count:		2016		Ambient Growth: (%):		2		Conducted by:		JTO		Date:		6/1/2018	
1		East-West Street:		101 FWY WB OFF RAMP			Projection Year:		2020		Peak Hour:		AM		Reviewed by:				Project:		16161 VENTURA	
No. of Phases				0			0				0				0				0			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0				0				0				0			
Right Turns: FREE-1, NRTOR-2 or OLA-3?				NB-- 0 SB-- 0			NB-- 0 SB-- 0				NB-- 0 SB-- 0				NB-- 0 SB-- 0				NB-- 0 SB-- 0			
ATSAC-1 or ATSAC+ATCS-2?				0			0				0				0				0			
Override Capacity				1100			1100				1100				1100				1100			
MOVEMENT				EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
				Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND		Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Left-Through		0						0				0				0				
		Through	393	3	131	4	397	132	6	431	3	144	4	435	3	145	0	435	3		145	
		Through-Right		0						0				0				0				
		Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Left-Through-Right		0						0				0				0				
SOUTHBOUND		Pre - Left	195	0	0	0	195	0	0	211	0	0	0	211	0	0	0	211	0		0	
		Left-Through		0						0				0				0				
		Through	1397	3	466	0	1397	466	6	1518	3	506	0	1518	3	506	0	1518	3		506	
		Through-Right		0						0				0				0				
		Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Left-Through-Right		0						0				0				0				
EASTBOUND		Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Left-Through		0						0				0				0				
		Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Through-Right		0						0				0				0				
		Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Left-Through-Right		0						0				0				0				
WESTBOUND		Left	814	1	453	0	814	453	2	883	1	491	0	883	1	491	0	883	1		491	
		Left-Through		0						0				0				0				
		Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Through-Right		0						0				0				0				
		Right	91	0	453	0	91	453	0	99	0	491	0	99	0	491	0	99	0		491	
		Left-Through-Right		0						0				0				0				
CRITICAL VOLUMES		North-South: 466			North-South: 466			North-South: 506				North-South: 506				North-South: 506						
		East-West: 453			East-West: 453			East-West: 491				East-West: 491				East-West: 491						
		SUM: 919			SUM: 919			SUM: 997				SUM: 997				SUM: 997						
VOLUME/CAPACITY (V/C) RATIO:		0.835			0.835			0.906				0.906				0.906						
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.835			0.835			0.906				0.906				0.906						
LEVEL OF SERVICE (LOS):		D			D			E				E				E						

REMARKS: Capacity reduced due to upstream volume and delay

Version: 1i Beta; 8/4/2011

## PROJECT IMPACT

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



# Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			HAYVENHURST AV			Year of Count:			2016			Ambient Growth: (%):			2			Conducted by:			JTO			Date:			6/1/2018		
1		East-West Street:			101 FWY WB OFF RAMP			Projection Year:			2020			Peak Hour:			PM			Reviewed by:						Project:			16161 VENTURA		
No. of Phases					0			0			0			0			0			0			0			0					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0			0			0			0			0			0			0			0					
Right Turns: FREE-1, NRTOR-2 or OLA-3?					NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0								
ATSAC-1 or ATSAC+ATCS-2?					0			0			0			0			0			0			0			0					
Override Capacity					1100			1100			1100			1100			1100			1100			1100			1100					
MOVEMENT					EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION												
					Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume									
NORTHBOUND		Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
		Left-Through		0							0				0				0												
		Through	1250	3	417	0	1250	417	7	1360	3	453	0	1360	3	453	0	1360	3	453	0	1360	3	453							
		Through-Right		0							0				0				0												
		Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
SOUTHBOUND		Left-Through-Right		0						0				0				0													
		Left-Through	98	0	0	0	98	0	0	106	0	0	0	106	0	0	0	106	0	0	0	106	0	0							
		Through	549	3	183	2	551	184	9	603	3	201	2	605	3	202	0	605	3	202	0	605	3	202							
		Through-Right		0							0				0				0												
		Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
EASTBOUND		Left-Through-Right		0						0				0				0													
		Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
		Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
		Through-Right		0							0				0				0												
		Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
WESTBOUND		Left-Through-Right		0						0				0				0													
		Left-Through	305	1	249	4	309	251	3	333	1	271	4	337	1	273	0	337	1	273	0	337	1	273							
		Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
		Through-Right		0							0				0				0												
		Right	192	0	249	0	192	251	0	208	0	271	0	208	0	273	0	208	0	273	0	208	0	273							
CRITICAL VOLUMES		Left-Through-Right		1						1				1				1													
		Left-Through		0						0				0				0													
		Through		0						0				0				0													
VOLUME/CAPACITY (V/C) RATIO:			0.605			0.607			0.658			0.660			0.660			0.660													
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.605			0.607			0.658			0.660			0.660																
LEVEL OF SERVICE (LOS):			B			B			B			B			B																

REMARKS: capacity reduced due to upstream volume and delay

Version: 1i Beta; 8/4/2011

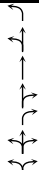
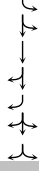
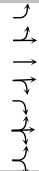
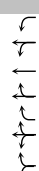
## PROJECT IMPACT

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



# Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			HAYVENHURST AV			Year of Count:			2016			Ambient Growth: (%)			2			Conducted by:		JTO		Date:		6/1/2018	
2		East-West Street:			101 FWY EB ON RAMP / MAGNOLIA			Projection Year:			2020			Peak Hour:			AM			Reviewed by:				Project:		16161 VENTURA	
No. of Phases					2			2					2					2					2				
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0			0					0					0					0				
Right Turns: FREE-1, NRTOR-2 or OLA-3?					NB-- 2 SB-- 0 EB-- 0 WB-- 0			NB-- 2 SB-- 0 EB-- 0 WB-- 0					NB-- 2 SB-- 0 EB-- 0 WB-- 0					NB-- 2 SB-- 0 EB-- 0 WB-- 0					NB-- 2 SB-- 0 EB-- 0 WB-- 0				
ATSAC-1 or ATSAC+ATCS-2?					0			0					0					0					0				
Override Capacity					0			0					0					0					0				
MOVEMENT					EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION								
					Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume					
NORTHBOUND		Left	35	1	35	0	35	35	0	38	1	38	0	38	1	38	0	38	1	38							
		Left-Through		0						0					0			0									
		Through	264	2	132	4	268	134	6	292	2	146	4	296	2	148	0	296	2	148							
		Through-Right		1						1					1				1								
		Right	152	0	152	9	161	161	11	176	0	176	9	185	0	185	0	185	0	185							
SOUTHBOUND		Left	195	1	195	0	195	195	0	211	1	211	0	211	1	211	0	211	1	211							
		Left-Through		0						0					0			0									
		Through	1711	2	856	0	1711	856	8	1860	2	930	0	1860	2	930	0	1860	2	930							
		Through-Right		0						0					0			0									
		Right	481	1	481	0	481	481	0	521	1	521	0	521	1	521	0	521	1	521							
EASTBOUND		Left	123	0	123	0	123	123	0	133	0	133	0	133	0	133	0	133	0	133							
		Left-Through		1						1					1			1									
		Through	347	0	329	0	347	329	0	376	0	356	0	376	0	356	0	376	0	356							
		Through-Right		1						1					1			1									
		Right	187	0	329	0	187	329	0	202	0	356	0	202	0	356	0	202	0	356							
WESTBOUND		Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
		Left-Through		0						0					0			0									
		Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
		Through-Right		0						0					0			0									
		Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
CRITICAL VOLUMES	North-South: 891			North-South: 891			North-South: 968			North-South: 968			North-South: 968														
	East-West: 329			East-West: 329			East-West: 356			East-West: 356			East-West: 356														
	SUM: 1220			SUM: 1220			SUM: 1324			SUM: 1324			SUM: 1324														
VOLUME/CAPACITY (V/C) RATIO:			0.813			0.813			0.883			0.883			0.883												
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.813			0.813			0.883			0.883			0.883												
LEVEL OF SERVICE (LOS):			D			D			D			D			D												

REMARKS: S/B capacity reduced to account for lane drop, i.e., 2 thru + rt turn lane

Version: 1i Beta; 8/4/2011

## PROJECT IMPACT

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



# Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:		HAYVENHURST AV			Year of Count:			2016		Ambient Growth: (%)			2		Conducted by:		JTO		Date:		6/1/2018																							
2		East-West Street:		101 FWY EB ON RAMP / MAGNOLIA			Projection Year:			2020		Peak Hour:			PM		Reviewed by:				Project:		16161 VENTURA																							
		No. of Phases				2				2				2				2				2																								
		Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0				0				0				0				0																								
		Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 2 SB-- 0		EB-- 0 WB-- 0		NB-- 2 SB-- 0		EB-- 0 WB-- 0		NB-- 2 SB-- 0		EB-- 0 WB-- 0		NB-- 2 SB-- 0		EB-- 0 WB-- 0		NB-- 2 SB-- 0		EB-- 0 WB-- 0																								
		ATSAC-1 or ATSAC+ATCS-2?				0				0				0				0				0																								
		Override Capacity				0				0				0				0				0																								
		MOVEMENT			EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION																											
					Volume			No. of Lanes			Lane Volume			Project Traffic			Total Volume			Lane Volume			Added Volume			Total Volume			No. of Lanes			Lane Volume			Added Volume			Total Volume			No. of Lanes			Lane Volume		
NORTHBOUND		Left			193	1	193	0	193	193	0	209	1	209	0	209	1	209	0	209	1	209	0	209	1	209	0	209	1	209	0	209	1	209												
		Left-Through				0							0					0							0							0														
		Through			1054	2	512	0	1054	512	7	1148	2	559	0	1148	2	559	0	1148	2	559	0	1148	2	559	0	1148	2	559	0	1148	2	559												
		Through-Right				1								1					1							1						1														
		Right			483	0	483	0	483	483	7	530	0	530	0	530	0	530	0	530	0	530	0	530	0	530	0	530	0	530	0	530	0	530												
SOUTHBOUND		Left			98	1	98	0	98	98	0	106	1	106	0	106	1	106	0	106	1	106	0	106	1	106	0	106	1	106	0	106	1	106												
		Left-Through				0							0					0							0						0															
		Through			602	2	301	6	608	304	12	664	2	332	6	670	2	335	0	670	2	335	0	670	2	335	0	670	2	335	0	670	2	335												
		Through-Right				0								0					0							0						0														
		Right			256	1	256	0	256	256	0	277	1	277	0	277	1	277	0	277	1	277	0	277	1	277	0	277	1	277	0	277	1	277												
EASTBOUND		Left			198	0	198	0	198	198	0	214	0	214	0	214	0	214	0	214	0	214	0	214	0	214	0	214	0	214	0	214	0	214												
		Left-Through				1							1					1							1						1															
		Through			452	0	375	0	452	375	0	489	0	405	0	489	0	405	0	489	0	405	0	489	0	405	0	489	0	405	0	489	0	405												
		Through-Right				1								1					1							1						1														
		Right			99	0	375	0	99	375	0	107	0	405	0	107	0	405	0	107	0	405	0	107	0	405	0	107	0	405	0	107	0	405												
WESTBOUND		Left			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0													
		Left-Through				0							0					0							0						0															
		Through			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0													
		Through-Right				0								0					0							0						0														
		Right			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0												
		CRITICAL VOLUMES			North-South: 610 East-West: 375 SUM: 985			North-South: 610 East-West: 375 SUM: 985			North-South: 665 East-West: 405 SUM: 1070				North-South: 665 East-West: 405 SUM: 1070				North-South: 665 East-West: 405 SUM: 1070																											
		VOLUME/CAPACITY (V/C) RATIO:			0.657			0.657			0.713				0.713				0.713																											
		V/C LESS ATSAC/ATCS ADJUSTMENT:			0.657			0.657			0.713				0.713				0.713																											
		LEVEL OF SERVICE (LOS):			B			B			C				C				C																											

REMARKS: S/B capacity reduced to account for lane drop, i.e., 2 thru + rt turn lane

Version: 1i Beta; 8/4/2011

## PROJECT IMPACT

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



# Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:		HAYVENHURST AV			Year of Count:		2016		Ambient Growth: (%)		2		Conducted by:		JTO		Date:		6/1/2018	
3		East-West Street:		VENTURA BL			Projection Year:		2020		Peak Hour:		AM		Reviewed by:				Project:		16161 VENTURA	
No. of Phases				4			4			4			4			4			4			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			1			1			1			1			1			
Right Turns: FREE-1, NRTOR-2 or OLA-3?				NB-- 0 SB-- 3			NB-- 0 SB-- 3			NB-- 0 SB-- 3			NB-- 0 SB-- 3			NB-- 0 SB-- 3			NB-- 0 SB-- 3			
ATSAC-1 or ATSAC+ATCS-2?				EB-- 0 WB-- 3			EB-- 0 WB-- 3			EB-- 0 WB-- 3			EB-- 0 WB-- 3			EB-- 0 WB-- 3			EB-- 0 WB-- 3			
Override Capacity				0			0			0			0			0			0			
MOVEMENT				EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
				Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND		Left	111	1	111	0	111	111	0	120	1	120	0	120	1	120	0	120	1	120		
		Left-Through		0							0				0				0			
		Through	204	1	128	0	204	128	0	221	1	142	0	221	1	142	0	221	1	142		
		Through-Right		1							1				1				1			
		Right	52	0	52	0	52	52	6	62	0	62	0	62	0	62	0	62	0	62		
SOUTHBOUND		Left	891	2	490	0	891	490	8	972	2	535	0	972	2	535	0	972	2	535		
		Left-Through		0							0				0				0			
		Through	443	1	443	0	443	443	0	480	1	480	0	480	1	480	0	480	1	480		
		Through-Right		0							0				0				0			
		Right	135	1	16	0	135	16	2	148	1	17	0	148	1	17	0	148	1	17		
EASTBOUND		Left	119	1	119	0	119	119	2	131	1	131	0	131	1	131	0	131	1	131		
		Left-Through		0							0				0				0			
		Through	1994	2	700	0	1994	700	92	2250	2	788	0	2250	2	788	0	2250	2	788		
		Through-Right		1							1				1				1			
		Right	105	0	105	0	105	105	0	114	0	114	0	114	0	114	0	114	0	114		
WESTBOUND		Left	37	1	37	0	37	37	6	46	1	46	0	46	1	46	0	46	1	46		
		Left-Through		0							0				0				0			
		Through	476	3	159	11	487	162	132	647	3	216	11	658	3	219	0	658	3	219		
		Through-Right		0							0				0				0			
		Right	129	2	0	13	142	0	17	157	2	0	13	170	2	0	0	170	2	0		
CRITICAL VOLUMES		North-South:	618	North-South:	618	North-South:	677	North-South:	677	North-South:	677	North-South:	677	North-South:	677							
		East-West:	737	East-West:	737	East-West:	834	East-West:	834	East-West:	834	East-West:	834	East-West:	834							
		SUM:	1355	SUM:	1355	SUM:	1511	SUM:	1511	SUM:	1511	SUM:	1511									
VOLUME/CAPACITY (V/C) RATIO:			0.985			0.985			1.099			1.099			1.099							
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.985			0.985			1.099			1.099			1.099							
LEVEL OF SERVICE (LOS):			E			E			F			F			F							

REMARKS: capacity reduced due to up stream volumes and delays

Version: 1i Beta; 8/4/2011

## PROJECT IMPACT

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



# Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			HAYVENHURST AV			Year of Count:			2016		Ambient Growth: (%)			2		Conducted by:		JTO		Date:		6/1/2018	
3		East-West Street:			VENTURA BL			Projection Year:			2020		Peak Hour:			PM		Reviewed by:				Project:		16161 VENTURA	
No. of Phases					4			4			4			4			4			4					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					1			1			1			1			1			1					
Right Turns: FREE-1, NRTOR-2 or OLA-3?					NB-- 0 SB-- 3			NB-- 0 SB-- 3			NB-- 0 SB-- 3			NB-- 0 SB-- 3			NB-- 0 SB-- 3								
ATSAC-1 or ATSAC+ATCS-2?					EB-- 0 WB-- 3			EB-- 0 WB-- 3			EB-- 0 WB-- 3			EB-- 0 WB-- 3			EB-- 0 WB-- 3								
Override Capacity					0			0			0			0			0			0					
MOVEMENT					EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION						
					Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume			
NORTHBOUND		Left	207	1	207	0	207	207	0	224	1	224	0	224	1	224	0	224	1	224					
		Left-Through		0						0					0				0						
		Through	387	1	244	0	387	244	0	419	1	267	0	419	1	267	0	419	1	267					
		Through-Right		1						1					1				1						
		Right	101	0	101	0	101	101	6	115	0	115	0	115	0	115	0	115	0	115					
SOUTHBOUND		Left	242	2	133	6	248	136	8	270	2	149	6	276	2	152	0	276	2	152					
		Left-Through		0						0					0				0						
		Through	162	1	162	0	162	162	0	175	1	175	0	175	1	175	0	175	1	175					
		Through-Right		0						0					0				0						
		Right	268	1	85	0	268	85	6	296	1	97	0	296	1	97	0	296	1	97					
EASTBOUND		Left	183	1	183	0	183	183	1	199	1	199	0	199	1	199	0	199	1	199					
		Left-Through		0						0					0				0						
		Through	1167	2	420	5	1172	422	175	1438	2	513	5	1443	2	515	0	1443	2	515					
		Through-Right		1						1					1				1						
		Right	93	0	93	0	93	93	0	101	0	101	0	101	0	101	0	101	0	101					
WESTBOUND		Left	44	1	44	0	44	44	5	53	1	53	0	53	1	53	0	53	1	53					
		Left-Through		0						0					0				0						
		Through	1477	3	492	0	1477	492	122	1721	3	574	0	1721	3	574	0	1721	3	574					
		Through-Right		0						0					0				0						
		Right	656	2	228	0	656	225	14	724	2	249	0	724	2	246	0	724	2	246					
CRITICAL VOLUMES		North-South:	406	North-South:	406	North-South:	442	North-South:	442	North-South:	442														
		East-West:	675	East-West:	675	East-West:	773	East-West:	773	East-West:	773														
		SUM:	1081	SUM:	1081	SUM:	1215	SUM:	1215	SUM:	1215														
VOLUME/CAPACITY (V/C) RATIO:			0.786	0.786	0.884	0.884	0.884	0.884																	
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.786	0.786	0.884	0.884	0.884	0.884																	
LEVEL OF SERVICE (LOS):			C	C	D	D	D	D																	

REMARKS: capacity reduced due to up stream volumes and delays

Version: 1i Beta; 8/4/2011

## PROJECT IMPACT

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



# Level of Service Worksheet (Circular 212 Method)

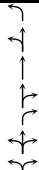

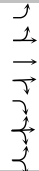
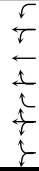


I/S #:		North-South Street:		LIBBIT AVENUE			Year of Count:		2016		Ambient Growth: (%)		2		Conducted by:		JTO		Date:		6/1/2018	
4		East-West Street:		VENTURA BOULEVARD			Projection Year:		2020		Peak Hour:		AM		Reviewed by:				Project:		16161 VENTURA	
No. of Phases				2			2				2				2				2			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0				0				0				0			
Right Turns: FREE-1, NRTOR-2 or OLA-3?				NB-- 0 SB-- 0 EB-- 0 WB-- 0			NB-- 0 SB-- 0 EB-- 0 WB-- 0				NB-- 0 SB-- 0 EB-- 0 WB-- 0				NB-- 0 SB-- 0 EB-- 0 WB-- 0				NB-- 0 SB-- 0 EB-- 0 WB-- 0			
ATSAC-1 or ATSAC+ATCS-2?				0			0				0				0				0			
Override Capacity				0			0				0				0				0			
MOVEMENT				EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
				Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND		Left	20	1	20	0	20	20	9	31	1	31	0	31	1	31	0	31	1	31		
		Left-Through		0							0				0				0			
		Through	13	0	62	0	13	62	4	18	0	82	0	18	0	82	0	18	0	82		
		Through-Right		1							1				1				1			
		Right	49	0	0	0	49	0	11	64	0	0	0	64	0	0	0	64	0	0		
		Left-Through-Right		0						0				0				0				
		Left-Right		0						0				0				0				
SOUTHBOUND		Left	68	1	68	0	68	68	0	74	1	74	0	74	1	74	0	74	1	74		
		Left-Through		0							0				0				0			
		Through	15	0	64	0	15	64	2	18	0	75	0	18	0	75	0	18	0	75		
		Through-Right		1							1				1				1			
		Right	49	0	0	0	49	0	4	57	0	0	0	57	0	0	0	57	0	0		
		Left-Through-Right		0						0				0				0				
		Left-Right		0						0				0				0				
EASTBOUND		Left	164	1	164	0	164	164	5	183	1	183	0	183	1	183	0	183	1	183		
		Left-Through		0							0				0				0			
		Through	2705	2	919	0	2705	919	100	3028	2	1028	0	3028	2	1028	0	3028	2	1028		
		Through-Right		1							1				1				1			
		Right	51	0	51	0	51	51	0	55	0	55	0	55	0	55	0	55	0	55		
		Left-Through-Right		0						0				0				0				
		Left-Right		0						0				0				0				
WESTBOUND		Left	23	1	23	0	23	23	3	28	1	28	0	28	1	28	0	28	1	28		
		Left-Through		0							0				0				0			
		Through	591	2	217	23	614	225	190	830	2	299	23	853	2	306	0	853	2	306		
		Through-Right		1							1				1				1			
		Right	60	0	60	0	60	60	1	66	0	66	0	66	0	66	0	66	0	66		
		Left-Through-Right		0						0				0				0				
		Left-Right		0						0				0				0				
CRITICAL VOLUMES				North-South: 130 East-West: 942 SUM: 1072			North-South: 130 East-West: 942 SUM: 1072			North-South: 156 East-West: 1056 SUM: 1212				North-South: 156 East-West: 1056 SUM: 1212				North-South: 156 East-West: 1056 SUM: 1212				
VOLUME/CAPACITY (V/C) RATIO:				0.715			0.715			0.808				0.808				0.808				
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.715			0.715			0.808				0.808				0.808				
LEVEL OF SERVICE (LOS):				C			C			D				D				D				



# Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:		LIBBIT AVENUE			Year of Count:		2016		Ambient Growth: (%)		2		Conducted by:		JTO		Date:		6/1/2018	
4		East-West Street:		VENTURA BOULEVARD			Projection Year:		2020		Peak Hour:		PM		Reviewed by:				Project:		16161 VENTURA	
No. of Phases				2			2				2				2				2			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0				0				0				0			
Right Turns: FREE-1, NRTOR-2 or OLA-3?				0			0				0				0				0			
ATSAC-1 or ATSAC+ATCS-2?				0			0				0				0				0			
Override Capacity				0			0				0				0				0			
MOVEMENT				EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
				Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND		Left	67	1	67	0	67	67	11	84	1	84	0	84	1	84	0	84	1	84		
		Left-Through		0						0				0		0		0				
		Through	26	0	92	0	26	92	4	32	0	116	0	32	0	116	0	32	0	116		
		Through-Right		1						1				1		1		1				
		Right	66	0	0	0	66	0	13	84	0	0	0	84	0	0	0	84	0	0		
		Left-Through-Right		0					0				0		0		0					
		Left-Right		0					0				0		0		0					
SOUTHBOUND		Left	90	1	90	0	90	90	0	97	1	97	0	97	1	97	0	97	1	97		
		Left-Through		0						0				0		0		0				
		Through	35	0	232	0	35	232	6	44	0	267	0	44	0	267	0	44	0	267		
		Through-Right		1						1				1		1		1				
		Right	197	0	0	0	197	0	10	223	0	0	0	223	0	0	0	223	0	0		
		Left-Through-Right		0					0				0		0		0					
		Left-Right		0					0				0		0		0					
EASTBOUND		Left	51	1	51	0	51	51	6	61	1	61	0	61	1	61	0	61	1	61		
		Left-Through		0						0				0		0		0				
		Through	1345	2	466	11	1356	470	211	1667	2	575	11	1678	2	578	0	1678	2	578		
		Through-Right		1						1				1		1		1				
		Right	53	0	53	0	53	53	0	57	0	57	0	57	0	57	0	57	0	57		
		Left-Through-Right		0					0				0		0		0					
		Left-Right		0					0				0		0		0					
WESTBOUND		Left	87	1	87	0	87	87	5	99	1	99	0	99	1	99	0	99	1	99		
		Left-Through		0						0				0		0		0				
		Through	1872	2	655	0	1872	655	130	2156	2	753	0	2156	2	753	0	2156	2	753		
		Through-Right		1						1				1		1		1				
		Right	93	0	93	0	93	93	1	102	0	102	0	102	0	102	0	102	0	102		
		Left-Through-Right		0					0				0		0		0					
		Left-Right		0					0				0		0		0					
CRITICAL VOLUMES				North-South: 299 East-West: 706 SUM: 1005			North-South: 299 East-West: 706 SUM: 1005			North-South: 351 East-West: 814 SUM: 1165				North-South: 351 East-West: 814 SUM: 1165				North-South: 351 East-West: 814 SUM: 1165				
VOLUME/CAPACITY (V/C) RATIO:				0.670			0.670			0.777				0.777				0.777				
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.670			0.670			0.777				0.777				0.777				
LEVEL OF SERVICE (LOS):				B			B			C				C				C				



# Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:		WOODLEY AVENUE		Year of Count:		2016		Ambient Growth: (%)		2		Conducted by:		JTO		Date:		6/1/2018	
5		East-West Street:		VENTURA BOULEVARD		Projection Year:		2020		Peak Hour:		AM		Reviewed by:				Project:		16161 VENTURA	
No. of Phases				2		2		2		2		2		2		2		2		2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0		0		0		0		0		0		0		0		0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?				NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0			
ATSAC-1 or ATSAC+ATCS-2?				0		0		0		0		0		0		0		0		0	
Override Capacity				0		0		0		0		0		0		0		0		0	
MOVEMENT				EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
				Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND		Left	44	1	44	0	44	44	2	50	1	50	0	50	1	50	0	50	1	50	
		Left-Through		0						0		0			0			0		0	
		Through	17	0	56	0	17	56	0	18	0	60	0	18	0	60	0	18	0	60	
		Through-Right		1						1					1			1			
		Right	39	0	0	0	39	0	0	42	0	0	0	42	0	0	0	42	0	0	
		Left-Through-Right		0					0					0			0		0		
		Left-Right		0					0					0			0		0		
SOUTHBOUND		Left	31	1	31	0	31	31	0	34	1	34	0	34	1	34	0	34	1	34	
		Left-Through		0						0		0			0			0		0	
		Through	14	0	46	0	14	46	0	15	0	51	0	15	0	51	0	15	0	51	
		Through-Right		1						1					1			1			
		Right	32	0	0	0	32	0	1	36	0	0	0	36	0	0	0	36	0	0	
		Left-Through-Right		0					0					0			0		0		
		Left-Right		0					0					0			0		0		
EASTBOUND		Left	89	1	89	0	89	89	1	97	1	97	0	97	1	97	0	97	1	97	
		Left-Through		0						0		0			0			0		0	
		Through	2581	2	879	13	2594	883	99	2893	2	985	13	2906	2	989	0	2906	2	989	
		Through-Right		1						1					1			1			
		Right	56	0	56	0	56	56	1	62	0	62	0	62	0	62	0	62	0	62	
		Left-Through-Right		0					0					0			0		0		
		Left-Right		0					0					0			0		0		
WESTBOUND		Left	20	1	20	0	20	20	1	23	1	23	0	23	1	23	0	23	1	23	
		Left-Through		0						0		0			0			0		0	
		Through	575	2	209	0	575	209	192	814	2	290	0	814	2	290	0	814	2	290	
		Through-Right		1						1					1			1			
		Right	53	0	53	0	53	53	0	57	0	57	0	57	0	57	0	57	0	57	
		Left-Through-Right		0					0					0			0		0		
		Left-Right		0					0					0			0		0		
CRITICAL VOLUMES				North-South: 90 East-West: 899 SUM: 989		North-South: 90 East-West: 903 SUM: 993		North-South: 101 East-West: 1008 SUM: 1109				North-South: 101 East-West: 1012 SUM: 1113				North-South: 101 East-West: 1012 SUM: 1113					
VOLUME/CAPACITY (V/C) RATIO:				0.659		0.662		0.739				0.742				0.742					
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.659		0.662		0.739				0.742				0.742					
LEVEL OF SERVICE (LOS):				B		B		C				C				C					

REMARKS: capacity reduced due to upstream volume and delay

Version: 1i Beta; 8/4/2011

## PROJECT IMPACT

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



# Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:		WOODLEY AVENUE		Year of Count:		2016		Ambient Growth: (%)		2		Conducted by:		JTO		Date:		6/1/2018	
5		East-West Street:		VENTURA BOULEVARD		Projection Year:		2020		Peak Hour:		PM		Reviewed by:				Project:		16161 VENTURA	
No. of Phases				2		2				2				2				2			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0		0				0				0				0			
Right Turns: FREE-1, NRTOR-2 or OLA-3?				NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0				NB-- 0 SB-- 0 EB-- 0 WB-- 0				NB-- 0 SB-- 0 EB-- 0 WB-- 0				NB-- 0 SB-- 0 EB-- 0 WB-- 0			
ATSAC-1 or ATSAC+ATCS-2?				0		0				0				0				0			
Override Capacity				0		0				0				0				0			
MOVEMENT				EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
				Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND		Left	96	1	96	0	96	96	2	106	1	106	0	106	1	106	0	106	1	106	
		Left-Through		0					0		0		0		0		0		0		
		Through	46	0	122	0	46	122	0	50	0	132	0	50	0	132	0	50	0	132	
		Through-Right		1					1		1		1		1		1		1		
		Right	76	0	0	0	76	0	0	82	0	0	0	82	0	0	0	82	0	0	
SOUTHBOUND		Left-Through-Right		0					0		0		0		0		0		0		
		Left-Right		0					0		0		0		0		0		0		
		Left	132	1	132	0	132	132	0	143	1	143	0	143	1	143	0	143	1	143	
		Left-Through		0					0		0		0		0		0		0		
		Through	26	0	132	0	26	132	0	28	0	144	0	28	0	144	0	28	0	144	
EASTBOUND		Through-Right		1					1		1		1		1		1		1		
		Right	106	0	0	0	106	0	1	116	0	0	0	116	0	0	0	116	0	0	
		Left-Through-Right		0					0		0		0		0		0		0		
		Left-Right		0					0		0		0		0		0		0		
		Left	74	1	74	0	74	74	1	81	1	81	0	81	1	81	0	81	1	81	
WESTBOUND		Left-Through		0					0		0		0		0		0		0		
		Through	1398	2	495	0	1398	495	204	1717	2	604	0	1717	2	604	0	1717	2	604	
		Through-Right		1					1		1		1		1		1		1		
		Right	87	0	87	0	87	87	1	95	0	95	0	95	0	95	0	95	0	95	
		Left-Through-Right		0					0		0		0		0		0		0		
CRITICAL VOLUMES		Left-Right		0					0		0		0		0		0		0		
		Left	66	1	66	0	66	66	0	71	1	71	0	71	1	71	0	71	1	71	
		Left-Through		0					0		0		0		0		0		0		
		Through	1657	2	595	14	1671	600	145	1939	2	693	14	1953	2	697	0	1953	2	697	
		Through-Right		1					1		1		1		1		1		1		
VOLUME/CAPACITY (V/C) RATIO: V/C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):		Right	128	0	128	0	128	128	0	139	0	139	0	139	0	139	0	139	0	139	
		Left-Through-Right		0					0		0		0		0		0		0		
		Left-Right		0					0		0		0		0		0		0		
		North-South: East-West: SUM:	254 669 923	North-South: East-West: SUM:	254 674 928	North-South: East-West: SUM:	275 774 1049	North-South: East-West: SUM:	275 778 1053	North-South: East-West: SUM:	275 778 1053										
		VOLUME/CAPACITY (V/C) RATIO: V/C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):	0.615 0.615 B	0.619 0.619 B	0.699 0.699 B	0.702 0.702 C	0.702 0.702 C														

REMARKS: Capacity reduced due to upstream volume and delay

Version: 1i Beta; 8/4/2011

## PROJECT IMPACT

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



# Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:		HASKELL AVENUE			Year of Count:		2016		Ambient Growth: (%)		2		Conducted by:		JTO		Date:		6/1/2018	
6		East-West Street:		VENTURA BOULEVARD			Projection Year:		2020		Peak Hour:		AM		Reviewed by:				Project:		16161 VENTURA	
No. of Phases				3			3				3				3				3			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			1				1				1				1			
Right Turns: FREE-1, NRTOR-2 or OLA-3?				2			2				2				2				2			
ATSAC-1 or ATSAC+ATCS-2?				0			0				0				0				0			
Override Capacity				0			0				0				0				0			
MOVEMENT				EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
				Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND		Left	24	0	24	0	24	24	0	26	0	26	0	26	0	26	0	26	0	26	0	26
		Left-Through		0						0		0		0		0		0		0		0
		Through	10	0	95	0	10	95	0	11	0	103	0	11	0	103	0	11	0	103	0	103
		Through-Right		0						0		0		0		0		0		0		0
		Right	61	0	0	0	61	0	0	66	0	0	0	66	0	0	0	66	0	0	0	0
SOUTHBOUND		Left		1						1		327		486	1	327		486	1	327		486
		Left-Through	434	0	288	0	434	288	16	486	0	327	0	486	0	327	0	486	0	327	0	486
		Through	19	0	288	0	19	288	0	21	0	327	0	21	0	327	0	21	0	327	0	327
		Through-Right		0						0		0		0		0		0		0		0
		Right	123	0	0	0	123	0	13	146	0	0	0	146	0	0	0	146	0	0	0	0
EASTBOUND		Left		1						1		73		73	1	73		73	1	73		73
		Left-Through	59	0	59	0	59	59	9	73	0	73	0	73	0	73	0	73	0	73	0	73
		Through	1990	2	663	13	2003	668	75	2229	2	743	13	2242	2	747	0	2242	2	747	0	747
		Through-Right		1						1		0		0		0		0		0		0
		Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND		Left		1						1		24		24	1	24		24	1	24		24
		Left-Through	22	0	22	0	22	22	0	24	0	24	0	24	0	24	0	24	0	24	0	24
		Through	646	2	240	0	646	240	161	860	2	323	0	860	2	323	0	860	2	323	0	323
		Through-Right		1						1		109		109	1	109		109	1	109		109
		Right	74	0	74	0	74	74	29	109	0	109	0	109	0	109	0	109	0	109	0	109
CRITICAL VOLUMES				North-South: 383 East-West: 685 SUM: 1068			North-South: 383 East-West: 690 SUM: 1073			North-South: 430 East-West: 767 SUM: 1197				North-South: 430 East-West: 771 SUM: 1201				North-South: 430 East-West: 771 SUM: 1201				
VOLUME/CAPACITY (V/C) RATIO:				0.749			0.753			0.840				0.843				0.843				
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.749			0.753			0.840				0.843				0.843				
LEVEL OF SERVICE (LOS):				C			C			D				D				D				

REMARKS: capacity reduced due to upstream volume and delay

Version: 1i Beta; 8/4/2011

## PROJECT IMPACT

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



# Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:		HASKELL AVENUE			Year of Count:		2016		Ambient Growth: (%)		2		Conducted by:		JTO		Date:		6/1/2018	
6		East-West Street:		VENTURA BOULEVARD			Projection Year:		2020		Peak Hour:		PM		Reviewed by:				Project:		16161 VENTURA	
No. of Phases				3			3				3				3				3			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			1				1				1				1			
Right Turns: FREE-1, NRTOR-2 or OLA-3?				2			2				2				2				2			
ATSAC-1 or ATSAC+ATCS-2?				0			0				0				0				0			
Override Capacity				0			0				0				0				0			
MOVEMENT				EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
				Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND		Left	23	0	23	0	23	23	0	25	0	25	0	25	0	25	0	25	0	25		
		Left-Through		0						0				0				0				
		Through	13	0	69	0	13	69	0	14	0	75	0	14	0	75	0	14	0	75		
		Through-Right		0						0				0				0				
		Right	33	0	0	0	33	0	0	36	0	0	0	36	0	0	0	36	0	0		
		Left-Through-Right		1					1				1				1					
		Left-Right		0					0				0				0					
SOUTHBOUND		Left	123	1	123	0	123	123	15	148	1	148	0	148	1	148	0	148	1	148		
		Left-Through		0						0				0				0				
		Through	12	0	127	0	12	136	0	13	0	148	0	13	0	157	0	13	0	157		
		Through-Right		0						0				0				0				
		Right	115	0	0	9	124	0	11	135	0	0	9	144	0	0	0	144	0	0		
		Left-Through-Right		1					1				1				1					
		Left-Right		0					0				0				0					
EASTBOUND		Left	54	1	54	0	54	54	7	65	1	65	0	65	1	65	0	65	1	65		
		Left-Through		0						0				0				0				
		Through	1955	2	652	0	1955	652	189	2305	2	769	0	2305	2	769	0	2305	2	769		
		Through-Right		1						1				1				1				
		Right	2	0	2	0	2	2	0	2	0	2	0	2	0	2	0	2	0	2		
		Left-Through-Right		0					0				0				0					
		Left-Right		0					0				0				0					
WESTBOUND		Left	18	1	18	0	18	18	0	19	1	19	0	19	1	19	0	19	1	19		
		Left-Through		0						0				0				0				
		Through	1419	2	580	5	1424	581	119	1655	2	679	5	1660	2	681	0	1660	2	681		
		Through-Right		1						1				1				1				
		Right	320	0	320	0	320	320	37	383	0	383	0	383	0	383	0	383	0	383		
		Left-Through-Right		0					0				0				0					
		Left-Right		0					0				0				0					
CRITICAL VOLUMES				North-South: 196 East-West: 670 SUM: 866			North-South: 205 East-West: 670 SUM: 875			North-South: 223 East-West: 788 SUM: 1011				North-South: 232 East-West: 788 SUM: 1020				North-South: 232 East-West: 788 SUM: 1020				
VOLUME/CAPACITY (V/C) RATIO:				0.608			0.614			0.709				0.716				0.716				
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.608			0.614			0.709				0.716				0.716				
LEVEL OF SERVICE (LOS):				B			B			C				C				C				

REMARKS: capacity reduced due to upstream volume and delay

Version: 1i Beta; 8/4/2011

## PROJECT IMPACT

Change in v/c due to project:	0.007	Δv/c after mitigation:	0.007
Significant impacted?	NO	Fully mitigated?	N/A



# Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:		SB ON / EB OFF / SHERMAN OAKS			Year of Count:		2016		Ambient Growth: (%):			2		Conducted by:		JTO		Date:		6/1/2018	
7		East-West Street:		VENTURA BOULEVARD			Projection Year:		2020		Peak Hour:			AM		Reviewed by:				Project:		16161 VENTURA	
No. of Phases				0			0				0				0				0				
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			1				1				1				1				
Right Turns: FREE-1, NRTOR-2 or OLA-3?				NB-- 0 SB-- 0			NB-- 0 SB-- 0				NB-- 0 SB-- 0				NB-- 0 SB-- 0				NB-- 0 SB-- 0				
ATSAC-1 or ATSAC+ATCS-2?				EB-- 0 WB-- 2			EB-- 0 WB-- 2				EB-- 0 WB-- 2				EB-- 0 WB-- 2				EB-- 0 WB-- 2				
Override Capacity				0			0				0				0				0				
				1200			#####				1200				1200				1200				
MOVEMENT				EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION					
				Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume		
NORTHBOUND		Left	39	1	39	0	39	39	0	42	1	42	0	42	1	42	0	42	1	42			
		Left-Through		0							0				0				0				
		Through	92	1	92	0	92	92	0	100	1	100	0	100	1	100	0	100	1	100			
		Through-Right		0							0				0				0				
		Right	75	1	22	0	75	22	1	82	1	15	0	82	1	15	0	82	1	15			
SOUTHBOUND		Left-Through-Right		0						0				0				0					
		Left-Right		0						0				0				0					
		Left	168	1	168	0	168	168	30	212	1	212	0	212	1	212	0	212	1	212			
		Left-Through		0							0				0				0				
		Through	13	0	16	0	13	16	0	14	0	23	0	14	0	23	0	14	0	23			
EASTBOUND		Through-Right		1						1				1				1					
		Right	3	0	0	0	3	0	6	9	0	0	0	9	0	0	0	9	0	0			
		Left-Through-Right		0							0				0				0				
		Left-Right		0							0				0				0				
		Left	280	1	280	5	285	285	9	312	1	312	5	317	1	317	0	317	1	317			
WESTBOUND		Left-Through		0						0				0				0					
		Through	1210	2	492	7	1217	494	74	1384	2	557	7	1391	2	559	0	1391	2	559			
		Through-Right		1							1				1				1				
		Right	265	0	265	0	265	265	0	287	0	287	0	287	0	287	0	287	0	287			
		Left-Through-Right		0							0				0				0				
CRITICAL VOLUMES		Left-Right		0						0				0				0					
		Left	106	1	106	0	106	106	20	135	1	135	0	135	1	135	0	135	1	135			
		Left-Through		0							0				0				0				
		Through	1097	2	549	0	1097	549	187	1374	2	687	0	1374	2	687	0	1374	2	687			
		Through-Right		0							0				0				0				
VOLUME/CAPACITY (V/C) RATIO:		Right	556	1	556	0	556	556	35	637	1	637	0	637	1	637	0	637	1	637			
		Left-Through-Right		0							0				0				0				
		Left-Right		0							0				0				0				
		Left																					
		Left-Through																					
CRITICAL VOLUMES				North-South: 260			North-South: 260			North-South: 312				North-South: 312				North-South: 312					
				East-West: 836			East-West: 841			East-West: 999				East-West: 1004				East-West: 1004					
				SUM: 1096			SUM: 1101			SUM: 1311				SUM: 1316				SUM: 1316					
VOLUME/CAPACITY (V/C) RATIO:				0.913			0.918			1.093				1.097				1.097					
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.913			0.918			1.093				1.097				1.097					
LEVEL OF SERVICE (LOS):				E			E			F				F				F					

REMARKS: capacity reduced due to Freeway on ramp constraints and wb right turn demand. SB left turn volume increased by 100 vph based on prior am traffic count history.

Version: 1i Beta; 8/4/2011

## PROJECT IMPACT

Change in v/c due to project:	0.004	Δv/c after mitigation:	0.004
Significant impacted?	NO	Fully mitigated?	N/A



# Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:		SB ON / EB OFF / SHERMAN OAKS		Year of Count:		2016		Ambient Growth: (%):		2		Conducted by:		JTO		Date:		6/1/2018	
7		East-West Street:		VENTURA BOULEVARD		Projection Year:		2020		Peak Hour:		PM		Reviewed by:				Project:		16161 VENTURA	
No. of Phases				0		0				0				0				0			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1		1				1				1				1			
Right Turns: FREE-1, NRTOR-2 or OLA-3?				NB-- 0 SB-- 0		0 0		NB-- 0 SB-- 0		0 0		NB-- 0 SB-- 0		0 0		NB-- 0 SB-- 0		0 0		0 0	
ATSAC-1 or ATSAC+ATCS-2?				0		0				0				0				0			
Override Capacity				1200		#####				1200				1200				1200			
MOVEMENT				EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
				Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND		Left	157	1	157	0	157	157	0	170	1	170	0	170	1	170	0	170	1	170	
		Left-Through		0							0				0				0		
		Through	22	1	22	0	22	22	0	24	1	24	0	24	1	24	0	24	1	24	
		Through-Right		0							0				0				0		
		Right	267	1	241	0	267	241	1	290	1	256	0	290	1	256	0	290	1	256	
SOUTHBOUND		Left	292	1	164	0	292	164	49	365	1	205	0	365	1	205	0	365	1	205	
		Left-Through		0							0				0				0		
		Through	13	0	164	0	13	164	0	14	0	205	0	14	0	205	0	14	0	205	
		Through-Right		0							0				0				0		
		Right	22	0	0	0	22	0	6	30	0	0	0	30	0	0	0	30	0	0	
EASTBOUND		Left	199	1	199	0	199	199	9	224	1	224	0	224	1	224	0	224	1	224	
		Left-Through		0							0				0				0		
		Through	1935	2	660	0	1935	660	195	2290	2	780	0	2290	2	780	0	2290	2	780	
		Through-Right		1							1				1				1		
		Right	45	0	45	0	45	45	0	49	0	49	0	49	0	49	0	49	0	49	
WESTBOUND		Left	53	1	53	0	53	53	12	69	1	69	0	69	1	69	0	69	1	69	
		Left-Through		0							0				0				0		
		Through	1448	2	724	5	1453	727	145	1712	2	856	5	1717	2	859	0	1717	2	859	
		Through-Right		0							0				0				0		
		Right	238	1	238	0	238	238	22	280	1	280	0	280	1	280	0	280	1	280	
CRITICAL VOLUMES			North-South: 405		North-South: 405			North-South: 461			North-South: 461			North-South: 461			North-South: 461			North-South: 461	
			East-West: 923		East-West: 926			East-West: 1080			East-West: 1083			East-West: 1083			East-West: 1083			East-West: 1083	
			SUM: 1328		SUM: 1331			SUM: 1541			SUM: 1544			SUM: 1544			SUM: 1544			SUM: 1544	
VOLUME/CAPACITY (V/C) RATIO:				1.107		1.109				1.284				1.287				1.287			
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.107		1.109				1.284				1.287				1.287			
LEVEL OF SERVICE (LOS):				F		F				F				F				F			

REMARKS: capacity reduced due to Freeway on ramp constraints and wb right turn demand

Version: 1i Beta; 8/4/2011

## PROJECT IMPACT

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





Overland Traffic Consultants, Inc.  
952 Manhattan Beach Boulevard #100  
Manhattan Beach, CA 90266  
Phone (310) 930 - 3303  
E-mail: otc@overlandtraffic.com

June 14, 2018

Armbruster Goldsmith & Delvac LLP  
Attn: Mr. Dave Rand  
12100 Wilshire Blvd., Suite 1600  
Los Angeles, CA 90015

RE: Updated Traffic Assessment for the Proposed Apartment Project  
located at 16161 Ventura Boulevard (DOT Case No. VEN 17 – 106049, ID No. 46155)

Dear Mr. Rand,

Overland Traffic Consultants has updated the traffic analysis for the proposed apartment building located at 16161 Ventura Boulevard (Project) for a second time to reflect another recently filed project on June 7, 2018. This added development project brings the total related projects to 21 development projects. The new related project (#21) consists of a proposed assisted living facility (82,055 s.f.) and new health club (37,798 sf) located at 17017 Ventura Boulevard (CPC-2018-3286-VZC-SPE-ELD-SPP-SPR) replacing approximately 10,000 sf of retail and 15,400 sf of health club use. It should be noted that another commercial project cited by the appellant is a development project located at 16206 - 16218 Ventura Boulevard (Planning Case No. ZA-2017-1767-ZV-SPP). This project is already included on the approved traffic study as related project number 9.

#### Background

LADOT issued its Traffic Assessment approving the proposed apartment Project on February 5, 2018 (attached), more than 3 months before either of the recently added related development projects, i.e., the hotel and the assisted living/health club project filings. The Project has not changed from the prior approval. Notwithstanding this earlier LADOT approval, we have prepared this addendum to provide complete transparency of the potential project - related traffic impacts with the expanded related project listing and to demonstrate that the added related projects #20 and #21 will not change the previous finding that the proposed 114 - unit apartment Project at 16161 Ventura Boulevard will not



have a significant traffic impact. All the project requirements that are identified in the LADOT's February 5, 2018 letter shall remain in effect.

It should also be noted that this addendum analysis is conservative because it assumes no traffic credits for either the new hotel (related #20) for the existing Sherman Hotel or the existing commercial at 17017 Ventura Boulevard (related #21).

The future cumulative traffic conditions "without the project" are shown below in Updated Traffic Study Table 9.

Updated Traffic Study Table 9  
Future (2020) Cumulative Traffic Conditions Without Project

No. Intersection	Peak Hour	Existing		Future (2020) Without Project		Growth
		CMA	LOS	CMA	LOS	
1 Hayvenhurst Ave. & 101 Fwy. WB Off Ramp	AM	0.835	D	0.906	E	+ 0.071
	PM	0.605	B	0.658	B	+ 0.053
2 Hayvenhurst Ave. & 101 Fwy. EB On Ramp / Magnolia Bd.	AM	0.813	D	0.883	D	+ 0.070
	PM	0.657	B	0.713	C	+ 0.056
3 Hayvenhurst Ave. & Ventura Bd.	AM	0.985	E	1.100	F	+ 0.115
	PM	0.786	C	0.889	D	+ 0.103
4 Ventura Bd. & Libbit Ave.	AM	0.715	C	0.809	D	+ 0.094
	PM	0.670	B	0.780	C	+ 0.110
5 Ventura Bd. & Woodley Ave.	AM	0.659	B	0.741	C	+ 0.082
	PM	0.615	B	0.703	C	+ 0.088
6 Ventura Bd. & Haskell Ave.	AM	0.749	C	0.841	D	+ 0.092
	PM	0.608	B	0.713	C	+ 0.105
7 Ventura Bd. & 405 Fwy. SB On / 101 Fwy. EB Off / Sherman Oaks Ave.	AM	0.913	E	1.097	F	+ 0.184
	PM	1.107	F	1.291	F	+ 0.184



The traffic impact of the project is shown in Updated Traffic Study Table 10. As shown below, none of the study intersections are impacted by Project traffic volume using the significant impact criteria established by LADOT. The supporting documents and LOS worksheets are attached for review.

**Updated Traffic Study Table 10  
Future (2020) Traffic Conditions With Project**

No.	Intersection	Peak Hour	Future (2020) Without Project		Future (2020) With Project			Significant Impact
			CMA	LOS	CMA	LOS	IMPACT	
1	Hayvenhurst Ave. & 101 Fwy. WB Off Ramp	AM	0.906	E	0.906	E	0.000	NO
		PM	0.658	B	0.660	B	+ 0.002	NO
2	Hayvenhurst Ave. & 101 Fwy. EB On Ramp / Magnolia Bd.	AM	0.883	D	0.883	D	0.000	NO
		PM	0.713	C	0.713	C	0.000	NO
3	Hayvenhurst Ave. & Ventura Bd.	AM	1.099	F	1.099	F	0.000	NO
		PM	0.884	D	0.884	D	0.000	NO
4	Ventura Bd. & Libbit Ave.	AM	0.808	D	0.808	D	0.000	NO
		PM	0.777	C	0.777	C	0.000	NO
5	Ventura Bd. & Woodley Ave.	AM	0.739	C	0.742	C	+ 0.003	NO
		PM	0.699	B	0.702	C	+ 0.003	NO
6	Ventura Bd. & Haskell Ave.	AM	0.840	D	0.843	D	+ 0.003	NO
		PM	0.709	C	0.716	C	+ 0.007	NO
7	Ventura Bd. & 405 Fwy. SB On / 101 Fwy. EB Off / Sherman Oaks Ave.	AM	1.093	F	1.097	F	+ 0.004	NO
		PM	1.284	F	1.287	F	+ 0.003	NO

Please contact me if you have any questions.

Sincerely,

  
Jerry T. Overland

Attachments





**LADOT PROJECT APPROVAL LETTER (FEBRUARY 5, 2018)**



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

16161 Ventura Boulevard  
DOT Case No. VEN 17-106049  
DOT Project ID No. 46155

Date: February 5, 2018

To: Sarah Hounsell, City Planner  
Department of City Planning

From: Sergio D. Valdez, Transportation Engineer  
Department of Transportation

Subject: **TRAFFIC ASSESSMENT FOR THE PROPOSED APARTMENT AT 16161 VENTURA BOULEVARD**

The Department of Transportation (DOT) has completed the traffic assessment for the proposed apartment at 16161 Ventura Boulevard in the Encino area of the City of Los Angeles. This traffic analysis is based on a traffic study prepared by Overland Traffic Consultants, Inc. dated December 2017. Based on DOT's traffic impact criteria, the traffic study included the detailed analysis of seven intersections and determined that none of the study intersections would be significantly impacted by project-related traffic. The results of the traffic impact analysis are summarized in **Attachment 1**.

**DISCUSSION AND FINDINGS**

A. Project Description

The project proposes to demolish an existing 12,818 square-foot office, 2,831 square-foot medical office, 2,235 square-foot retail, and 1,500 square-foot restaurant, and build 114 unit apartments. The project is expected to be completed by 2020.

B. Trip Generation

The project is estimated to generate a net increase of approximately 221 daily trips, 26 trips during the a.m. peak hour, and 20 trips during the p.m. peak hour. These estimates were derived using trip generation rates from the Institute of Transportation Engineers (ITE) "Trip Generation Handbook, 9<sup>th</sup> Edition, 2012".

Land Use	Size	Daily Trips	AM Peak Hour Trips			PM Peak Hour Trips		
			In	Out	Total	In	Out	Total
Proposed Project								
Apartment	103 units	685	11	42	53	42	22	64
Transit	10%	-68	-1	-4	-5	-4	-2	-6
Affordable Units	11	45	2	4	6	2	2	4
Transit	10%	-4	0	-1	-1	0	0	0
Existing Use								
Office	12,818 sf	141	18	2	20	3	16	19
Transit	10%	-14	-2	0	-2	0	-2	-2



Medical Office	2,831 sf	102	5	2	7	3	7	10
Transit	10%	-10	-1	0	-1	0	-1	-1
Retail	2,235 sf	99	2	1	3	3	3	6
Transit	10%	-10	0	0	0	0	0	0
Pass-by Trips	10%	-9	0	0	0	0	0	0
Restaurant (closed am)	1,500 sf	191	0	0	0	9	6	15
Transit	10%	-19	0	0	0	-1	-1	-2
Pass-by Trips	20%	-34	0	0	0	-2	-1	-3
<b>Total Net Trips</b>		<b>221</b>	<b>-10</b>	<b>36</b>	<b>26</b>	<b>25</b>	<b>-5</b>	<b>20</b>

## PROJECT REQUIREMENTS

### C. Highway Dedication and Street Widening Requirements

Pursuant to Section 10 of the Ventura/Cahuenga Boulevard Corridor Specific Plan, the applicant shall offer all required street and highway dedications and improvements to the satisfaction of DOT and the Department of Public Works, Bureau of Engineering.

Ventura Boulevard is a designated Boulevard II in the Street and Highways Element of the City's Mobility Plan. North side of Ventura Boulevard currently consists of a 50-foot half right-of-way with a 40-foot half roadway, and a 10-foot sidewalk. The standard cross section for Boulevard II is a 55-foot half right-of-way with a 40-foot half roadway, and a 15-foot sidewalk. The applicant shall dedicate 5 feet of land along the entire proposed project frontage on Ventura Boulevard.

The applicant should contact Bureau of Engineering, Department of Public Works to determine any other required street improvements. All required street improvements shall be guaranteed through the B-permit process of BOE before the issuance of any building permit for this project.

### D. Project Impact Assessment (PIA) Fee:

Pursuant to Section 11 of the Ventura/Cahuenga Boulevard Corridor Specific Plan, the applicant shall pay or guarantee to pay a PIA Fee to DOT before the issuance of any building permit. The gross PIA Fee for this project is calculated below and can be paid in either a single payment or through a deferred payment plan. The gross PIA Fee has been reduced based upon evidence provided by the applicant that a legally permitted use existed for a minimum of one year between November 9, 1985 and the date of this letter. The PIA Fee shall be indexed annually; therefore, the PIA Fee may change depending on the actual date when payment is made.

#### **Proposed Land Use (PIA Fee in Encino):**

Residential Floor Area	=	108,636 square-feet
PIA Fee Rate (Category A)	=	\$1.80 per square-foot of floor area
	=	108,636 x \$1.80
<b>Proposed Project PIA Fee</b>	=	<b>\$195,544.80</b>

#### **Existing Land Use (PIA Fee in Encino):**



Office Floor Area	=	12,818 square-feet
PIA Fee Rate (Category B)	=	\$3.39 per square-foot of floor area
	=	12,818 x \$3.39
Existing Use Credit	=	\$43,453.02
Medical Office Floor Area	=	2,831 square-feet
PIA Fee Rate (Category D)	=	\$6.96 per square-foot of floor area
	=	2,831 x \$6.96
Existing Use Credit	=	\$19,703.76
Retail Floor Area	=	2,235 square-feet
PIA Fee Rate (Category C)	=	\$6.17 per square-foot of floor area
	=	2,235 x \$6.17
Existing Use Credit	=	\$13,789.95
Restaurant Floor Area	=	1,500 square-feet
PIA Fee Rate (Category D)	=	\$6.96 per square-foot of floor area
	=	1,500 x \$6.96
Existing Use Credit	=	\$10,440.00
Retail Floor Area (Vacant)	=	1,500 square-feet
PIA Fee Rate (Category C)	=	\$6.17 per square-foot of floor area
	=	1,500 x \$6.17
Existing Use Credit	=	\$9,255.00
Office Floor Area (Vacant)	=	3,107 square-feet
PIA Fee Rate (Category B)	=	\$3.39 per square-foot of floor area
	=	3,107 x \$3.39
Existing Use Credit	=	\$10,532.73
<b>Total Existing Use</b>	=	<b>107,174.46</b>
<b>Proposed Project PIA Fee</b>	=	<b>\$195,544.80</b>
<b>Existing Use Credit</b>	=	<b>- \$107,174.46</b>
<b>Net PIA Fee</b>	=	<b>\$88,370.34</b>

E. Driveway Access and Circulation

This determination does not include approval of the project's driveways, internal circulation, or parking scheme. Final DOT approval shall be obtained prior to issuance of any building permits. This should be accomplished by submitting detailed site and driveway plans with a minimum scale of 1"=40', to DOT's Valley Development Review Section at 6262 Van Nuys Boulevard, Suite 320, Van Nuys, CA 91401. All driveways should be 30 feet and 16 feet wide for two-way and one-way operations, respectively or to the satisfaction of DOT. All delivery truck loading and unloading should take place on site with no vehicles having to back into public right-of-way via any of the project driveways.

If you have any further questions, you may contact Albert Isagulian of my staff at (818) 374-4699.



Attachments

A: 16161VenturaBlvd.doc

c: Fifth Council District  
Ken Firoozmand, DOT West Valley District  
Quyen Phan, Bureau of Engineering  
Ali Nahass, Bureau of Engineering Valley District  
Jerry Overland, Overland Traffic Consultants, Inc.



# ATTACHMENT 1

## 16161 Ventura Boulevard

### Summary of Volume to Capacity Ratios (V/C) and Levels of Service (LOS)

Intersection	Peak Hour	Year 2016 Existing		Year 2016 Existing w/ Project		Year 2020 w/o Project		Year 2020 w/ Project		Project Impact	Significant Impact
		V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	$\Delta V/C$	
1. Hayvenhurst Ave. & 101 Fwy W/B Off-Ramp.	AM	0.567	A	0.567	A	0.615	B	0.615	B	0.000	NO
	PM	0.444	A	0.445	A	0.483	A	0.484	A	0.001	NO
2. Hayvenhurst Ave. & 101 Fwy E/B On-Ramp	AM	0.730	C	0.729	C	0.792	C	0.791	C	-0.001	NO
	PM	0.657	B	0.657	B	0.713	C	0.713	C	0.000	NO
3. Ventura Blvd. & Hayvenhurst Ave.	AM	0.985	E	0.983	E	1.096	F	1.094	F	-0.002	NO
	PM	0.786	C	0.786	C	0.881	D	0.880	D	-0.001	NO
4. Ventura Blvd. & Libbit Ave.	AM	0.715	C	0.715	C	0.805	D	0.805	D	0.000	NO
	PM	0.670	B	0.669	B	0.774	C	0.773	C	-0.001	NO
5. Woodley Ave. & Ventura Blvd.	AM	0.659	B	0.662	B	0.737	C	0.739	C	0.002	NO
	PM	0.615	B	0.619	B	0.697	B	0.699	C	0.002	NO
6. Haskell Ave. & Ventura Blvd.	AM	0.777	C	0.779	C	0.862	D	0.863	D	0.001	NO
	PM	0.630	B	0.636	B	0.732	C	0.738	D	0.006	NO
7. 405 Fwy SB, Ramps, Sherman Oaks Ave, & Ventura Blvd.	AM	0.724	C	0.728	C	0.863	D	0.866	D	0.003	NO
	PM	1.107	F	1.109	F	1.269	F	1,272	F	0.003	NO

### DOT Significant Transportation Impact Thresholds

Level of Service (LOS)	Projected Future Volume to Capacity Ratio (V/C), Including Project	Project-Related Impact ( $\Delta V/C$ )
C	between 0.701 and 0.800	$\geq 0.040$
D	between 0.801 and 0.900	$\geq 0.020$
E, F	$\geq 0.901$	$\geq 0.010$





## **SUPPORTING DOCUMENTATION**



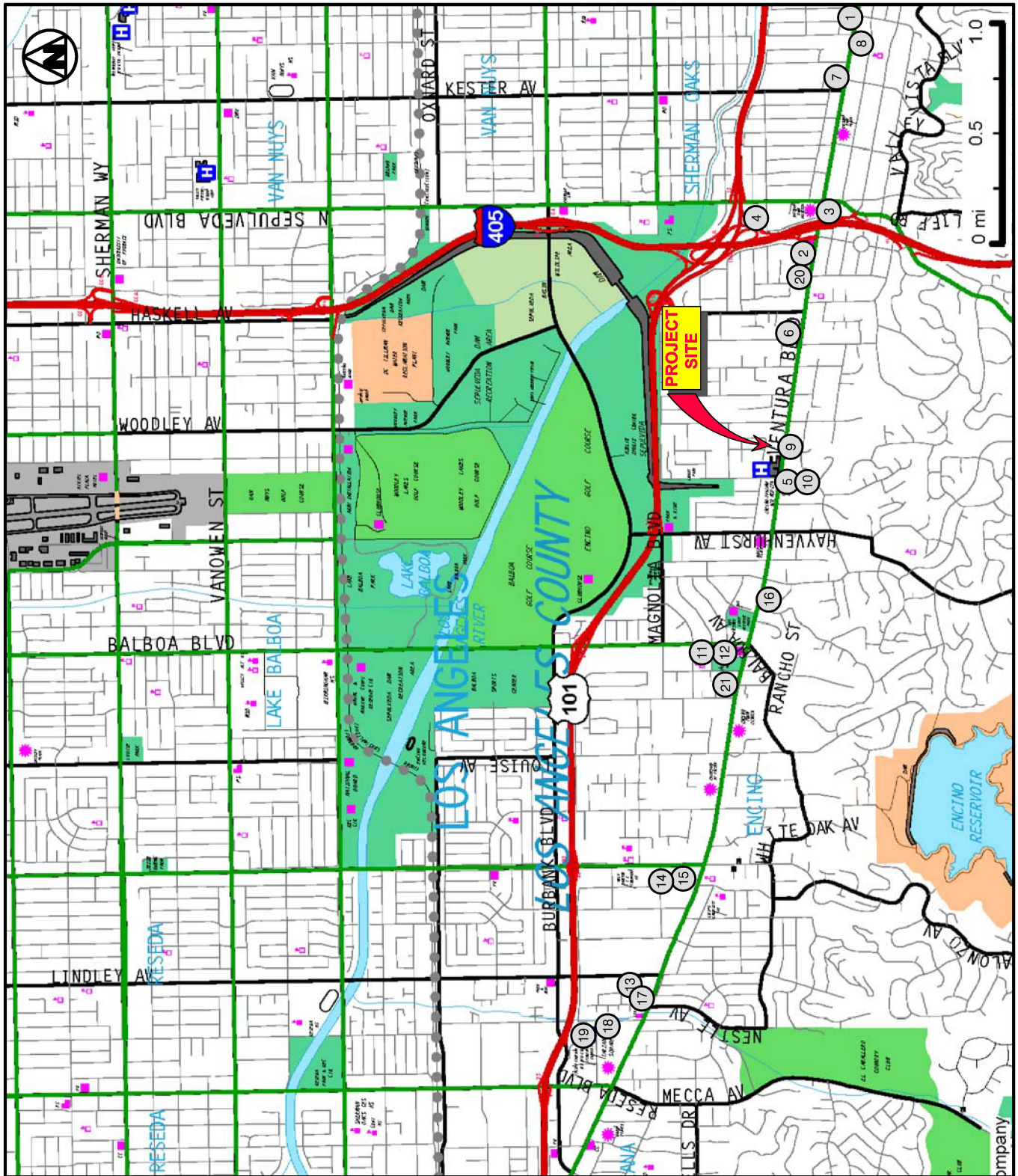


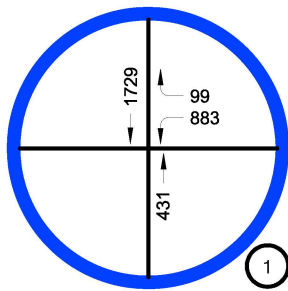
FIGURE 11

6/14/2018

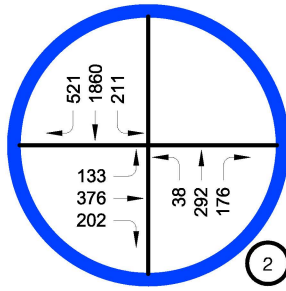
**RELATED PROJECTS LOCATION MAP  
RELATED PROJECT # 20 ADDED**

**Overland Traffic Consultants, Inc.**  
952 Manhattan Beach Bl. #100, Manhattan Beach, CA 90266  
(661) 799 - 8423, [otc@overlandtraffic.com](mailto:otc@overlandtraffic.com)

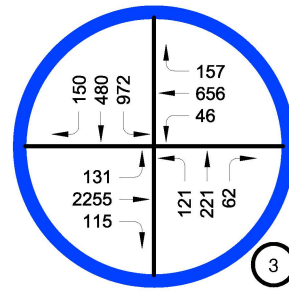




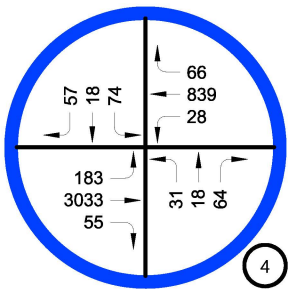
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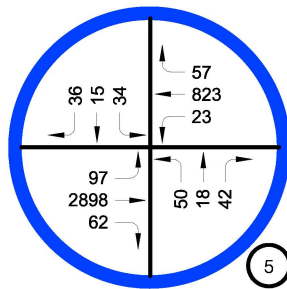
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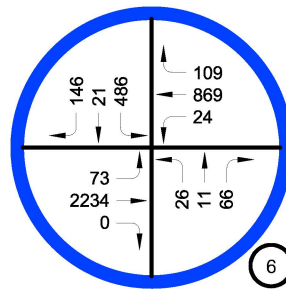
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VENTURA BOULEVARD



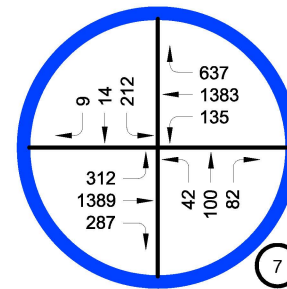
VENTURA BOULEVARD &  
LIBBIT AVENUE



VENTURA BOULEVARD &  
WOODLEY AVENUE



VENTURA BOULEVARD &  
HASKELL AVENUE



VENTURA BOULEVARD &  
405 FWY SB ON / 101 FWY EB OFF RAMP  
/ SHERMAN OAKS AVENUE

FIGURE 12

6/14/2018

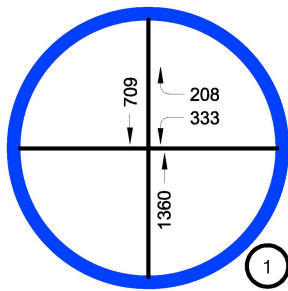
**FUTURE TRAFFIC VOLUMES  
WITHOUT PROJECT  
AM PEAK HOUR**



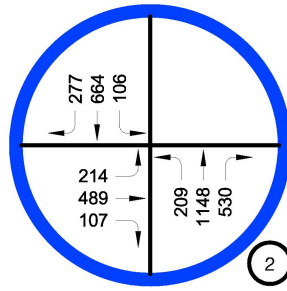
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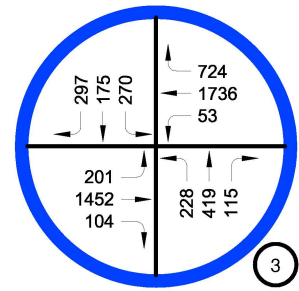




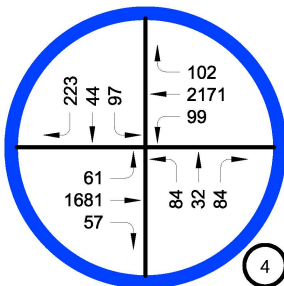
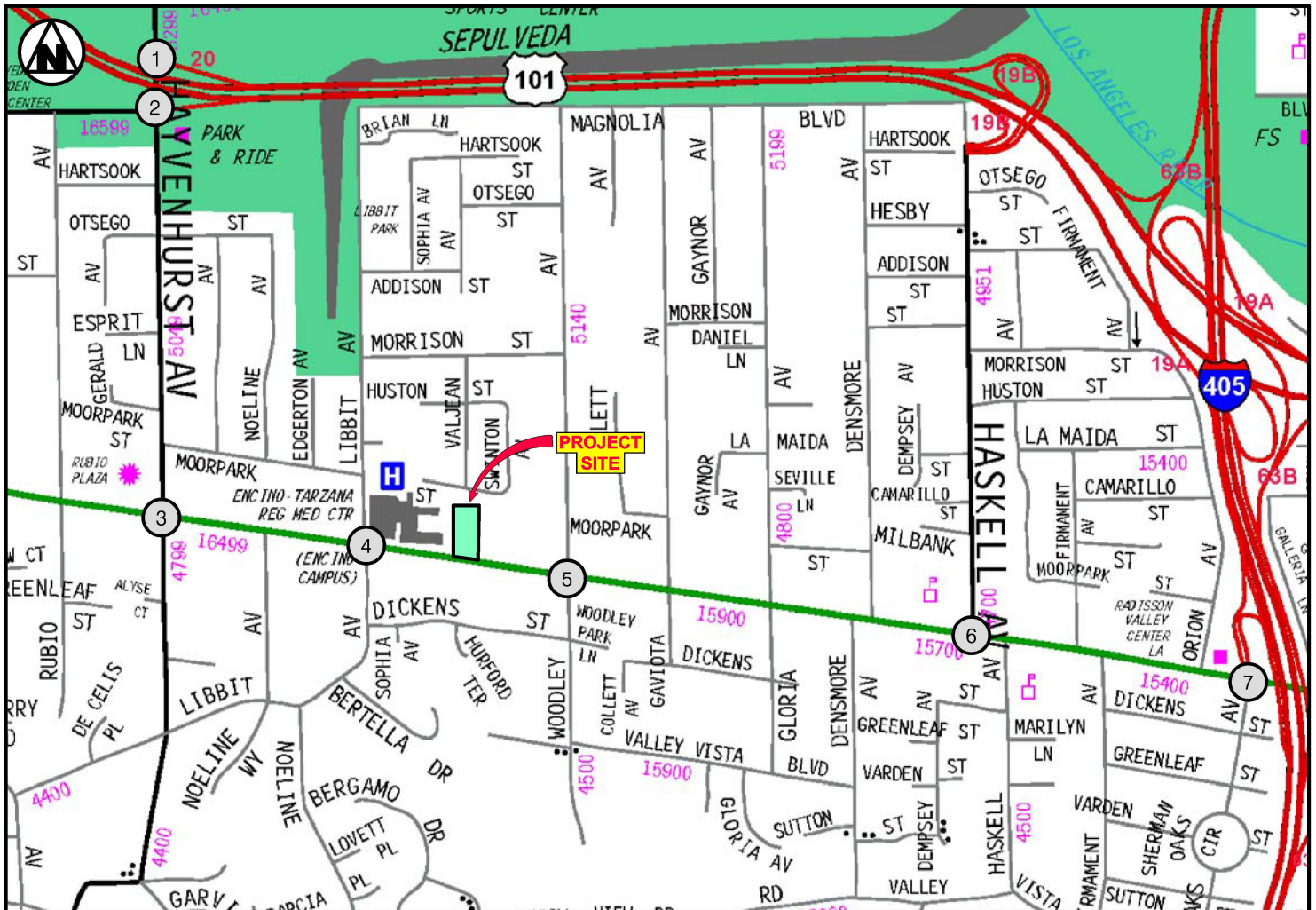
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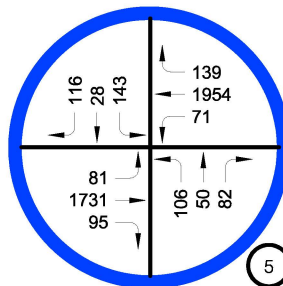
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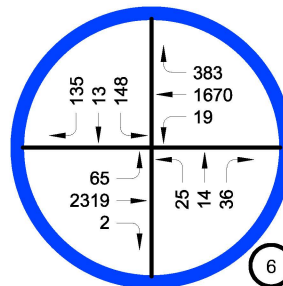
HAYVENHURST AVENUE &  
VENTURA BOULEVARD



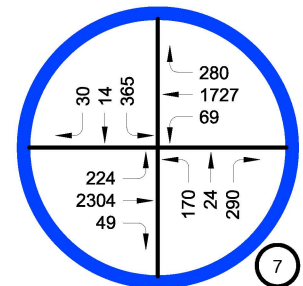
VENTURA BOULEVARD &  
LIBBIT AVENUE



VENTURA BOULEVARD &  
WOODLEY AVENUE



VENTURA BOULEVARD &  
HASKELL AVENUE



VENTURA BOULEVARD &  
405 SB ON / 101 FWY EB OFF RAMP /  
SHERMAN OAKS AVENUE

FIGURE 13

6/14/2018

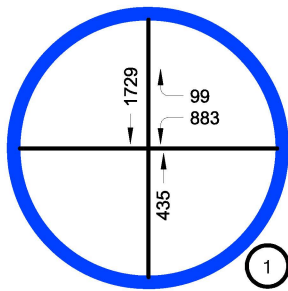
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WITHOUT PROJECT  
PM PEAK HOUR**



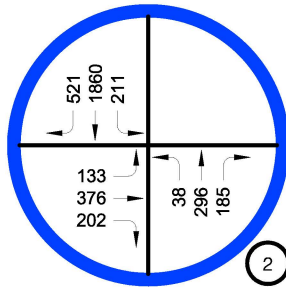
**Overland Traffic Consultants, Inc.**

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(661) 7799 - 8423, [OTC@overlandtraffic.com](mailto:OTC@overlandtraffic.com)

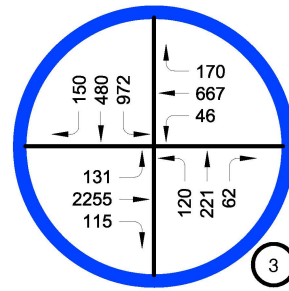




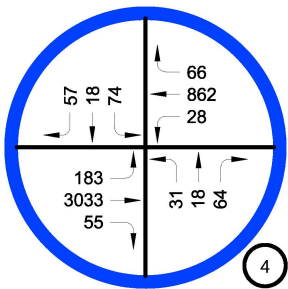
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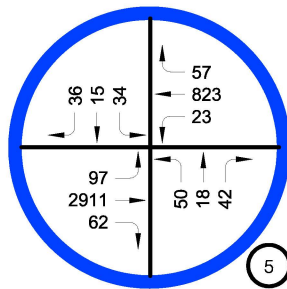
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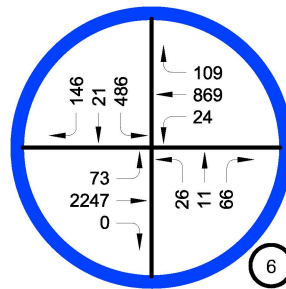
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VENTURA BOULEVARD



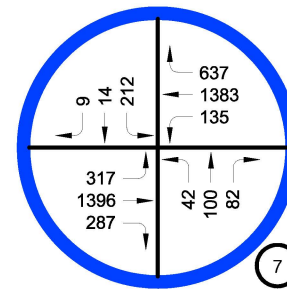
VENTURA BOULEVARD &  
LIBBIT AVENUE



VENTURA BOULEVARD &  
WOODLEY AVENUE



VENTURA BOULEVARD &  
HASKELL AVENUE



VENTURA BOULEVARD &  
405 FWY SB ON / 101 FWY EB OFF RAMP  
/ SHERMAN OAKS AVENUE

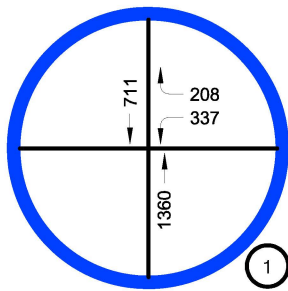
FIGURE 14

6/14/2018

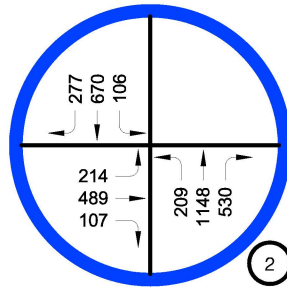
# FUTURE TRAFFIC VOLUMES WITH PROJECT AM PEAK HOUR

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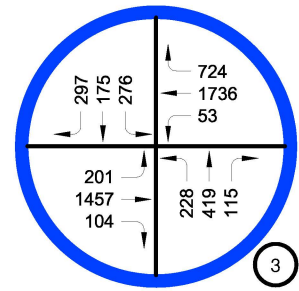




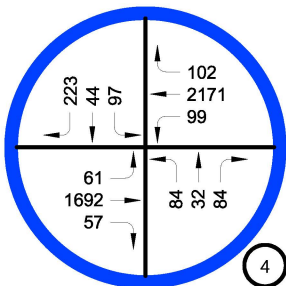
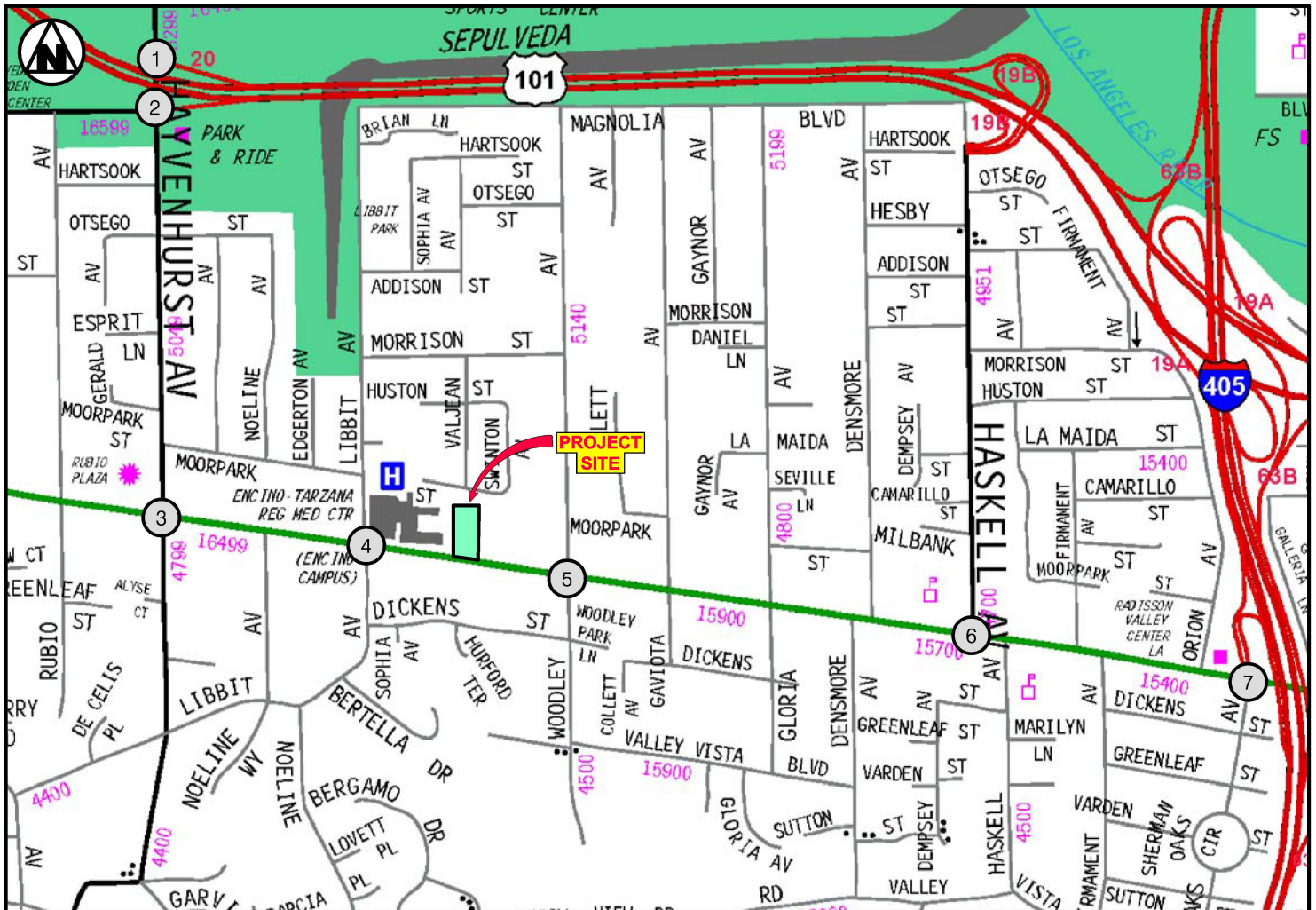
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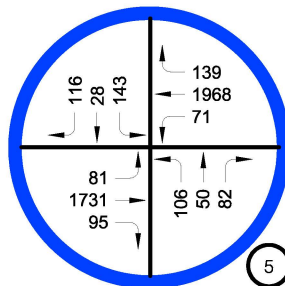
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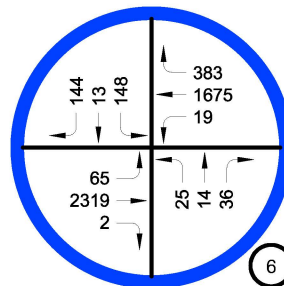
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VENTURA BOULEVARD



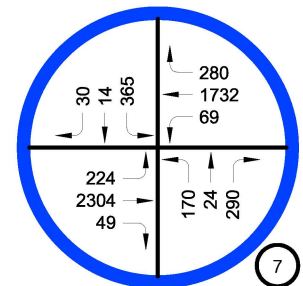
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LIBBIT AVENUE



VENTURA BOULEVARD &  
WOODLEY AVENUE



VENTURA BOULEVARD &  
HASKELL AVENUE



VENTURA BOULEVARD &  
405 SB ON / 101 FWY EB OFF RAMP /  
SHERMAN OAKS AVENUE

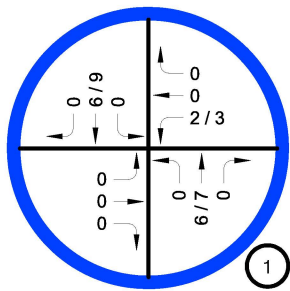
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6/14/2018

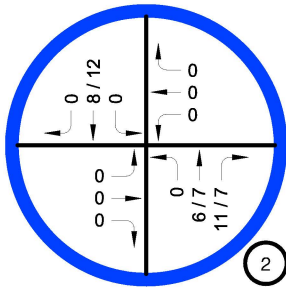
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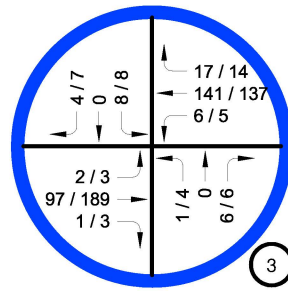




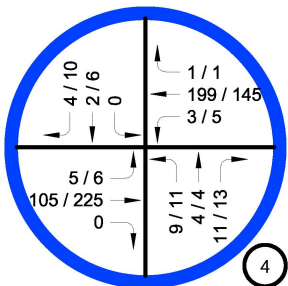
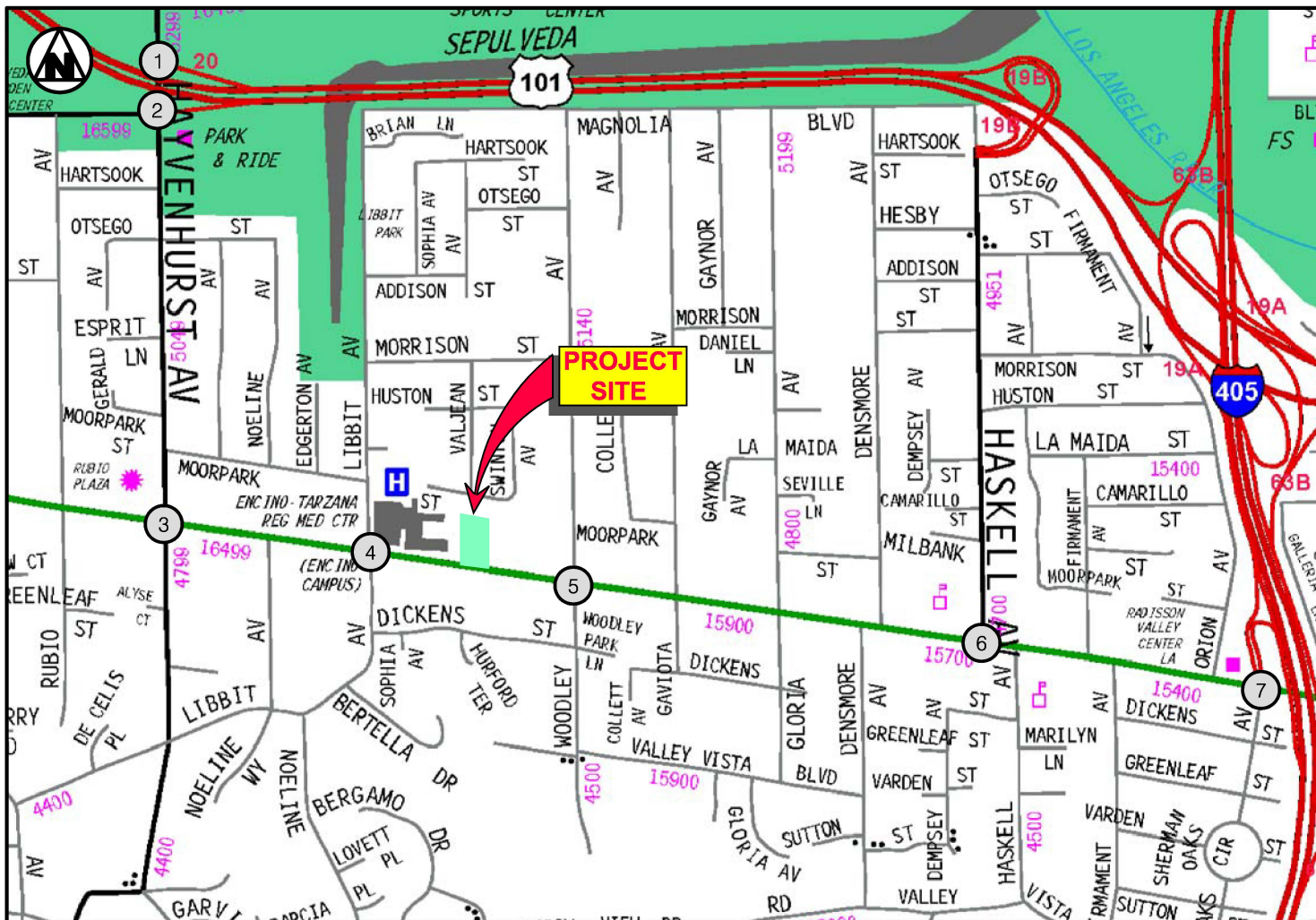
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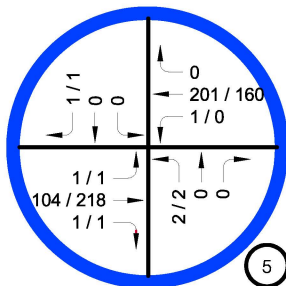
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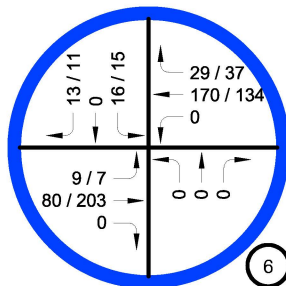
HAYVENHURST AVENUE &  
VENTURA BOULEVARD



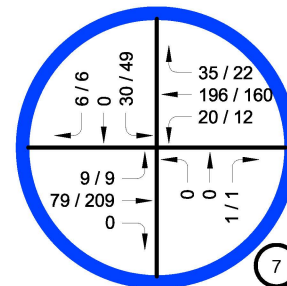
LIBBIT AVENUE &  
VENTURA BOULEVARD



WOODLEY AVENUE &  
VENTURA BOULEVARD



HASKELL AVENUE &  
VENTURA BOULEVARD



405 FWY SB ON / 101 FWY EB OFF  
RAMP / SHERMAN OAKS AVENUE &  
VENTURA BOULEVARD

6/14/2018

## RELATED PROJECT TRAFFIC ASSIGNMENT AM / PM PEAK HOUR

**Overland Traffic Consultants, Inc.**  
952 Manhattan Beach Bl. #100, Manhattan Beach, CA 90266  
(661) 799 - 8423, [OTC@overlandtraffic.com](mailto:OTC@overlandtraffic.com)



No	Location	Size	Description	Daily	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
1	14601 Ventura Boulevard	7,000 sf	Bank replace Office	n/a	9	11	20	23	27	50
2	15445 Ventura Boulevard	2,770 sf	Convenience Store	721	38	40	78	26	22	48
3	15315 Dickens Street	1,250 sf	Coffee Shop	777	27	26	53	7	7	14
4	4805 N Sepulveda Boulevard (Il Villaggio)	325 units 45,000 sf 10,000 sf	Apartment Market Retail	5,844	101	220	321	319	230	549
5	16300 Ventura Boulevard	8,500 sf 49 units	Commercial (max 5500 sf restaurant) Apartment	689	10	23	33	26	36	62
6	15739 Ventura Boulevard	100 students	Pre-school expansion	448	42	38	80	39	43	82
7	14845 Ventura Boulevard	57,040 sf 2,970 sf	Market remodel Bank	5,964	131	82	213	311	301	612
8	14708 Ventura Boulevard	6,880 sf	Restaurant	975	33	22	55	48	42	90
9	16206 - 16218 Ventura Boulevard	7,333 sf 802 sf 4,745 sf	Restaurant Restaurant Gym	894	42	41	83	39	24	63
10	4741 Libbit Avenue	33 units	Condominiums	192	2	12	14	11	6	17
11	5015 - 5041 Balboa Boulevard	42 units	Condominiums	244	3	15	18	15	7	22
12	4940 Paso Robles	66 units	Apartments	439	7	27	34	27	14	41
13	5239 Lindley Avenue	58 units	Condominiums less 39 apts. (2005)	78	0	5	5	4	2	6
14	5168 Yarmouth Avenue	43 units	Condominiums less 29 apts. (2006)	57	0	4	4	3	1	4
15	5130 Yarmouth Avenue	70 units	Condominiums less 53 apts. (2009)	55	0	4	4	3	0	3
16	1671 Oak View Drive	20 units	Condominiums	116	2	7	9	7	3	10
17	18131 Ventura Boulevard	138,714 sf	Medical Office	3,290	216	49	265	59	250	309
18	5411 Etiwanda Avenue	93,376 sf	Medical Office	3,037	153	40	193	78	213	291
19	18321 Clark Street	104,897 sf 11,388 sf 209 beds	Providence Medical Center Office	1,091	114	23	137	30	107	137
20	15485 - 15491 Ventura Boulevard (no credits assumed)	158 rooms	Hotel	1,291	50	34	84	48	47	95
21	17017 Ventura Boulevard (no credits assumed)	82,055 sf 37,798 sf	Assisted Living Health Club	1,340	46	36	72	71	73	143



1 Hayvenhurst Av & US-101 FWY OFFRAMP



# Level of Service Worksheet (Circular 212 Method)

I/S #:	North-South Street:	<b>HAYVENHURST AV</b>		Year of Count:	<b>2016</b>	Ambient Growth: (%):	<b>2</b>	Conducted by:	<b>JTO</b>		Date:	<b>6/14/2018</b>							
<b>1</b>	East-West Street:	<b>101 FWY WB OFF RAMP</b>		Projection Year:	<b>2020</b>	Peak Hour:	<b>PM</b>	Reviewed by:			Project:	<b>16161 VENTURA</b>							
No. of Phases		0		0		0		0		0		0							
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0		0							
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0						
		EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0						
ATSAC-1 or ATSAC+ATCS-2?		0		0		0		0		0		0							
Override Capacity		1100		1100		1100		1100		1100		1100							
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	1250	3	417	0	1250	417	7	1360	3	453	0	1360	3	453	0	1360	3	453
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
SOUTHBOUND	Left		0							0				0				0	
	Left-Through	98	0	0	0	98	0	0	106	0	0	0	106	0	0	0	106	0	0
	Through	549	3	183	2	551	184	9	603	3	201	2	605	3	202	0	605	3	202
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
WESTBOUND	Left	305	1	249	4	309	251	3	333	1	271	4	337	1	273	0	337	1	273
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	192	0	249	0	192	251	0	208	0	271	0	208	0	273	0	208	0	273
	Left-Through-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 417		North-South: 417		North-South: 453		North-South: 453		North-South: 453		North-South: 453		North-South: 453		North-South: 453		North-South: 453	
		East-West: 249		East-West: 251		East-West: 271		East-West: 271		East-West: 273		East-West: 273		East-West: 273		East-West: 273		East-West: 273	
		SUM: 666		SUM: 668		SUM: 724		SUM: 724		SUM: 726		SUM: 726		SUM: 726		SUM: 726		SUM: 726	
VOLUME/CAPACITY (V/C) RATIO:		0.605		0.607		0.658		0.658		0.660		0.660		0.660		0.660		0.660	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.605		0.607		0.658		0.658		0.660		0.660		0.660		0.660		0.660	
LEVEL OF SERVICE (LOS):		<b>B</b>		<b>B</b>		<b>B</b>		<b>B</b>		<b>B</b>		<b>B</b>		<b>B</b>		<b>B</b>		<b>B</b>	

REMARKS: capacity reduced due to upstream volume and delay

Version: 1i Beta; 8/4/2011

## PROJECT IMPACT

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



# Level of Service Worksheet (Circular 212 Method)

<b>I/S #:</b>	<b>North-South Street:</b>	<b>HAYVENHURST AV</b>	<b>Year of Count:</b>	<b>2016</b>	<b>Ambient Growth: (%):</b>	<b>2</b>	<b>Conducted by:</b>	<b>JTO</b>	<b>Date:</b>	<b>6/14/2018</b>									
<b>2</b>	<b>East-West Street:</b>	<b>101 FWY EB ON RAMP / MAGNOLIA</b>	<b>Projection Year:</b>	<b>2020</b>	<b>Peak Hour:</b>	<b>AM</b>	<b>Reviewed by:</b>		<b>Project:</b>	<b>16161 VENTURA</b>									
<b>No. of Phases</b> <b>Opposed Ø'ing: N/S-1, E/W-2 or Both-3?</b> <b>Right Turns: FREE-1, NRTOR-2 or OLA-3?</b> <b>ATSAC-1 or ATSAC+ATCS-2?</b> <b>Override Capacity</b>		<b>2</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>2</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>2</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>2</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>2</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>2</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>2</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>2</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>										
<b>MOVEMENT</b>		<b>EXISTING CONDITION</b>			<b>EXISTING PLUS PROJECT</b>			<b>FUTURE CONDITION W/O PROJECT</b>				<b>FUTURE CONDITION W/ PROJECT</b>				<b>FUTURE W/ PROJECT W/ MITIGATION</b>			
		<b>Volume</b>	<b>No. of Lanes</b>	<b>Lane Volume</b>	<b>Project Traffic</b>	<b>Total Volume</b>	<b>Lane Volume</b>	<b>Added Volume</b>	<b>Total Volume</b>	<b>No. of Lanes</b>	<b>Lane Volume</b>	<b>Added Volume</b>	<b>Total Volume</b>	<b>No. of Lanes</b>	<b>Lane Volume</b>	<b>Added Volume</b>	<b>Total Volume</b>	<b>No. of Lanes</b>	<b>Lane Volume</b>
<b>NORTHBOUND</b>	Left	35	1	35	0	35	35	0	38	1	38	0	38	1	38	0	38	1	38
	Left-Through		0							0				0				0	
	Through	264	2	132	4	268	134	6	292	2	146	4	296	2	148	0	296	2	148
	Through-Right		1							1				1				1	
	Right	152	0	152	9	161	161	11	176	0	176	9	185	0	185	0	185	0	185
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
<b>SOUTHBOUND</b>	Left	195	1	195	0	195	195	0	211	1	211	0	211	1	211	0	211	1	211
	Left-Through		0							0				0				0	
	Through	1711	2	856	0	1711	856	8	1860	2	930	0	1860	2	930	0	1860	2	930
	Through-Right		0							0				0				0	
	Right	481	1	481	0	481	481	0	521	1	521	0	521	1	521	0	521	1	521
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
<b>EASTBOUND</b>	Left	123	0	123	0	123	123	0	133	0	133	0	133	0	133	0	133	0	133
	Left-Through		1							1				1				1	
	Through	347	0	329	0	347	329	0	376	0	356	0	376	0	356	0	376	0	356
	Through-Right		1							1				1				1	
	Right	187	0	329	0	187	329	0	202	0	356	0	202	0	356	0	202	0	356
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
<b>WESTBOUND</b>	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
<b>CRITICAL VOLUMES</b>		<b>North-South:</b>	891		<b>North-South:</b>	891		<b>North-South:</b>	968		<b>North-South:</b>	968		<b>North-South:</b>	968		<b>North-South:</b>	968	
		<b>East-West:</b>	329		<b>East-West:</b>	329		<b>East-West:</b>	356		<b>East-West:</b>	356		<b>East-West:</b>	356		<b>East-West:</b>	356	
		<b>SUM:</b>	1220		<b>SUM:</b>	1220		<b>SUM:</b>	1324		<b>SUM:</b>	1324		<b>SUM:</b>	1324		<b>SUM:</b>	1324	
<b>VOLUME/CAPACITY (V/C) RATIO:</b>			0.813			0.813			0.883			0.883			0.883			0.883	
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>			0.813			0.813			0.883			0.883			0.883			0.883	
<b>LEVEL OF SERVICE (LOS):</b>			<b>D</b>			<b>D</b>			<b>D</b>			<b>D</b>			<b>D</b>			<b>D</b>	

**REMARKS:** S/B capacity reduced to account for lane drop, i.e., 2 thru + rt turn lane

Version: 1i Beta; 8/4/2011

## PROJECT IMPACT

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



# Level of Service Worksheet (Circular 212 Method)

<b>I/S #:</b>	<b>North-South Street:</b>	<b>HAYVENHURST AV</b>	<b>Year of Count:</b>	<b>2016</b>	<b>Ambient Growth: (%):</b>	<b>2</b>	<b>Conducted by:</b>	<b>JTO</b>	<b>Date:</b>	<b>6/14/2018</b>									
<b>2</b>	<b>East-West Street:</b>	<b>101 FWY EB ON RAMP / MAGNOLIA</b>	<b>Projection Year:</b>	<b>2020</b>	<b>Peak Hour:</b>	<b>PM</b>	<b>Reviewed by:</b>		<b>Project:</b>	<b>16161 VENTURA</b>									
<b>No. of Phases</b> <b>Opposed Ø'ing: N/S-1, E/W-2 or Both-3?</b> <b>Right Turns: FREE-1, NRTOR-2 or OLA-3?</b> <b>ATSAC-1 or ATSAC+ATCS-2?</b> <b>Override Capacity</b>		<b>2</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>2</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>2</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>2</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>2</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>2</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>2</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>2</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>										
<b>MOVEMENT</b>		<b>EXISTING CONDITION</b>			<b>EXISTING PLUS PROJECT</b>			<b>FUTURE CONDITION W/O PROJECT</b>				<b>FUTURE CONDITION W/ PROJECT</b>				<b>FUTURE W/ PROJECT W/ MITIGATION</b>			
		<b>Volume</b>	<b>No. of Lanes</b>	<b>Lane Volume</b>	<b>Project Traffic</b>	<b>Total Volume</b>	<b>Lane Volume</b>	<b>Added Volume</b>	<b>Total Volume</b>	<b>No. of Lanes</b>	<b>Lane Volume</b>	<b>Added Volume</b>	<b>Total Volume</b>	<b>No. of Lanes</b>	<b>Lane Volume</b>	<b>Added Volume</b>	<b>Total Volume</b>	<b>No. of Lanes</b>	<b>Lane Volume</b>
<b>NORTHBOUND</b>	Left	193	1	193	0	193	193	0	209	1	209	0	209	1	209	0	209	1	209
	Left-Through		0							0				0				0	
	Through	1054	2	512	0	1054	512	7	1148	2	559	0	1148	2	559	0	1148	2	559
	Through-Right		1							1				1				1	
	Right	483	0	483	0	483	483	7	530	0	530	0	530	0	530	0	530	0	530
	Left-Through-Right		0							0				0				0	
<b>SOUTHBOUND</b>	Left	98	1	98	0	98	98	0	106	1	106	0	106	1	106	0	106	1	106
	Left-Through		0							0				0				0	
	Through	602	2	301	6	608	304	12	664	2	332	6	670	2	335	0	670	2	335
	Through-Right		0							0				0				0	
	Right	256	1	256	0	256	256	0	277	1	277	0	277	1	277	0	277	1	277
	Left-Through-Right		0							0				0				0	
<b>EASTBOUND</b>	Left	198	0	198	0	198	198	0	214	0	214	0	214	0	214	0	214	0	214
	Left-Through		1							1				1				1	
	Through	452	0	375	0	452	375	0	489	0	405	0	489	0	405	0	489	0	405
	Through-Right		1							1				1				1	
	Right	99	0	375	0	99	375	0	107	0	405	0	107	0	405	0	107	0	405
	Left-Through-Right		0							0				0				0	
<b>WESTBOUND</b>	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
<b>CRITICAL VOLUMES</b>		<b>North-South:</b>	610		<b>North-South:</b>	610		<b>North-South:</b>	665		<b>North-South:</b>	665		<b>North-South:</b>	665		<b>North-South:</b>	665	
		<b>East-West:</b>	375		<b>East-West:</b>	375		<b>East-West:</b>	405		<b>East-West:</b>	405		<b>East-West:</b>	405		<b>East-West:</b>	405	
		<b>SUM:</b>	985		<b>SUM:</b>	985		<b>SUM:</b>	1070		<b>SUM:</b>	1070		<b>SUM:</b>	1070		<b>SUM:</b>	1070	
<b>VOLUME/CAPACITY (V/C) RATIO:</b>			0.657			0.657			0.713			0.713			0.713			0.713	
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>			0.657			0.657			0.713			0.713			0.713			0.713	
<b>LEVEL OF SERVICE (LOS):</b>			<b>B</b>			<b>B</b>			<b>C</b>			<b>C</b>			<b>C</b>			<b>C</b>	

**REMARKS:** S/B capacity reduced to account for lane drop, i.e., 2 thru + rt turn lane

Version: 1i Beta; 8/4/2011

## PROJECT IMPACT

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



# Level of Service Worksheet (Circular 212 Method)

I/S #:	North-South Street:	HAYVENHURST AV		Year of Count:	2016	Ambient Growth: (%):	2	Conducted by:	JTO	Date:	6/14/2018								
	East-West Street:	VENTURA BL		Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	16161 VENTURA								
No. of Phases		4		4		4		4		4									
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		1		1		1		1		1									
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 3	NB-- 0	SB-- 3	NB-- 0	SB-- 3	NB-- 0	SB-- 3	NB-- 0	SB-- 3								
		EB-- 0	WB-- 3	EB-- 0	WB-- 3	EB-- 0	WB-- 3	EB-- 0	WB-- 3	EB-- 0	WB-- 3								
ATSAC-1 or ATSAC+ATCS-2?		0		0		0		0		0									
Override Capacity		0		0		0		0		0									
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	111	1	111	0	111	111	1	121	1	121	0	121	1	121	0	121	1	121
	Left-Through		0					0		0		0		0		0		0	
	Through	204	1	128	0	204	128	0	221	1	142	0	221	1	142	0	221	1	142
	Through-Right		1					1		1		1		1		1		1	
	Right	52	0	52	0	52	52	6	62	0	62	0	62	0	62	0	62	0	62
	Left-Through-Right		0					0		0		0		0		0		0	
SOUTHBOUND	Left	891	2	490	0	891	490	8	972	2	535	0	972	2	535	0	972	2	535
	Left-Through		0					0		0		0		0		0		0	
	Through	443	1	443	0	443	443	0	480	1	480	0	480	1	480	0	480	1	480
	Through-Right		0					0		0		0		0		0		0	
	Right	135	1	16	0	135	16	4	150	1	19	0	150	1	19	0	150	1	19
	Left-Through-Right		0					0		0		0		0		0		0	
EASTBOUND	Left	119	1	119	0	119	119	2	131	1	131	0	131	1	131	0	131	1	131
	Left-Through		0					0		0		0		0		0		0	
	Through	1994	2	700	0	1994	700	97	2255	2	790	0	2255	2	790	0	2255	2	790
	Through-Right		1					1		1		1		1		1		1	
	Right	105	0	105	0	105	105	1	115	0	115	0	115	0	115	0	115	0	115
	Left-Through-Right		0					0		0		0		0		0		0	
WESTBOUND	Left	37	1	37	0	37	37	6	46	1	46	0	46	1	46	0	46	1	46
	Left-Through		0					0		0		0		0		0		0	
	Through	476	3	159	11	487	162	141	656	3	219	11	667	3	222	0	667	3	222
	Through-Right		0					0		0		0		0		0		0	
	Right	129	2	0	13	142	0	17	157	2	0	13	170	2	0	0	170	2	0
	Left-Through-Right		0					0		0		0		0		0		0	
CRITICAL VOLUMES	North-South:	618		618	North-South:	618		618	North-South:	677		677	North-South:	677		677	North-South:	677	
	East-West:	737		737	East-West:	737		737	East-West:	836		836	East-West:	836		836	East-West:	836	
	SUM:	1355		1355	SUM:	1355		1355	SUM:	1513		1513	SUM:	1513		1513	SUM:	1513	
VOLUME/CAPACITY (V/C) RATIO:			0.985			0.985		1.100		1.100		1.100		1.100		1.100		1.100	
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.985			0.985		1.100		1.100		1.100		1.100		1.100		1.100	
LEVEL OF SERVICE (LOS):			E			E		F		F		F		F		F		F	

REMARKS: capacity reduced due to up stream volumes and delays

Version: 1i Beta; 8/4/2011

## PROJECT IMPACT

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



# Level of Service Worksheet (Circular 212 Method)

I/S #:	North-South Street:	HAYVENHURST AV		Year of Count:	2016		Ambient Growth: (%):	2		Conducted by:	JTO		Date:	6/14/2018					
	East-West Street:	VENTURA BL		Projection Year:	2020		Peak Hour:	PM		Reviewed by:			Project:	16161 VENTURA					
3	No. of Phases	4			4			4			4			4					
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	1			1			1			1			1					
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 3	NB-- 0	SB-- 3	NB-- 0	SB-- 3	NB-- 0	SB-- 3	NB-- 0	SB-- 3	NB-- 0	SB-- 3	NB-- 0	SB-- 3				
	ATSAC-1 or ATSAC+ATCS-2?	EB-- 0	WB-- 3	EB-- 0	WB-- 3	EB-- 0	WB-- 3	EB-- 0	WB-- 3	EB-- 0	WB-- 3	EB-- 0	WB-- 3	EB-- 0	WB-- 3				
	Override Capacity	0			0			0			0			0					
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	207	1	207	0	207	207	4	228	1	228	0	228	1	228	0	228	1	228
	Left-Through		0							0				0				0	
	Through	387	1	244	0	387	244	0	419	1	267	0	419	1	267	0	419	1	267
	Through-Right		1							1				1				1	
	Right	101	0	101	0	101	101	6	115	0	115	0	115	0	115	0	115	0	115
	Left-Through-Right		0							0				0				0	
SOUTHBOUND	Left	242	2	133	6	248	136	8	270	2	149	6	276	2	152	0	276	2	152
	Left-Through		0							0				0				0	
	Through	162	1	162	0	162	162	0	175	1	175	0	175	1	175	0	175	1	175
	Through-Right		0							0				0				0	
	Right	268	1	85	0	268	85	7	297	1	96	0	297	1	96	0	297	1	96
	Left-Through-Right		0							0				0				0	
EASTBOUND	Left	183	1	183	0	183	183	3	201	1	201	0	201	1	201	0	201	1	201
	Left-Through		0							0				0				0	
	Through	1167	2	420	5	1172	422	189	1452	2	519	5	1457	2	520	0	1457	2	520
	Through-Right		1							1				1				1	
	Right	93	0	93	0	93	93	3	104	0	104	0	104	0	104	0	104	0	104
	Left-Through-Right		0							0				0				0	
WESTBOUND	Left	44	1	44	0	44	44	5	53	1	53	0	53	1	53	0	53	1	53
	Left-Through		0							0				0				0	
	Through	1477	3	492	0	1477	492	137	1736	3	579	0	1736	3	579	0	1736	3	579
	Through-Right		0							0				0				0	
	Right	656	2	228	0	656	225	14	724	2	249	0	724	2	246	0	724	2	246
	Left-Through-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 406		406	North-South: 406		406	North-South: 442		442	North-South: 442		442	North-South: 442		442	North-South: 442		442
		East-West: 675		675	East-West: 675		675	East-West: 780		780	East-West: 780		780	East-West: 780		780	East-West: 780		780
		SUM: 1081		1081	SUM: 1081		1081	SUM: 1222		1222	SUM: 1222		1222	SUM: 1222		1222	SUM: 1222		1222
VOLUME/CAPACITY (V/C) RATIO:				0.786			0.786			0.889			0.889			0.889			0.889
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.786			0.786			0.889			0.889			0.889			0.889
LEVEL OF SERVICE (LOS):				C			C			D			D			D			D

REMARKS: capacity reduced due to up stream volumes and delays

Version: 1i Beta; 8/4/2011

## PROJECT IMPACT

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



4 LIBBIT & VENTURA



# Level of Service Worksheet (Circular 212 Method)

<b>I/S #:</b>	<b>North-South Street:</b>	<b>LIBBIT AVENUE</b>	<b>Year of Count:</b>	<b>2016</b>	<b>Ambient Growth: (%):</b>	<b>2</b>	<b>Conducted by:</b>	<b>JTO</b>	<b>Date:</b>	<b>6/14/2018</b>
<b>4</b>	<b>East-West Street:</b>	<b>VENTURA BOULEVARD</b>	<b>Projection Year:</b>	<b>2020</b>	<b>Peak Hour:</b>	<b>PM</b>	<b>Reviewed by:</b>		<b>Project:</b>	<b>16161 VENTURA</b>
<b>No. of Phases</b> <b>Opposed Ø'ing: N/S-1, E/W-2 or Both-3?</b> <b>Right Turns: FREE-1, NRTOR-2 or OLA-3?</b> <b>ATSAC-1 or ATSAC+ATCS-2?</b> <b>Override Capacity</b>		<b>2</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>2</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>2</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>2</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>2</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>2</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>2</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>2</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	
		<b>NB--</b> <b>0</b> <b>SB--</b> <b>0</b> <b>EB--</b> <b>0</b> <b>WB--</b> <b>0</b>	<b>NB--</b> <b>0</b> <b>SB--</b> <b>0</b> <b>EB--</b> <b>0</b> <b>WB--</b> <b>0</b>	<b>NB--</b> <b>0</b> <b>SB--</b> <b>0</b> <b>EB--</b> <b>0</b> <b>WB--</b> <b>0</b>	<b>NB--</b> <b>0</b> <b>SB--</b> <b>0</b> <b>EB--</b> <b>0</b> <b>WB--</b> <b>0</b>	<b>NB--</b> <b>0</b> <b>SB--</b> <b>0</b> <b>EB--</b> <b>0</b> <b>WB--</b> <b>0</b>	<b>NB--</b> <b>0</b> <b>SB--</b> <b>0</b> <b>EB--</b> <b>0</b> <b>WB--</b> <b>0</b>	<b>NB--</b> <b>0</b> <b>SB--</b> <b>0</b> <b>EB--</b> <b>0</b> <b>WB--</b> <b>0</b>	<b>NB--</b> <b>0</b> <b>SB--</b> <b>0</b> <b>EB--</b> <b>0</b> <b>WB--</b> <b>0</b>	
		<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>
		<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>
		<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>
		<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>
		<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>
		<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>
		<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>
		<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>
		<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>
		<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>
		<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>
		<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>
		<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>
		<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>
		<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>
		<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>
		<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>
		<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>
		<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>
		<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>
		<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>
		<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>
		<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>
		<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> <b>0</b> <b>0</b>	<b>0</b> <b>0</b> <b>0</b> 						



# Level of Service Worksheet (Circular 212 Method)

I/S #:	North-South Street:	<b>WOODLEY AVENUE</b>		Year of Count:	<b>2016</b>		Ambient Growth: (%):	<b>2</b>		Conducted by:	<b>JTO</b>		Date:	<b>6/14/2018</b>					
<b>5</b>	East-West Street:	<b>VENTURA BOULEVARD</b>		Projection Year:	<b>2020</b>		Peak Hour:	<b>AM</b>		Reviewed by:			Project:	<b>16161 VENTURA</b>					
No. of Phases		<b>2</b>		2016		<b>2</b>		2020		2016		<b>2</b>		2020					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		<b>0</b>		NB--		<b>0</b>		SB--		<b>0</b>		NB--		<b>0</b>					
Right Turns: FREE-1, NRTOR-2 or OLA-3?		<b>0</b>		EB--		<b>0</b>		WB--		<b>0</b>		EB--		<b>0</b>					
ATSAC-1 or ATSAC+ATCS-2?		<b>0</b>				<b>0</b>				<b>0</b>				<b>0</b>					
Override Capacity		<b>0</b>				<b>0</b>				<b>0</b>				<b>0</b>					
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	44	1	44	0	44	44	2	50	1	50	0	50	1	50	0	50	1	50
	Left-Through		0							0				0				0	
	Through	17	0	56	0	17	56	0	18	0	60	0	18	0	60	0	18	0	60
	Through-Right		1							1				1				1	
	Right	39	0	0	0	39	0	0	42	0	0	0	42	0	0	0	42	0	0
SOUTHBOUND	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	Left	31	1	31	0	31	31	0	34	1	34	0	34	1	34	0	34	1	34
	Left-Through		0							0				0				0	
	Through	14	0	46	0	14	46	0	15	0	51	0	15	0	51	0	15	0	51
EASTBOUND	Through-Right		1							1				1				1	
	Right	32	0	0	0	32	0	1	36	0	0	0	36	0	0	0	36	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	Left	89	1	89	0	89	89	1	97	1	97	0	97	1	97	0	97	1	97
WESTBOUND	Left-Through		0							0				0				0	
	Through	2581	2	879	13	2594	883	104	2898	2	987	13	2911	2	991	0	2911	2	991
	Through-Right		1							1				1				1	
	Right	56	0	56	0	56	56	1	62	0	62	0	62	0	62	0	62	0	62
	Left-Through-Right		0							0				0				0	
CRITICAL VOLUMES	Left-Right		0							0				0				0	
	Left	20	1	20	0	20	20	1	23	1	23	0	23	1	23	0	23	1	23
	Left-Through		0							0				0				0	
	Through	575	2	209	0	575	209	201	823	2	293	0	823	2	293	0	823	2	293
	Through-Right		1							1				1				1	
VOLUME/CAPACITY (V/C) RATIO:	Right	53	0	53	0	53	53	0	57	0	57	0	57	0	57	0	57	0	57
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	North-South:		90		North-South:	90		North-South:	101		101		North-South:	101		101		North-South:	101
	East-West:	899		East-West:	903		East-West:	1010		1014		East-West:	1014		1014		East-West:	1014	
V/C LESS ATSAC/ATCS ADJUSTMENT:	SUM:	989		SUM:	993		SUM:	1111		1115		SUM:	1115		1115		SUM:	1115	
	0.659		0.659		0.662		0.741		0.741		0.743		0.743		0.743		0.743		
	0.659		0.662		0.741		0.741		0.743		0.743		0.743		0.743		0.743		
	0.659		0.662		0.741		0.741		0.743		0.743		0.743		0.743		0.743		
	0.659		0.662		0.741		0.741		0.743		0.743		0.743		0.743		0.743		
LEVEL OF SERVICE (LOS):	<b>B</b>		<b>B</b>		<b>B</b>		<b>C</b>		<b>C</b>		<b>C</b>		<b>C</b>		<b>C</b>		<b>C</b>		<b>C</b>

REMARKS: capacity reduced due to upstream volume and delay

Version: 1i Beta; 8/4/2011

## PROJECT IMPACT

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



# Level of Service Worksheet (Circular 212 Method)

I/S #:	North-South Street:	WOODLEY AVENUE		Year of Count:	2016		Ambient Growth: (%):	2		Conducted by:	JTO		Date:	6/14/2018					
	East-West Street:	VENTURA BOULEVARD		Projection Year:	2020		Peak Hour:	PM		Reviewed by:			Project:	16161 VENTURA					
5	No. of Phases	2			2			2			2			2					
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	0			0			0			0			0					
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0				
	ATSAC-1 or ATSAC+ATCS-2?	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0				
	Override Capacity	0			0			0			0			0					
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	96	1	96	0	96	96	2	106	1	106	0	106	1	106	0	106	1	106
	Left-Through		0							0				0				0	
	Through	46	0	122	0	46	122	0	50	0	132	0	50	0	132	0	50	0	132
	Through-Right		1							1				1				1	
	Right	76	0	0	0	76	0	0	82	0	0	0	82	0	0	0	82	0	0
	Left-Through-Right		0							0				0				0	
SOUTHBOUND	Left	132	1	132	0	132	132	0	143	1	143	0	143	1	143	0	143	1	143
	Left-Through		0							0				0				0	
	Through	26	0	132	0	26	132	0	28	0	144	0	28	0	144	0	28	0	144
	Through-Right		1							1				1				1	
	Right	106	0	0	0	106	0	1	116	0	0	0	116	0	0	0	116	0	0
	Left-Through-Right		0							0				0				0	
EASTBOUND	Left	74	1	74	0	74	74	1	81	1	81	0	81	1	81	0	81	1	81
	Left-Through		0							0				0				0	
	Through	1398	2	495	0	1398	495	218	1731	2	609	0	1731	2	609	0	1731	2	609
	Through-Right		1							1				1				1	
	Right	87	0	87	0	87	87	1	95	0	95	0	95	0	95	0	95	0	95
	Left-Through-Right		0							0				0				0	
WESTBOUND	Left	66	1	66	0	66	66	0	71	1	71	0	71	1	71	0	71	1	71
	Left-Through		0							0				0				0	
	Through	1657	2	595	14	1671	600	160	1954	2	698	14	1968	2	702	0	1968	2	702
	Through-Right		1							1				1				1	
	Right	128	0	128	0	128	128	0	139	0	139	0	139	0	139	0	139	0	139
	Left-Through-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 254		254	North-South: 254		254	North-South: 275		275	North-South: 275		275	North-South: 275		275	North-South: 275		275
		East-West: 669		669	East-West: 674		674	East-West: 779		779	East-West: 783		783	East-West: 783		783	East-West: 783		783
		SUM: 923		923	SUM: 928		928	SUM: 1054		1054	SUM: 1058		1058	SUM: 1058		1058	SUM: 1058		1058
VOLUME/CAPACITY (V/C) RATIO:				0.615			0.619			0.703			0.705			0.705			0.705
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.615			0.619			0.703			0.705			0.705			0.705
LEVEL OF SERVICE (LOS):				B			B			C			C			C			C

REMARKS: Capacity reduced due to upstream volume and delay

Version: 1i Beta; 8/4/2011

## PROJECT IMPACT

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



# Level of Service Worksheet (Circular 212 Method)

I/S #:	North-South Street:	<b>HASKELL AVENUE</b>		Year of Count:	<b>2016</b>		Ambient Growth: (%):	<b>2</b>		Conducted by:	<b>JTO</b>		Date:	<b>6/14/2018</b>					
	East-West Street:	<b>VENTURA BOULEVARD</b>		Projection Year:	<b>2020</b>		Peak Hour:	<b>AM</b>		Reviewed by:			Project:	<b>16161 VENTURA</b>					
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity			<b>3</b>			<b>3</b>			<b>3</b>			<b>3</b>			<b>3</b>				
			<b>1</b>			<b>1</b>			<b>1</b>			<b>1</b>			<b>1</b>				
	NB--	<b>0</b>	SB--	<b>2</b>	NB--	<b>0</b>	SB--	<b>2</b>	NB--	<b>0</b>	SB--	<b>2</b>	NB--	<b>0</b>	SB--	<b>2</b>			
	EB--	<b>0</b>	WB--	<b>0</b>	EB--	<b>0</b>	WB--	<b>0</b>	EB--	<b>0</b>	WB--	<b>0</b>	EB--	<b>0</b>	WB--	<b>0</b>			
				<b>0</b>			<b>0</b>			<b>0</b>			<b>0</b>			<b>0</b>			
			<b>0</b>			<b>0</b>			<b>0</b>			<b>0</b>			<b>0</b>				
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	24	0	24	0	24	24	0	26	0	26	0	26	0	26	0	26	0	26
	Left-Through		0							0				0				0	
	Through	10	0	95	0	10	95	0	11	0	103	0	11	0	103	0	11	0	103
	Through-Right		0							0				0				0	
	Right	61	0	0	0	61	0	0	66	0	0	0	66	0	0	0	66	0	0
	Left-Through-Right		1							1				1				1	
Left-Right		0							0				0				0		
SOUTHBOUND	Left	434	1	288	0	434	288	16	486	1	327	0	486	1	327	0	486	1	327
	Left-Through		0							0				0				0	
	Through	19	0	288	0	19	288	0	21	0	327	0	21	0	327	0	21	0	327
	Through-Right		0							0				0				0	
	Right	123	0	0	0	123	0	13	146	0	0	0	146	0	0	0	146	0	0
	Left-Through-Right		1							1				1				1	
Left-Right		0							0				0				0		
EASTBOUND	Left	59	1	59	0	59	59	9	73	1	73	0	73	1	73	0	73	1	73
	Left-Through		0							0				0				0	
	Through	1990	2	663	13	2003	668	80	2234	2	745	13	2247	2	749	0	2247	2	749
	Through-Right		1							1				1				1	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
WESTBOUND	Left	22	1	22	0	22	22	0	24	1	24	0	24	1	24	0	24	1	24
	Left-Through		0							0				0				0	
	Through	646	2	240	0	646	240	170	869	2	326	0	869	2	326	0	869	2	326
	Through-Right		1							1				1				1	
	Right	74	0	74	0	74	74	29	109	0	109	0	109	0	109	0	109	0	109
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
CRITICAL VOLUMES	North-South:		383		North-South:	383		North-South:	430		430		North-South:	430		430		North-South:	430
	East-West:		685		East-West:	690		East-West:	769		773		East-West:	773		773		East-West:	773
	SUM:		1068		SUM:	1073		SUM:	1199		1203		SUM:	1203		1203		SUM:	1203
VOLUME/CAPACITY (V/C) RATIO:			0.749			0.753			0.841		0.844			0.844				0.844	
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.749			0.753			0.841		0.844			0.844				0.844	
LEVEL OF SERVICE (LOS):			<b>C</b>			<b>C</b>			<b>D</b>		<b>D</b>			<b>D</b>				<b>D</b>	

REMARKS: capacity reduced due to upstream volume and delay

Version: 1i Beta; 8/4/2011

## PROJECT IMPACT

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



# Level of Service Worksheet (Circular 212 Method)

I/S #:	North-South Street:	<b>HASKELL AVENUE</b>		Year of Count:	<b>2016</b>		Ambient Growth: (%):	<b>2</b>		Conducted by:	<b>JTO</b>		Date:	<b>6/14/2018</b>					
	East-West Street:	<b>VENTURA BOULEVARD</b>		Projection Year:	<b>2020</b>		Peak Hour:	<b>PM</b>		Reviewed by:			Project:	<b>16161 VENTURA</b>					
6	No. of Phases	3			3			3			3			3					
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	1			1			1			1			1					
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 2	NB-- 0	SB-- 2	NB-- 0	SB-- 2	NB-- 0	SB-- 2	NB-- 0	SB-- 2	NB-- 0	SB-- 2	NB-- 0	SB-- 2				
	ATSAC-1 or ATSAC+ATCS-2?	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0				
	Override Capacity	0			0			0			0			0					
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	23	0	23	0	23	23	0	25	0	25	0	25	0	25	0	25	0	25
	Left-Through		0							0				0				0	
	Through	13	0	69	0	13	69	0	14	0	75	0	14	0	75	0	14	0	75
	Through-Right		0							0				0				0	
	Right	33	0	0	0	33	0	0	36	0	0	0	36	0	0	0	36	0	0
	Left-Through-Right		1							1				1				1	
SOUTHBOUND	Left	123	1	123	0	123	123	15	148	1	148	0	148	1	148	0	148	1	148
	Left-Through		0							0				0				0	
	Through	12	0	127	0	12	136	0	13	0	148	0	13	0	157	0	13	0	157
	Through-Right		0							0				0				0	
	Right	115	0	0	9	124	0	11	135	0	0	9	144	0	0	0	144	0	0
	Left-Through-Right		1							1				1				1	
EASTBOUND	Left	54	1	54	0	54	54	7	65	1	65	0	65	1	65	0	65	1	65
	Left-Through		0							0				0				0	
	Through	1955	2	652	0	1955	652	203	2319	2	774	0	2319	2	774	0	2319	2	774
	Through-Right		1							1				1				1	
	Right	2	0	2	0	2	2	0	2	0	2	0	2	0	2	0	2	0	2
	Left-Through-Right		0							0				0				0	
WESTBOUND	Left	18	1	18	0	18	18	0	19	1	19	0	19	1	19	0	19	1	19
	Left-Through		0							0				0				0	
	Through	1419	2	580	5	1424	581	134	1670	2	684	5	1675	2	686	0	1675	2	686
	Through-Right		1							1				1				1	
	Right	320	0	320	0	320	320	37	383	0	383	0	383	0	383	0	383	0	383
	Left-Through-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 196		196	North-South: 205		205	North-South: 223		223	North-South: 232		232	North-South: 232		232	North-South: 232		232
		East-West: 670		670	East-West: 670		670	East-West: 793		793	East-West: 793		793	East-West: 793		793	East-West: 793		793
		SUM: 866		866	SUM: 875		875	SUM: 1016		1016	SUM: 1025		1025	SUM: 1025		1025	SUM: 1025		1025
VOLUME/CAPACITY (V/C) RATIO:				0.608			0.614			0.713			0.719			0.719			0.719
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.608			0.614			0.713			0.719			0.719			0.719
LEVEL OF SERVICE (LOS):				<b>B</b>			<b>B</b>			<b>C</b>			<b>C</b>			<b>C</b>			<b>C</b>

REMARKS: capacity reduced due to upstream volume and delay

Version: 1i Beta; 8/4/2011

## PROJECT IMPACT

Change in v/c due to project:	<b>0.006</b>	Δv/c after mitigation:	<b>0.006</b>
Significant impacted?	<b>NO</b>	Fully mitigated?	<b>N/A</b>



# Level of Service Worksheet (Circular 212 Method)

I/S #:	North-South Street:	SB ON / EB OFF / SHERMAN OAKS		Year of Count:	2016	Ambient Growth: (%):	2	Conducted by:	JTO	Date:	6/14/2018								
7	East-West Street:	VENTURA BOULEVARD		Projection Year:	2020	Peak Hour:	AM	Reviewed by:		Project:	16161 VENTURA								
No. of Phases		0		0		0		0		0									
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		1		1		1		1		1									
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0								
		EB-- 0	WB-- 2	EB-- 0	WB-- 2	EB-- 0	WB-- 2	EB-- 0	WB-- 2	EB-- 0	WB-- 2								
ATSAC-1 or ATSAC+ATCS-2?		0		0		0		0		0									
Override Capacity		1200		1200		1200		1200		1200									
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	39	1	39	0	39	39	0	42	1	42	0	42	1	42	0	42	1	42
	Left-Through		0							0				0				0	
	Through	92	1	92	0	92	92	0	100	1	100	0	100	1	100	0	100	1	100
	Through-Right		0							0				0				0	
	Right	75	1	22	0	75	22	1	82	1	15	0	82	1	15	0	82	1	15
	Left-Through-Right		0							0				0				0	
SOUTHBOUND	Left	168	1	168	0	168	168	30	212	1	212	0	212	1	212	0	212	1	212
	Left-Through		0							0				0				0	
	Through	13	0	16	0	13	16	0	14	0	23	0	14	0	23	0	14	0	23
	Through-Right		1							1				1				1	
	Right	3	0	0	0	3	0	6	9	0	0	0	9	0	0	0	9	0	0
	Left-Through-Right		0							0				0				0	
EASTBOUND	Left	280	1	280	5	285	285	9	312	1	312	5	317	1	317	0	317	1	317
	Left-Through		0							0				0				0	
	Through	1210	2	492	7	1217	494	79	1389	2	559	7	1396	2	561	0	1396	2	561
	Through-Right		1							1				1				1	
	Right	265	0	265	0	265	265	0	287	0	287	0	287	0	287	0	287	0	287
	Left-Through-Right		0							0				0				0	
WESTBOUND	Left	106	1	106	0	106	106	20	135	1	135	0	135	1	135	0	135	1	135
	Left-Through		0							0				0				0	
	Through	1097	2	549	0	1097	549	196	1383	2	692	0	1383	2	692	0	1383	2	692
	Through-Right		0							0				0				0	
	Right	556	1	556	0	556	556	35	637	1	637	0	637	1	637	0	637	1	637
	Left-Through-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:	260	North-South:	260	North-South:	312	North-South:	312	North-South:	312	North-South:	312	North-South:	312	North-South:	312	North-South:	312
		East-West:	836	East-West:	841	East-West:	1004	East-West:	1009	East-West:	1009	East-West:	1009	East-West:	1009	East-West:	1009	East-West:	1009
		SUM:	1096	SUM:	1101	SUM:	1316	SUM:	1321	SUM:	1321	SUM:	1321	SUM:	1321	SUM:	1321	SUM:	1321
VOLUME/CAPACITY (V/C) RATIO:			0.913		0.918		1.097		1.101		1.101		1.101		1.101		1.101		1.101
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.913		0.918		1.097		1.101		1.101		1.101		1.101		1.101		1.101
LEVEL OF SERVICE (LOS):			E		E		F		F		F		F		F		F		F

REMARKS: capacity reduced due to Freeway on ramp constraints and wb right turn demand. SB left turn volume increased by 100 vph based on prior am traffic count history.

Version: 1i Beta; 8/4/2011

## PROJECT IMPACT

Change in v/c due to project:	0.004	Δv/c after mitigation:	0.004
Significant impacted?	NO	Fully mitigated?	N/A



# Level of Service Worksheet (Circular 212 Method)

I/S #:	North-South Street:	SB ON / EB OFF / SHERMAN OAKS		Year of Count:	2016	Ambient Growth: (%):	2	Conducted by:	JTO	Date:	6/14/2018								
7	East-West Street:	VENTURA BOULEVARD		Projection Year:	2020	Peak Hour:	PM	Reviewed by:		Project:	16161 VENTURA								
No. of Phases		0		0		0		0		0									
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		1		1		1		1		1									
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0								
		EB-- 0	WB-- 2	EB-- 0	WB-- 2	EB-- 0	WB-- 2	EB-- 0	WB-- 2	EB-- 0	WB-- 2								
ATSAC-1 or ATSAC+ATCS-2?		0		0		0		0		0									
Override Capacity		1200		1200		1200		1200		1200									
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	157	1	157	0	157	157	0	170	1	170	0	170	1	170	0	170	1	170
	Left-Through		0							0				0				0	
	Through	22	1	22	0	22	22	0	24	1	24	0	24	1	24	0	24	1	24
	Through-Right		0							0				0				0	
	Right	267	1	241	0	267	241	1	290	1	256	0	290	1	256	0	290	1	256
	Left-Through-Right		0							0				0				0	
SOUTHBOUND	Left	292	1	164	0	292	164	49	365	1	205	0	365	1	205	0	365	1	205
	Left-Through		0							0				0				0	
	Through	13	0	164	0	13	164	0	14	0	205	0	14	0	205	0	14	0	205
	Through-Right		0							0				0				0	
	Right	22	0	0	0	22	0	6	30	0	0	0	30	0	0	0	30	0	0
	Left-Through-Right		1							1				1				1	
EASTBOUND	Left	199	1	199	0	199	199	9	224	1	224	0	224	1	224	0	224	1	224
	Left-Through		0							0				0				0	
	Through	1935	2	660	0	1935	660	209	2304	2	784	0	2304	2	784	0	2304	2	784
	Through-Right		1							1				1				1	
	Right	45	0	45	0	45	45	0	49	0	49	0	49	0	49	0	49	0	49
	Left-Through-Right		0							0				0				0	
WESTBOUND	Left	53	1	53	0	53	53	12	69	1	69	0	69	1	69	0	69	1	69
	Left-Through		0							0				0				0	
	Through	1448	2	724	5	1453	727	160	1727	2	864	5	1732	2	866	0	1732	2	866
	Through-Right		0							0				0				0	
	Right	238	1	238	0	238	238	22	280	1	280	0	280	1	280	0	280	1	280
	Left-Through-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 405		North-South: 405		North-South: 405		North-South: 461		North-South: 461		North-South: 461		North-South: 461		North-South: 461		North-South: 461	
		East-West: 923		East-West: 926		East-West: 926		East-West: 1088		East-West: 1090		East-West: 1090		East-West: 1090		East-West: 1090		East-West: 1090	
		SUM: 1328		SUM: 1331		SUM: 1331		SUM: 1549		SUM: 1551		SUM: 1551		SUM: 1551		SUM: 1551		SUM: 1551	
VOLUME/CAPACITY (V/C) RATIO:			1.107		1.109		1.291		1.293		1.293		1.293		1.293		1.293		1.293
V/C LESS ATSAC/ATCS ADJUSTMENT:			1.107		1.109		1.291		1.293		1.293		1.293		1.293		1.293		1.293
LEVEL OF SERVICE (LOS):			F		F		F		F		F		F		F		F		F

REMARKS: capacity reduced due to Freeway on ramp constraints and wb right turn demand

Version: 1i Beta; 8/4/2011

## PROJECT IMPACT

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



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**APPENDIX A**

**TRAFFIC IMPACT ANALYSIS**

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## TRAFFIC IMPACT ANALYSIS FOR RESIDENTIAL APARTMENT PROJECT

Located at  
16151 - 16201 VENTURA BOULEVARD  
in the  
Ventura/Cahuenga Boulevard Corridor Specific Plan  
City of Los Angeles



Prepared by:  
Overland Traffic Consultants, Inc.  
952 Manhattan Beach Bl, #100  
Manhattan Beach, California 90266  
(310) 930 - 3303



TRAFFIC IMPACT ANALYSIS FOR A  
RESIDENTIAL DEVELOPMENT

Located at 16151 – 16201 Ventura Boulevard  
in the  
Encino Community of the  
Ventura / Cahuenga Boulevard Corridor Specific Plan Area  
of the City of Los Angeles

Prepared by:

Overland Traffic Consultants, Inc.  
952 Manhattan Beach Bl., Suite 100  
Manhattan Beach, California 90266  
(310) 930 - 3303

September 2017





## **EXECUTIVE SUMMARY**

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This report presents an analysis of the potential traffic impacts created by with a new residential apartment building with 114 units. The site is located on the north side of Ventura Boulevard between Libbit Avenue and Woodley Avenue. An aerial view of the project area is provided on the following page.

The focus of this traffic study is to evaluate the traffic impact created by the change in land use and site - generated traffic volume. The traffic analysis presented in this study provides the information necessary to determine the significance of the traffic impacts generated by the proposed project and whether traffic mitigation measures will be necessary. Streets and intersections analyzed in this study were selected by the City of Los Angeles Department of Transportation (LADOT). The project's trip generation and study locations were determined based upon discussions with the LADOT and documented in a Memorandum of Understanding (MOU).

Project Description – The project site is located at 16151 – 16201 Ventura Boulevard in the Encino community of Los Angeles. The project site is currently occupied with 2 commercial buildings totaling approximately 22,133 square feet. These buildings will be removed and one new apartment building will be constructed with 114 units, of which 11 units set aside for very low income and 2 units for live-work.

The project proposes to provide 111 on-site parking spaces per the City of Los Angeles Municipal Code with permissible replacement of a portion of the vehicle parking with bicycle parking at a rate of 4 bicycle spaces per one vehicle space. Bicycle parking for the project is established by the provisions of LA Code Section 12.21 A 16. Off - street residential parking spaces for long term bicycle parking shall be provided at a rate of one space per dwelling unit (114 spaces) with short term bicycle parking provided at one space per ten dwelling units (12 spaces). For a project total of one hundred twenty-six (126) residential bicycle parking spaces. Access to the project parking will be provided off Ventura Boulevard at the west end of the site.





7/2017

## PROJECT SETTING



Overland Traffic Consultants, Inc.

24325 Main Street #202, Santa Clarita, CA 91321  
(661)799 - 8423, [OTC@overlandtraffic.com](mailto:OTC@overlandtraffic.com)



Estimated Trip Generation – Estimates of the traffic generated by the proposed project were calculated using the industry standard traffic generation rates developed by the Institute of Transportation Engineers (ITE) and approved by LADOT. Using the ITE rates, it is estimated that the residential project will generate up to 658 daily trips with 53 trips during the am peak hour and 62 trips during the pm peak hour.

The project's traffic impacts are determined by the net traffic flow generated at the site after accounting for the traffic removed from the streets by the existing commercial uses. The net change in site-generated traffic added to the surrounding streets, after adjusting for the existing uses, is estimated at 108 weekday trips with 24 morning peak hour trips and 15 afternoon peak hour trips.

#### Project's Potential Traffic Impacts

The focus of the traffic study is to evaluate the potential traffic impact created by the development of this project. This study provides two baseline scenarios to evaluate the project's traffic impacts: (1) existing traffic conditions plus the project traffic volume (Existing with Project) and (2) future 2020 cumulative traffic conditions plus the project traffic volume (Future with Project).

The traffic impact of the proposed development has been calculated using the LADOT Critical Movement Analysis (CMA) method. The CMA analysis method quantifies the operating conditions of an intersection using a ratio of peak hour traffic volume to intersection capacity (V/C ratio).

Per the standards adopted by LADOT, a traffic impact is considered significant if the related increase in the V/C value equals or exceeds the thresholds for each Level of Service (LOS) standard as shown in the table below.

<u>City of Los Angeles Significance Thresholds</u>		
<u>LOS</u>	<u>Final V/C Value</u>	<u>Increase in V/C Value</u>
C	> 0.701 - 0.800	≥ 0.040
D	> 0.801 - 0.900	≥ 0.020
E and F	> 0.901	≥ 0.010





Using the criteria established by the City of Los Angeles Ventura / Cahuenga Boulevard Corridor Specific Plan, it has been determined that the added traffic volume generated by this residential project will not significantly impact any of the seven study intersections.



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## **CHAPTER 1**

## **INTRODUCTION**

As part of the project's environmental review, an evaluation of the proposed project's potential traffic impacts on the surrounding area is required. The traffic impact analysis in this traffic study has been conducted using the procedures adopted by the Ventura / Cahuenga Boulevard Corridor Specific Plan (Specific Plan) and LADOT's Transportation Impact Study Guidelines, December 2016 to analyze the potential traffic impacts of new development projects.

Pursuant to the LADOT's traffic impact guidelines, the following steps have been taken to develop the existing and future traffic conditions with and without the project:

- (a) Analyze existing traffic conditions;
- (b) Analyze traffic conditions in (a) with the project traffic (existing + project);
- (c) Analyze traffic conditions in (b) with proposed traffic mitigation, if necessary
- (d) Analyze existing conditions with ambient traffic growth to 2020 (added additional 2% per year for ambient growth);
- (e) Analyze traffic conditions in (d) with related projects traffic (future "without project" scenario);
- (f) Analyze traffic conditions in (e) with the project traffic (future "with project" scenario);
- (g) Analyze traffic conditions in (f) with proposed traffic mitigation, if necessary.

A memorandum of understanding (MOU) was prepared and approved by LADOT to establish the parameters of the study. A copy of the approved MOU is provided in Appendix A.





The CMA method calculates the operating conditions of each individual study intersection using a ratio of peak hour traffic volume to the intersection's capacity. Any change to the intersection's peak hour operating condition caused by an increase/decrease in traffic volume can be quantified (i.e. traffic impact) using this analysis method. Any potentially significantly impacted intersections are then evaluated for possible traffic mitigation measures.

A CMA analysis of the existing and future traffic conditions has been completed at those locations expected to have the highest potential for significant traffic impacts. Morning and evening peak hour conditions have been evaluated at seven (7) key intersections. It should be noted that future traffic conditions include the potential construction of 9 other development projects (related projects) in the general vicinity of the project site.

The intersections analyzed in this study are:

1. Hayvenhurst Avenue and Ventura Freeway Westbound Off Ramp;
2. Hayvenhurst Avenue and Ventura Freeway Eastbound On Ramp / Magnolia Boulevard;
3. Ventura Boulevard and Hayvenhurst Avenue;
4. Ventura Boulevard and Libbit Avenue;
5. Ventura Boulevard and Woodley Avenue;
6. Ventura Boulevard and Haskell Avenue (west); and,
7. Ventura Boulevard and the 405 Freeway Southbound On Ramp / 101 Freeway Eastbound Off Ramp / Sherman Oaks Avenue.





## **CHAPTER 2**

## **PROJECT DESCRIPTION**

This report documents the results of a study evaluating the potential traffic impacts created by with a new residential apartment building with 114 units and the removal of the existing commercial buildings of approximately 22,133 square feet. The site is located on the north side of Ventura Boulevard between Libbit Avenue and Woodley Avenue. The location of the project is shown on Figure 1.

The project proposes to provide 111 on-site parking spaces to meet City of Los Angeles Municipal Code Requirements with permissible replacement of a portion of the vehicle parking with bicycle parking at a rate of 4 bicycle spaces per one vehicle space. Bicycle parking for the project is established by the provisions of LA Code Section 12.21 A 16. Off - street residential parking spaces for long term bicycle parking shall be provided at a rate of one space per dwelling unit (114 spaces) with short term bicycle parking provided at one space per ten dwelling units (12 spaces). For a project total of one hundred twenty-six (126) residential bicycle parking spaces.

Vehicular access to the project parking will be provided off Ventura Boulevard near the west end of the project site. A median two-way left turn lane on Ventura Boulevard adjacent to the project is available to facilitate left turns in and out of the site. Figure 2 illustrates the project site plan.







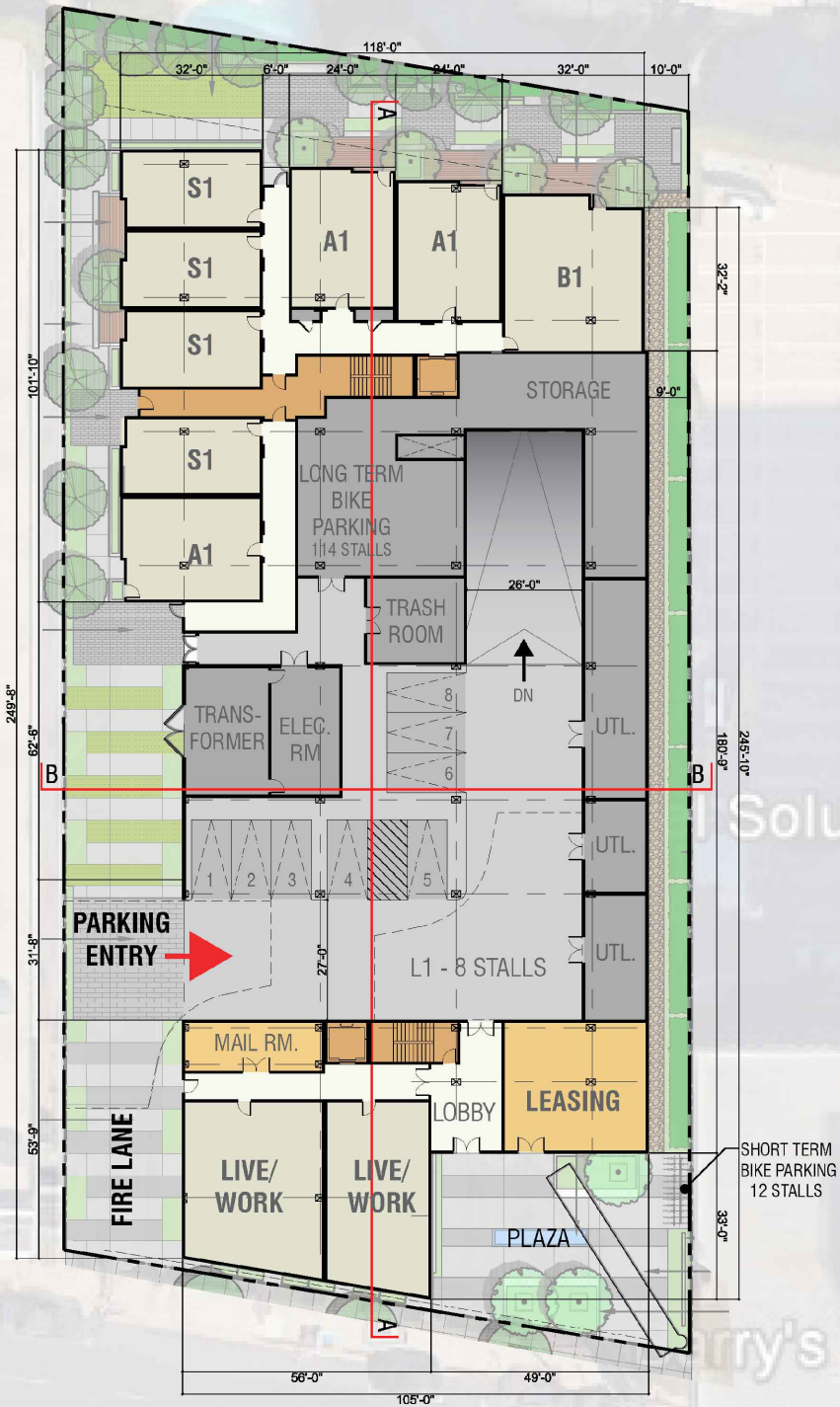


FIGURE 2A

9/2017

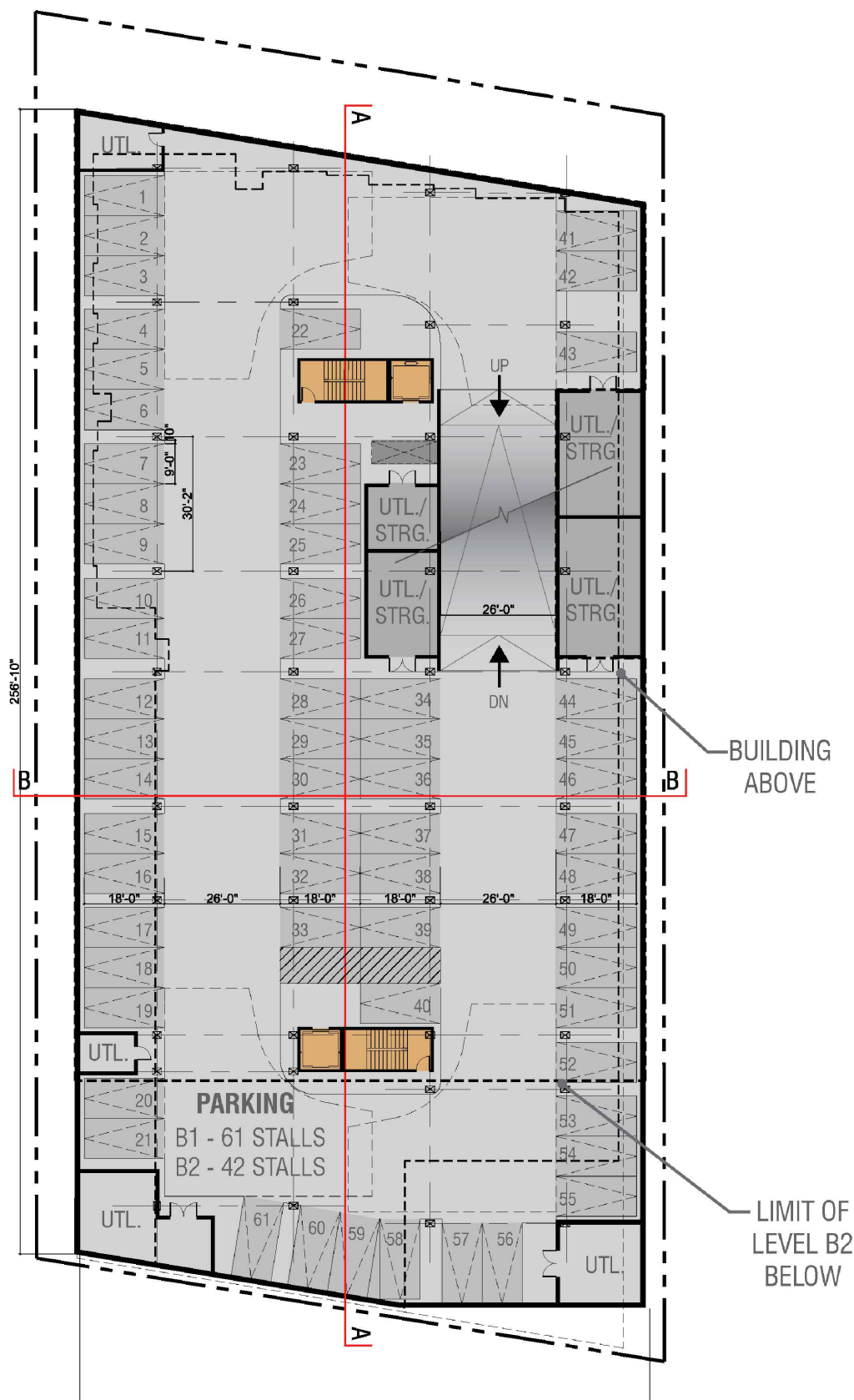
PROJECT SITE PLAN  
GROUND FLOOR



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16161 VENTURA





## CHAPTER 3

## ENVIRONMENTAL SETTING

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### Land Use

The project is in Encino within the Ventura/Cahuenga Boulevard Corridor Specific Plan area. The current land use map for the study area is provided in Appendix B. The Encino section of the Specific Plan area is designated for regional commercial land uses.

### Transportation Facilities

The project area is serviced by the Ventura Freeway (US-101) and San Diego Freeway (I-405). The Ventura Freeway is regionally a north-south freeway but operates in the east – west direction in the San Fernando Valley. The Ventura Freeway is approximately ½ mile north of the project site and accessible from Hayvenhurst Avenue with a westbound off ramp and eastbound on ramp and from Haskell Avenue, north of Ventura Boulevard, with a westbound on / off ramp and eastbound off ramp.

The north-south San Diego Freeway (I-405) is located approximately 1 mile east of the project. The San Diego Freeway is accessible via a southbound on ramp at Ventura Boulevard, a northbound on and off ramp at Sepulveda Boulevard south of Ventura Boulevard at Greenleaf Street.

The Ventura Freeway carries approximately 317,000 vehicles per day (VPD) with 28,000 vehicles per hour (VPH) at Hayvenhurst Avenue. The San Diego Freeway carries approximately 286,000 VPD with 18,300 VPH near the junction with the Ventura Freeway. Freeway traffic volumes are provided by Caltrans in the 2015 Traffic Volumes Book.

The City of Los Angeles has adopted the Mobility Plan 2035 as an update to the City's General Plan Transportation Element to incorporate the complete streets principles for integrating multi-mode transportation networks. The Mobility Plan 2035 dictates the street standards and designations for all users as provided in Appendix C.





Pursuant to the City of Los Angeles Mobility Element, arterial roadways are designated Boulevards and Avenues. Boulevards represent the City's widest streets that typically provide regional access to major destinations; the roadway standard for a Boulevard II roadway is a right - of - way width of 110 feet and a roadway width of 80 feet. Avenues may vary in their land use context, with some streets passing through both residential and commercial areas; the roadway standard for an Avenue II roadway is a right - of - way width of 86 feet and a roadway width of 56 feet.

Non - arterial roadways connect arterial roadways to local residential neighborhoods or industrial areas. Non - arterial roadways are designated collector or local streets. The standard for a collector street is a right - of - way width of 66 feet and a roadway width of 40 feet; and the standard for a local street is a right - of - way width of 60 feet and a roadway width of 36 feet.

Major roadways in the San Fernando Valley generally follow a grid pattern. Key east - west streets providing access to the project area include Ventura Boulevard and Burbank Boulevard. Key north - south streets serving the study area include Sepulveda Boulevard, Haskell Avenue, Hayvenhurst Avenue and Balboa Avenue.

Ventura Boulevard is an east-west roadway that provides the southern boundary of the project site. Ventura Boulevard is designated as a Boulevard II, Scenic Highway, part of the Pedestrian Enhanced Network, Transit Enhanced Street in the Mobility Plan 2035 along the project site. Ventura Boulevard is also part of the Cities identified High Injury Network. Three lanes in each direction are generally provided in Encino during the AM and PM peak periods. The curb lane provides metered 2-hour parking but is prohibited between 6 AM to 9 AM and from 3:30 PM to 7 PM.

Libbit Avenue is a north-south roadway west of the project. Libbit Avenue is designated a Collector Street in the Mobility Plan 2035. In the immediate area, Libbit Avenue extends from Magnolia Boulevard to Petit Avenue south of Ventura Boulevard. One lane in each direction with a two-way left turn lane with 2-hour time limited parking immediately north of Ventura Boulevard and no parking weekdays between 8 AM and 6 PM.



Woodley Avenue is a north-south roadway east of the project site. Woodley Avenue is also designated a Collector street in the Mobility Plan 2035. In the immediate area, Woodley Avenue extends from Magnolia Boulevard to south of Valley Vista Boulevard. One lane in each direction is provided. No parking is permitted between 8 AM and 6 PM.

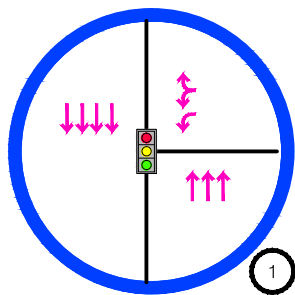
Hayvenhurst Avenue is a north-south roadway west of the project site. Hayvenhurst Avenue is designated an Avenue I north of Ventura Boulevard and an Avenue III south of Ventura Boulevard in the Mobility Plan 2035. In the immediate area, Hayvenhurst Avenue extends from Burbank Boulevard to south of Calneva Drive. Two lanes in each direction are provided north of Ventura Boulevard. One lane in each direction is provided south of Ventura Boulevard. No parking is permitted on Hayvenhurst Avenue south of Ventura Boulevard but is permitted north of Moorpark Street for time limits of 2 hours.

Hayvenhurst Avenue is listed as part of the Mobility Plan 2035 Neighborhood Enhanced Network.

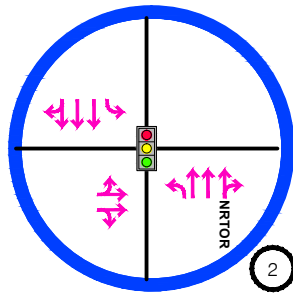
Haskell Avenue is a north-south jogged roadway east of the project site. Haskell Avenue (west) is designated as a Collector Street in the City of Los Angeles Mobility Plan 2035. In the immediate area, Haskell Avenue extends from Magnolia Boulevard to Ventura Boulevard with one lane in each direction. Parking is prohibited weekdays between 8 AM and 6 PM.

Figure 3 illustrates the study locations, type of intersection traffic control and lane configurations for the Project impact analysis.

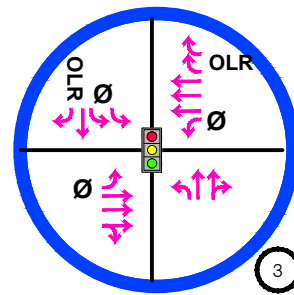




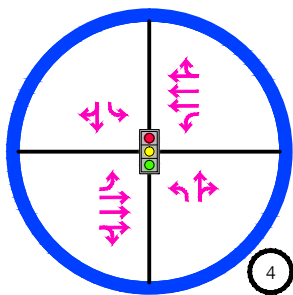
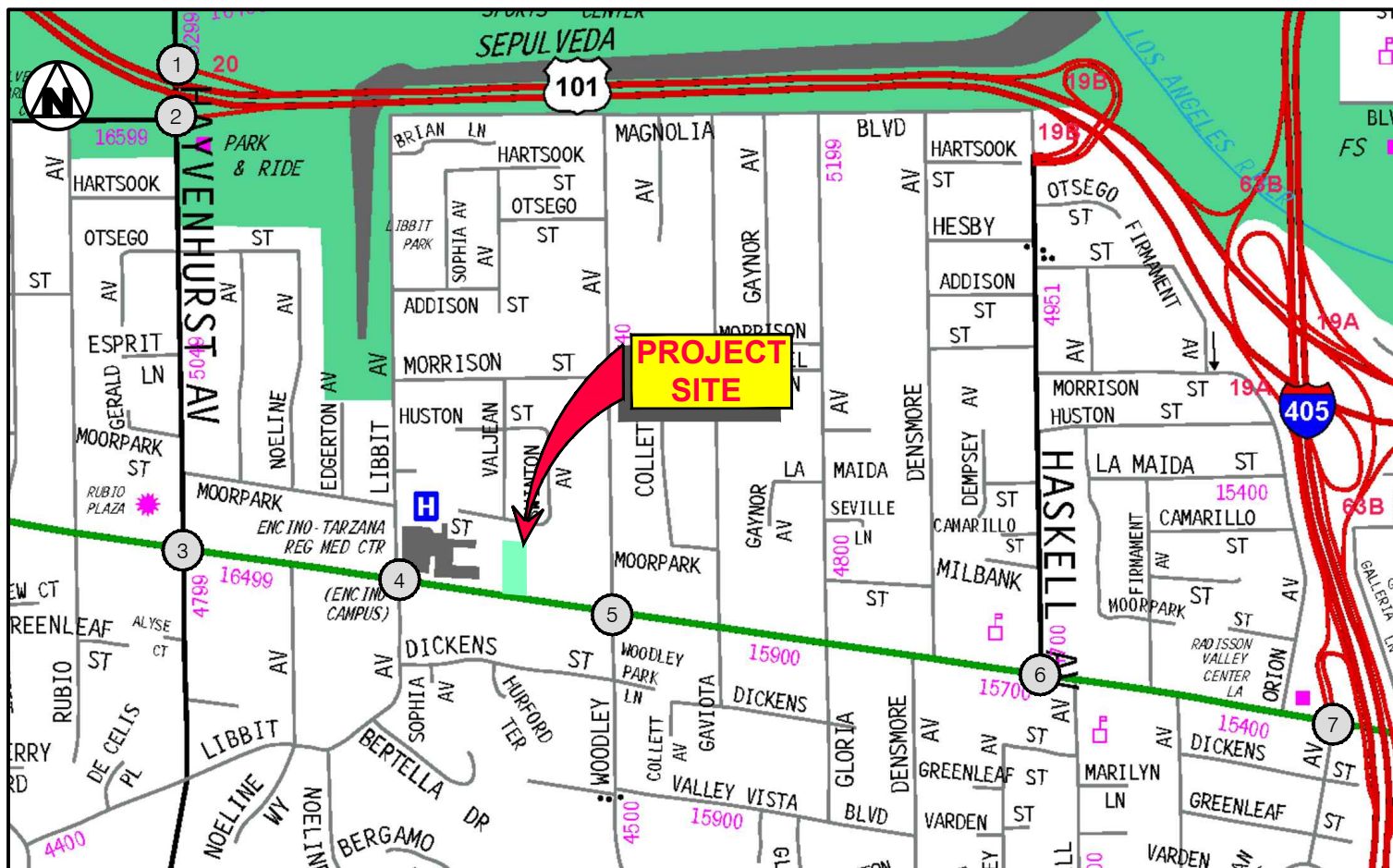
HAYVENHURST AVENUE &  
101 FWY WB OFF RAMP



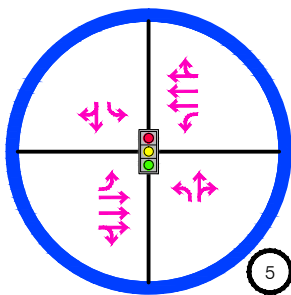
HAYVENHURST AVENUE &  
101 FWY EB ON RAMP / MAGNOLIA BOULEVARD



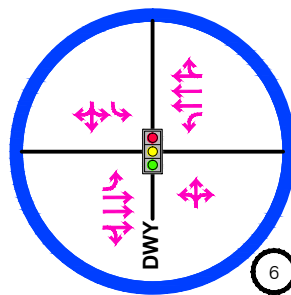
HAYVENHURST AVENUE &  
VENTURA BOULEVARD



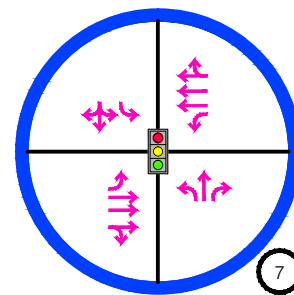
LIBBIT AVENUE &  
VENTURA BOULEVARD



WOODLEY AVENUE &  
VENTURA BOULEVARD



HASKELL AVENUE &  
VENTURA BOULEVARD



405 FWY SB ON / 101 FWY EB OFF  
RAMP / SHERMAN OAKS AVENUE &  
VENTURA BOULEVARD

OLR - OVERLAP RIGHT TURN PHASE  
NRTOR - NO RIGHT TURN ON RED  
DWY - DRIVEWAY  
Ø - LEFT TURN ARROW

FIGURE 3

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## INTERSECTION CHARACTERISTICS

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### Transit Information

Multiple public transportation opportunities are provided in the project vicinity. Public transportation in the study area is provided by the Metropolitan Transportation Authority (Metro), and the City of Los Angeles Commuter Express.

The Metro Transit operates the Railway Orange Line north of the project along Oxnard Street. The Orange Line operates between Chatsworth, Warner Center, Van Nuys and North Hollywood. There is a stop at Balboa Boulevard and south of Victory Boulevard and at Woodley Avenue and south of Victory Boulevard. The Orange line connects to Metro Rapid Lines at Reseda Boulevard and Sepulveda Boulevard and to the Metro Red Line in North Hollywood.

Ventura Boulevard is identified as a Moderate Plus Transit Enhanced Street in the Mobility Plan 2035. It is identified as a part of a network of streets prioritized for transit. Along Ventura Boulevard, Metro operates a local line 150/240 and Rapid Lines 744 & 750. LADOT Commuter Express service operates line CE549 along Ventura Boulevard. A summary of these services is provided below:

- Metro Local Line 150/240 provides service eastbound to Studio City and westbound to Canoga Park via Ventura Boulevard and Reseda Boulevard. There is a stop at Ventura Boulevard and Libbit Avenue west of the project site and at Ventura Boulevard and Woodley Avenue east of the project site, both stops are approximately 700 feet away.
- Metro Rapid Line 744 provides minimum stops for faster service operations between Northridge, Encino, Sherman Oaks and Pacoima along Reseda Boulevard, Ventura Boulevard and Van Nuys Boulevard. There is a stop at Ventura Boulevard and Woodley Avenue.
- Metro Rapid Line 750 provides minimum stop services for faster operations between Universal City and Warner Center along Topanga Canyon Boulevard and Ventura Boulevard. There is a stop at Ventura Boulevard and Woodley Avenue.
- LADOT Commuter Express Line 549 operates along Ventura Boulevard in the study area with service between the San Fernando Valley, Burbank Media District, Glendale and Pasadena. There is a stop at Ventura Boulevard and Woodley Avenue.

Transfer opportunities are available to/from the project area by the local and regional lines. The transit lines are illustrated in Appendix D.



### Complete Streets Mobility Networks (Vehicle, Bicycle, Transit and Neighborhood)

The recently adopted Mobility Plan Element establishes a layered network of street standards that are designed to emphasize mobility modes within the larger system. This approach maintains the primary function of the streets that exist but identifies streets for potential alternative transportation modes. Network layers have been created for the Complete Street Network that prioritizes a certain mode within each layer with the goal of providing better connectivity. The network layers are: Vehicle – Enhanced network, Transit – Enhanced network, Bicycle – Enhanced network and Neighborhood – Enhanced network. Mobility Element maps are included in Appendix E.

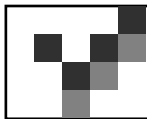
Streets within the study area that are identified on the mobility networks are identified below:

1. Transit network streets includes Ventura Boulevard which is designated a Moderate Plus Transit Enhanced Street;
2. Vehicle network streets include: No study area streets identified;
3. Bicycle network streets include Ventura Boulevard as a Tier 3 Bicycle lane facility;
4. Neighborhood network streets include Hayvenhurst Avenue.

Pedestrian Enhanced District (PEDs) - Ventura Boulevard within the study area has been identified as a pedestrian enhance district with the goal of providing a more attractive environment to promote walking for shorter trips. Adding pedestrian design features and street trees encourages people to take trips on foot instead of by car. This helps to reduce the volume of cars on the road and emissions, increase economic vitality, and make the City feel like a more vibrant place. The Pedestrian Enhanced Districts(PEDs) provided in the maps, see Appendix E call out streets where pedestrian improvements on arterial streets could be prioritized to provide better walking connections to and from the major destinations within communities.

The project furthers this goal by providing a street front pedestrian plaza to enhance the pedestrian environment along its Ventura Boulevard frontage.





## CHAPTER 4

## PROJECT TRAFFIC CHARACTERISTICS

### Project Traffic Generation

Traffic-generating characteristics of many land uses including the existing commercial and proposed residential uses have been surveyed by the Institute of Transportation Engineers (ITE). The results of the traffic generation studies have been published in a handbook titled Trip Generation, 9<sup>th</sup> Edition. This publication of traffic generation data has become the industry standard for estimating traffic generation for different land uses.

The ITE studies indicate that the use and the size associated with the proposed project and existing uses generally exhibit the trip-making characteristics as shown by the trip rates in Table 1.

Table 1  
Project Trip Generation Rates

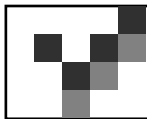
ITE Code	Description	Daily Traffic	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
710	Office (per 1,000 s.f.)	11.03	88%	12%	1.56	17%	83%	1.49
720	Medical Office (per 1,000 s.f.)	36.13	79%	21%	2.39	28%	72%	3.57
826	Specialty Retail (per 1,000 s.f.)	44.32	60%	40%	1.33	44%	56%	2.71
932	Restaurant (per 1,000 s.f.)	127.15	55%	45%	10.81	60%	40%	9.85
220	Apartments (per unit)	6.65	20%	80%	0.51	65%	35%	0.62
LADOT	Affordable Apartments (per unit)	4.08	40%	60%	0.50	55%	45%	0.34

\* AM Rates per SANDAG (3% daily and 40/60 split)

The trip generation rates are general in application and established without regard for the nature of a specific project's vicinity in terms of transit and walking or interaction with the traffic on the adjacent roadways.

Considering the two Metro Rapid Lines, Local Rapid Lines, Commuter Express and other transit opportunities in the area, walkability and expanding cycling infrastructure in the City, it is anticipated that residents will make use of these options in-lieu of single occupant vehicles. A 15% transit trip reduction was incorporated into this analysis to reflect these activities.





Many land uses are visited on the way to or from another main destination point. LADOT has established pass-by credits. The pass-by rates were developed from references in the ITE Recommended Practices, August 2001. An excerpt of the LADOT guidelines pass-by table is provided in Appendix F. The pass-by credit was applied to the existing uses to be removed to more accurately defined the existing traffic volume.

Table 2 shows the net project traffic estimates using the ITE traffic rates with the adjustments for pass -by and existing use traffic credit. It is estimated that the project will conservatively generate a net increase of 108 daily trips with 24 net trips during the AM peak hour and 15 net trips during the PM peak hour.

**Table 2**  
**Estimated Project Traffic Generation**

ITE Code	Description	Size	Daily Traffic	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
	Proposed Project								
220	Apartments (per unit)	103 units	685	11	42	53	42	22	64
LADOT	Transit*	10%	(68)	(1)	(4)	(5)	(4)	(2)	(6)
	Affordable Apartments (per unit)	11 units	45	2	4	6	2	2	4
	Transit*	10%	(4)	(0)	(1)	(1)	(0)	(0)	(0)
	Subtotal Proposed	114 units	658	12	41	53	40	22	62
	Existing Use								
710	Office	12,255 sf	135	17	2	19	3	15	18
	Transit*	10%	(14)	(2)	(0)	(2)	(0)	(2)	(2)
720	Medical Office	2,831 sf	102	5	2	7	3	7	10
	Transit*	10%	(10)	(1)	(0)	(1)	(0)	(1)	(1)
826	Specialty Retail (per 1,000 s.f.)	5,547 sf	246	4	3	7	7	8	15
	Transit*	10%	(25)	(1)	(0)	(1)	(1)	(1)	(2)
	Pass-by	10%	(22)	(0)	(0)	(0)	0	(1)	(1)
932	Restaurant (closed am)	1,500 sf	191	0	0	0	9	6	15
	Transit*	10%	(19)	0	0	0	(1)	(1)	(2)
	Pass-by	20%	(34)	0	0	0	(2)	(1)	(3)
	Subtotal Existing	22,133 sf	550	22	7	29	18	29	47
Net Trips (Proposed - Existing)			108	-10	34	24	22	-7	15



### Traffic Distribution and Assignment of Project Traffic

A primary factor affecting trip direction is the distribution of population and employment which would generate project trip origins and destinations. The estimated project directional trip distribution is also based on the study area roadway network, freeway access points, traffic flow patterns in and out of this area of Encino and consistency with previously approved traffic studies for this area.

Figure 4 illustrates the estimated area wide project traffic distribution percentages. Figure 5 shows the estimated project traffic percentages at each of the selected study intersection. Using the traffic assignment at each intersection and the estimated peak hour traffic volume as provided in the Table 2, the project's peak hour traffic volume at each study intersection are shown in Figure 6. This estimated assignment of the project traffic flow provides the information necessary to analyze the potential traffic impacts generated by the project at the study intersections.



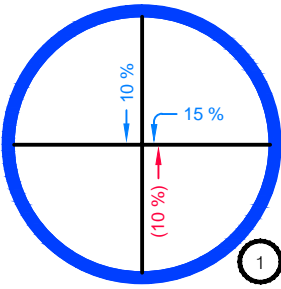


FIGURE 4

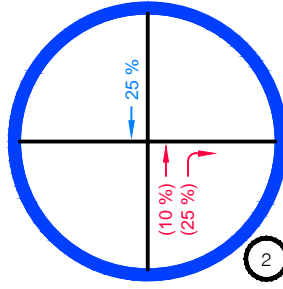
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## PROJECT TRAFFIC DISTRIBUTION

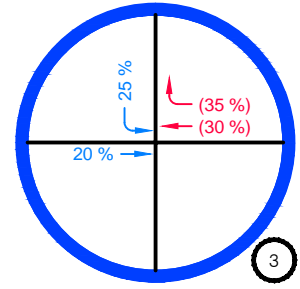




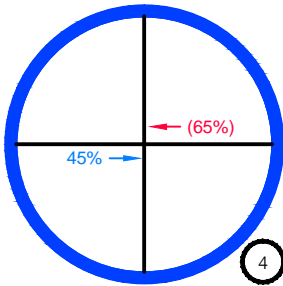
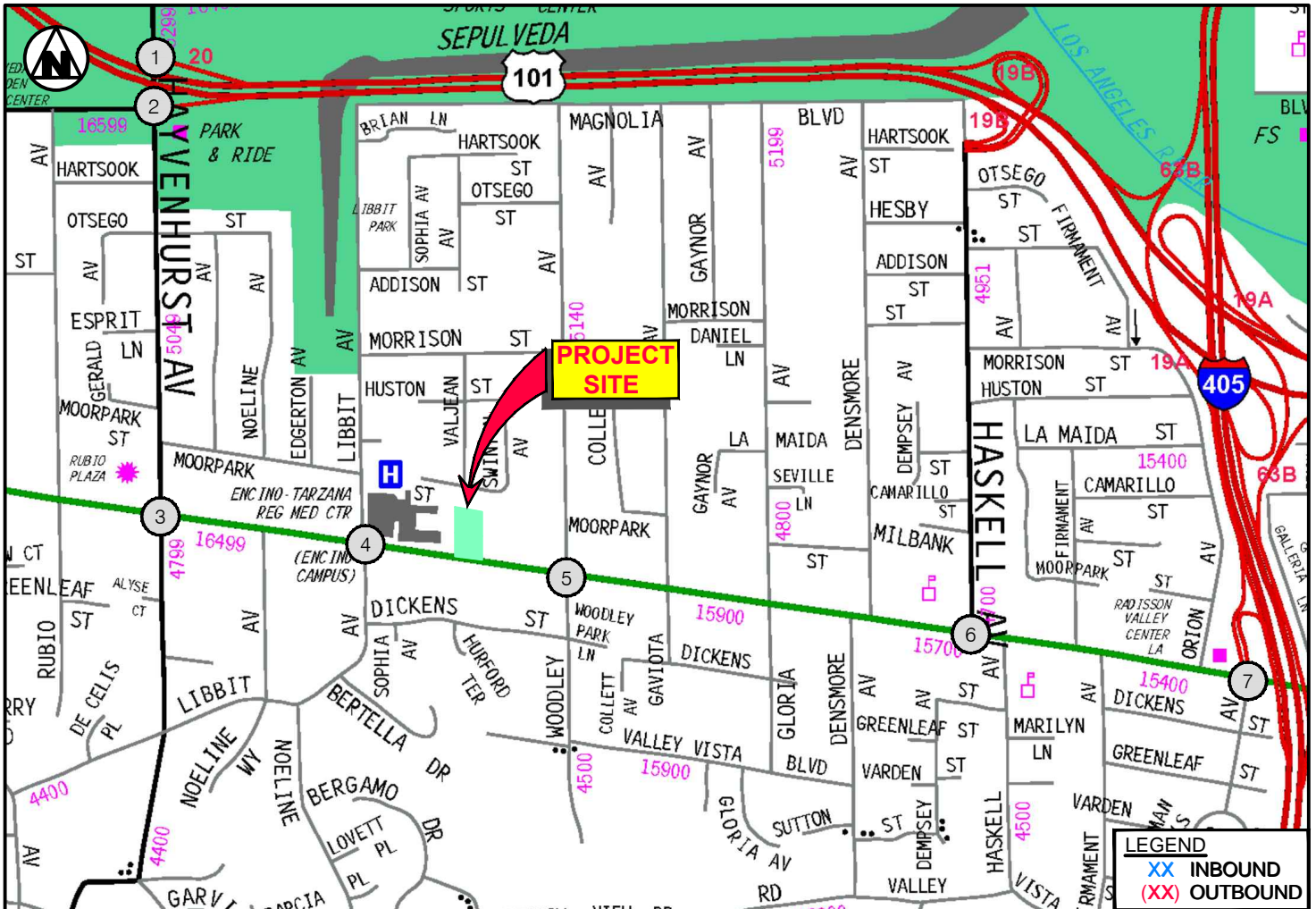
HAYVENHURST AVENUE &  
101 FWY WB OFFRAMP



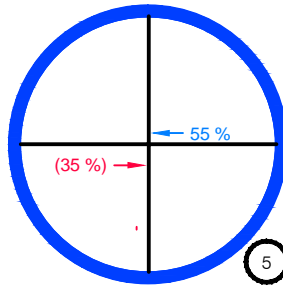
HAYVENHURST AVENUE &  
101 FWY EB ONRAMP



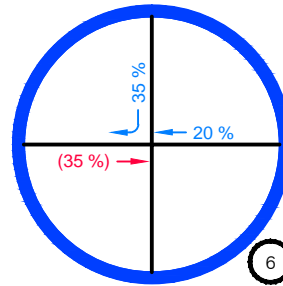
HAYVENHURST AVENUE &  
VENTURA BOULEVARD



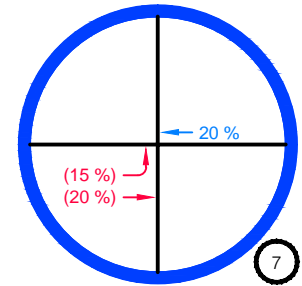
LIBBIT AVENUE &  
VENTURA BOULEVARD



WOODLEY AVENUE &  
VENTURA BOULEVARD



HASKELL AVENUE &  
VENTURA BOULEVARD



405 FWY SB ON / 101 FWY EB OFF  
RAMP / SHERMAN OAKS AVENUE &  
VENTURA BOULEVARD

FIGURE 5

7/2017

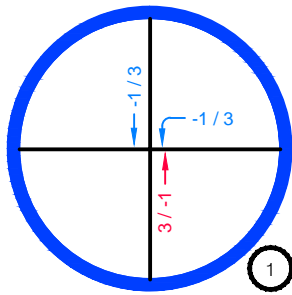
## PROJECT TRIP DISTRIBUTION PERCENTAGES AT STUDY INTERSECTIONS



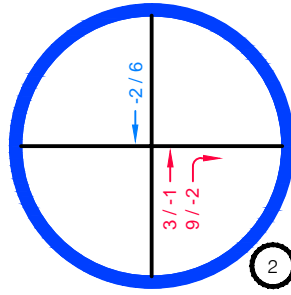
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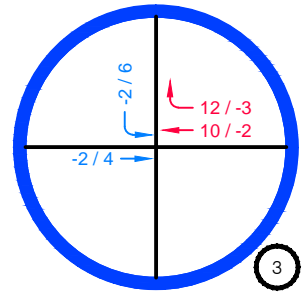




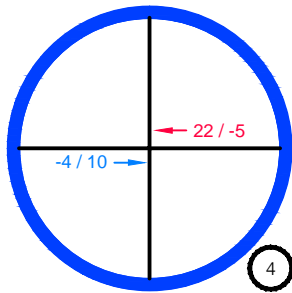
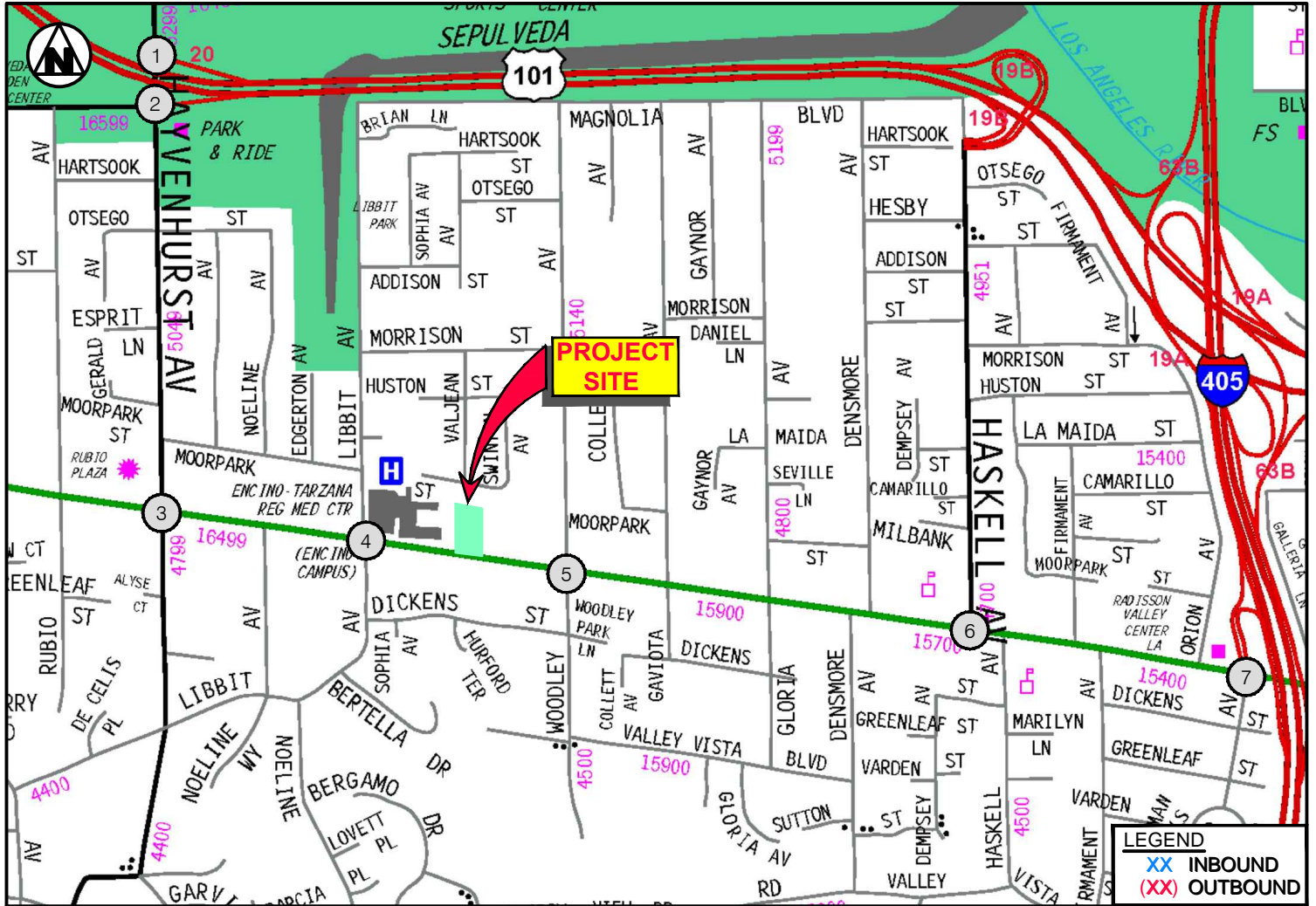
HAYVENHURST AVENUE &  
101 FWY WB OFFRAMP



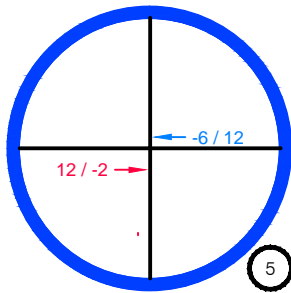
HAYVENHURST AVENUE &  
101 FWY EB ONRAMP



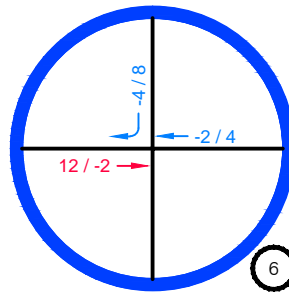
HAYVENHURST AVENUE &  
VENTURA BOULEVARD



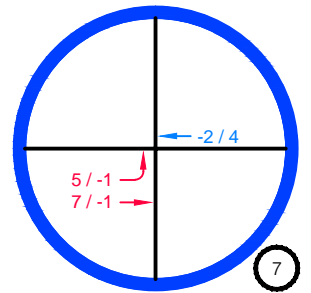
LIBBIT AVENUE &  
VENTURA BOULEVARD



WOODLEY AVENUE &  
VENTURA BOULEVARD



HASKELL AVENUE &  
VENTURA BOULEVARD



405 FWY SB ON / 101 FWY EB OFF  
RAMP / SHERMAN OAKS AVENUE &  
VENTURA BOULEVARD

FIGURE 6

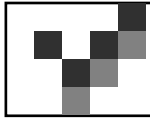
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# PROJECT TRAFFIC ASSIGNMENT AM / PM PEAK HOUR

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## CHAPTER 5

## TRAFFIC CONDITIONS ANALYSIS

---

### Analysis of Existing Traffic Conditions

Traffic volume data used in the following peak hour intersectional analysis were based on traffic counts conducted by National Data Systems (NDS), an independent traffic data collection company. Existing traffic counts are provided on the following pages in Figure 7 and 8 for the AM and PM peak hours respectively. Traffic counts were conducted on December 7, 2016 with the datasheets provided in Appendix G.

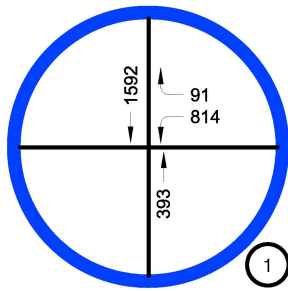
The traffic conditions analysis was conducted using the Critical Movement Analysis (CMA) method. The study intersections were evaluated using this methodology pursuant to the criteria established by the LADOT for signalized intersections. The existing peak hour traffic counts were used along with intersection lane configurations and traffic controls to determine an intersection's current operating condition.

The CMA procedure uses a ratio of an intersection's traffic volume to its capacity for rating an intersection's congestion level. The highest combinations of conflicting traffic volume (V) divided by the capacity (C) value represents the intersection V/C ratio. Intersection capacity represents the maximum volume of vehicles that have a reasonable expectation of passing through an intersection in one hour under typical traffic flow conditions. This volume-to-capacity (V/C) ratio defines the proportion of an hour necessary to accommodate all the traffic moving through the intersection assuming full capacity.

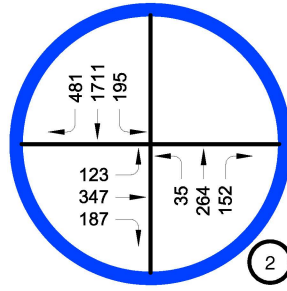
For planning purposes, the CMA ratio method provides an ideal means for quantifying intersection operating characteristics. For example, if an intersection has a CMA value of 0.70, the intersection is operating at 70% capacity with 30% of unused capacity.

Once the volume-to-capacity ratio has been calculated, operating characteristics are assigned a level of service grade (A through F) to estimate the level of congestion and stability of the traffic flow. The term "Level of Service" (LOS) is used by traffic engineers to describe the quality of traffic flow. Definitions of the LOS grades are provided in table 3.

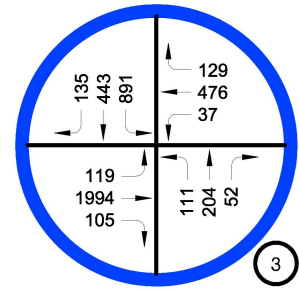




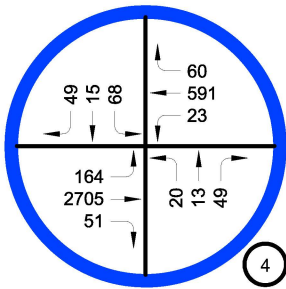
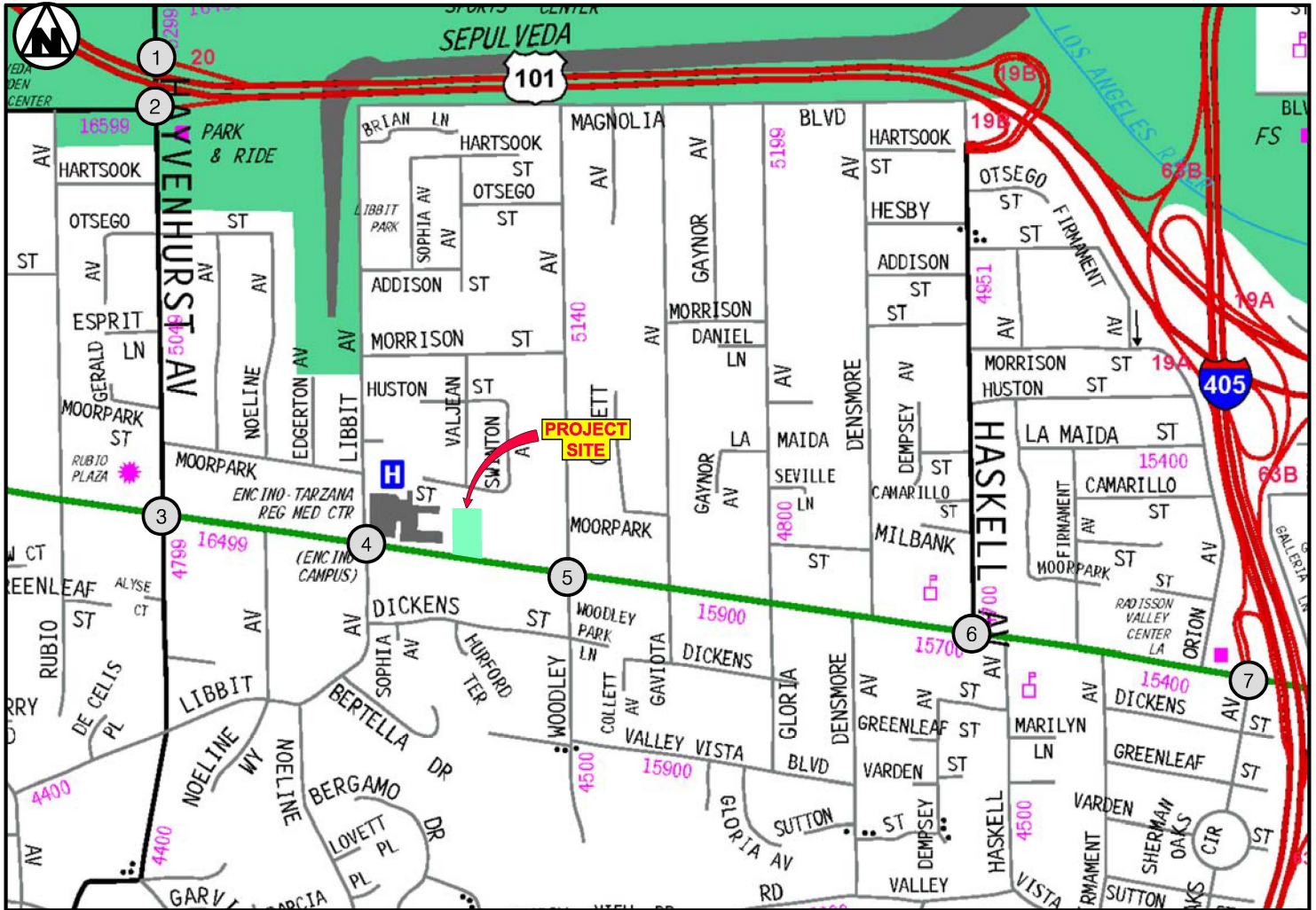
HAYVENHURST AVENUE &  
101 FWY WB OFF RAMP



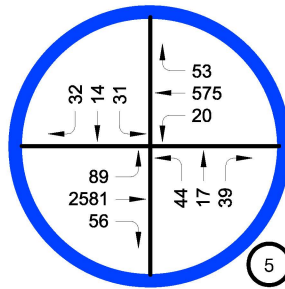
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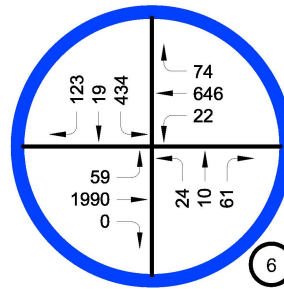
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VENTURA BOULEVARD



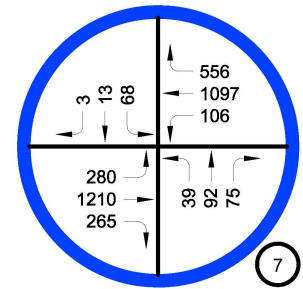
VENTURA BOULEVARD &  
LIBBIT AVENUE



VENTURA BOULEVARD &  
WOODLEY AVENUE



VENTURA BOULEVARD &  
HASKELL AVENUE



VENTURA BOULEVARD &  
405 FWY SB ON / 101 FWY EB OFF RAMP  
/ SHERMAN OAKS AVENUE

FIGURE 7

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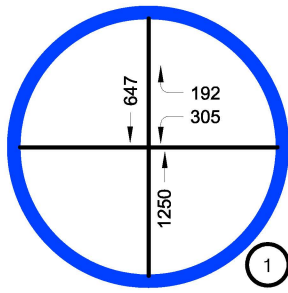
## EXISTING TRAFFIC VOLUMES AM PEAK HOUR



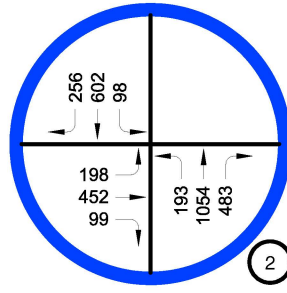
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(661) 799 - 8423, OTC@overlandtraffic.com

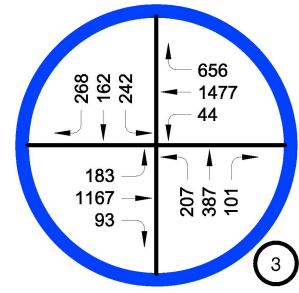




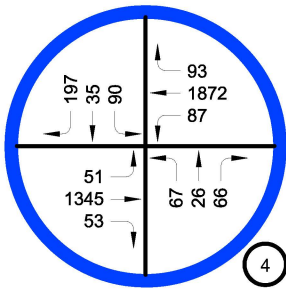
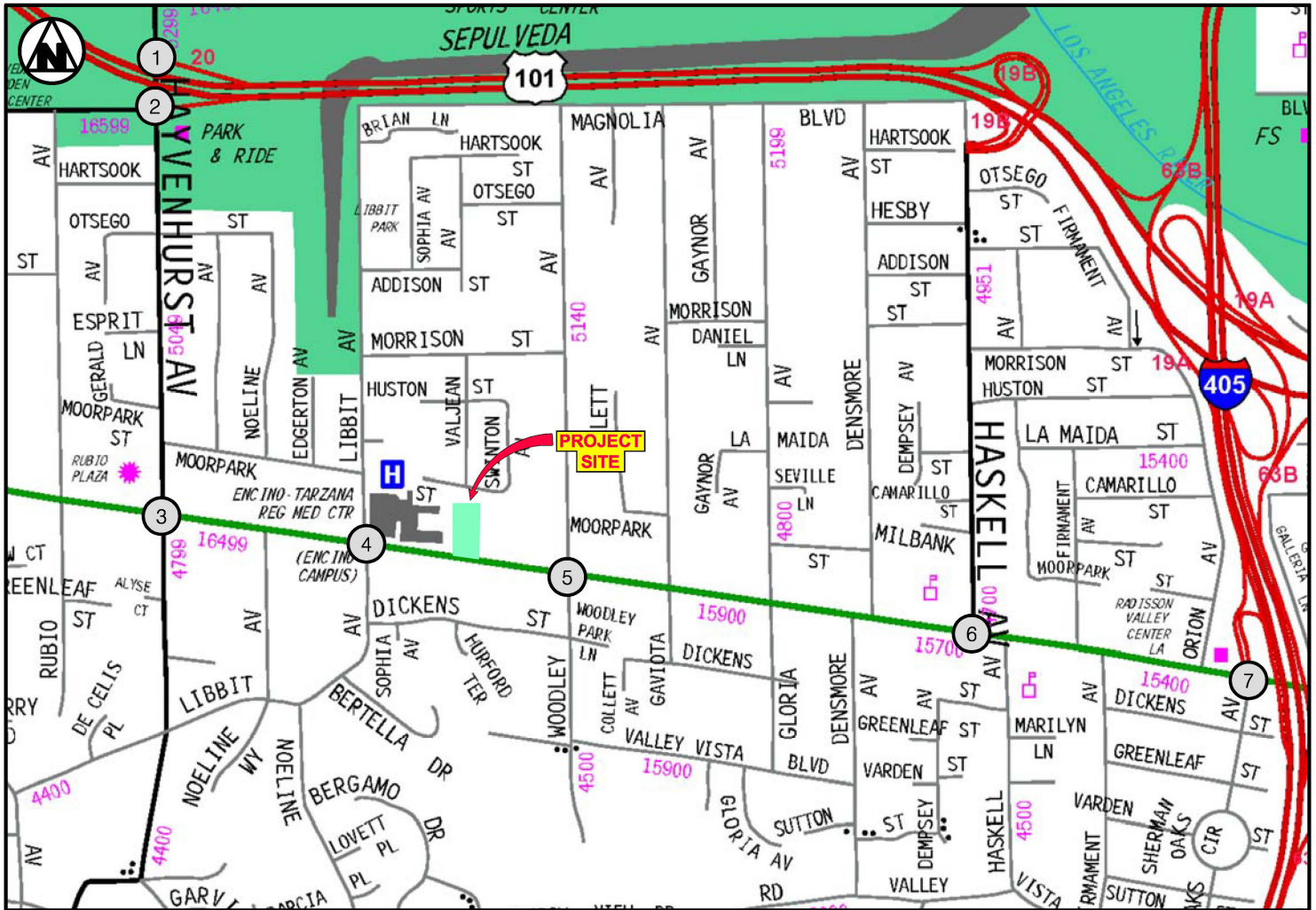
HAYVENHURST AVENUE &  
101 FWY WB OFF RAMP



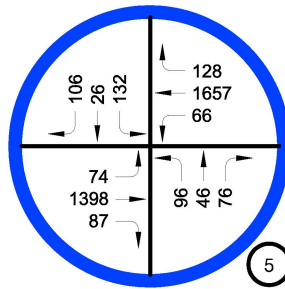
HAYVENHURST AVENUE &  
101 FWY EB ON RAMP / MAGNOLIA BOULEVARD



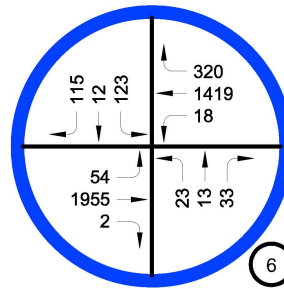
HAYVENHURST AVENUE &  
VENTURA BOULEVARD



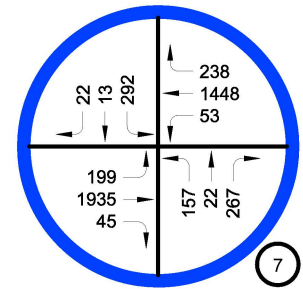
VENTURA BOULEVARD &  
LIBBIT AVENUE



VENTURA BOULEVARD &  
WOODLEY AVENUE



VENTURA BOULEVARD &  
HASKELL AVENUE



VENTURA BOULEVARD &  
405 SB ON / 101 FWY EB OFF RAMP /  
SHERMAN OAKS AVENUE

FIGURE 8

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## EXISTING TRAFFIC VOLUMES PM PEAK HOUR



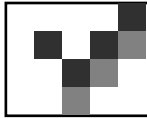
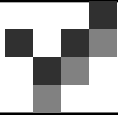


Table 3  
Level of Service Definitions

<u>LOS</u>	<u>V/C Ratio</u>	<u>Operating Conditions</u>
A	0.00 – 0.60	At LOS A, there are no cycles that are fully loaded, and few are even close to loaded. No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication. Typically, the approach appears quite open, turning movements are easily made, and nearly all drivers find freedom of operation.
B	>0.60 – 0.70	LOS B represents stable operation. An occasional approach phase is fully utilized and a substantial number are approaching full use. Many drivers begin to feel somewhat restricted with platoons of vehicles.
C	>0.70 – 0.80	In LOS C stable operation continues. Full signal cycle loading is still intermittent, but more frequent. Occasionally drivers may have to wait through more than one red signal indication, and back-ups may develop behind turning vehicles.
D	>0.80 – 0.90	LOS D encompasses a zone of increasing restriction, approaching instability. Delays to approaching vehicles may be substantial during short peaks within the peak period, but enough cycles with lower demand occur to permit periodic clearance of developing queues, thus preventing excessive back-ups.
E	>0.90 – 1.00	LOS E represents the most vehicles that any particular intersection approach can accommodate. At capacity ( $V/C = 1.00$ ) there may be long queues of vehicles waiting upstream of the intersection and delays may be great (up to several signal cycles).
F	>1.00	LOS F represents jammed conditions. Back-ups from location downstream or on the cross street may restrict or prevent movement of vehicles out of the approach under consideration; hence, volumes carried are not predictable. V/C values are highly variable, because full utilization of the approach may be prevented by outside conditions.





By applying the CMA procedures to the intersection data, the V/C values and the corresponding Levels of Service (LOS) for existing traffic conditions were determined at the study intersections. The LOS values for the intersections are summarized in Table 4. Supporting capacity worksheets are contained in Appendix I of this report.

Table 4  
Existing Traffic Conditions Summary

<u>No.</u>	<u>Intersection</u>	<u>Peak Hour</u>	<u>Existing</u>	
			<u>CMA</u>	<u>LOS</u>
1	Hayvenhurst Ave. & 101 Fwy. WB Off Ramp	AM	0.467	A
		PM	0.344	A
2	Hayvenhurst Ave. & 101 Fwy. EB On Ramp / Magnolia Bd.	AM	0.630	B
		PM	0.557	A
3	Hayvenhurst Ave. & Ventura Bd.	AM	0.885	D
		PM	0.686	B
4	Ventura Bd. & Libbit Ave.	AM	0.615	B
		PM	0.570	A
5	Ventura Bd. & Woodley Ave.	AM	0.559	A
		PM	0.515	A
6	Ventura Bd. & Haskell Ave.	AM	0.649	B
		PM	0.508	A
7	Ventura Bd. & 405 Fwy. SB On / 101 Fwy. EB Off / Sherman Oaks Ave.	AM	0.600	A
		PM	0.748	C



### Analysis of Existing + Project Conditions

An evaluation has been conducted to evaluate potential project traffic impacts to the existing conditions. According to the standards adopted by LADOT and described in the Specific Plan, a traffic impact is considered significant if the related increase in the V/C value equals or exceeds the thresholds shown in the Table 5.

Table 5  
Significant Impact Criteria  
City of Los Angeles

<u>LOS</u>	<u>Final V/C Value</u>	<u>Increase in V/C Value</u>
C	0.701 - 0.800	+ 0.040
D	0.801 - 0.900	+ 0.020
E & F	> 0.901	+ 0.010 or more

Note that no significant impacts are defined for LOS A or B because intersection operations can accommodate additional traffic growth.

The potential impact for existing plus project was conducted by adding the project traffic to the existing traffic. The existing and existing + project traffic conditions were compared to determine if the thresholds of significance in Table 5 were exceeded. As noted in Table 6, no significant traffic impacts are identified.

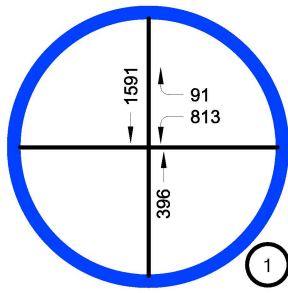




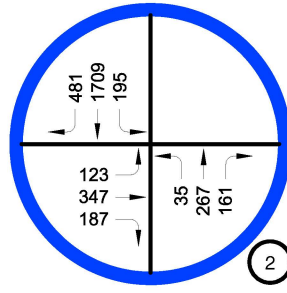
Table 6  
Existing + Project Traffic Conditions Summary

No.	Intersection	Peak Hour	Existing		Existing + Project			Significant Impact
			CMA	LOS	CMA	LOS	Impact	
1	Hayvenhurst Ave. & 101 Fwy. WB Off Ramp	AM	0.467	A	0.467	A	0.000	NO
		PM	0.344	A	0.344	A	0.000	NO
2	Hayvenhurst Ave. & 101 Fwy. EB On Ramp / Magnolia Bd.	AM	0.630	B	0.629	B	-0.001	NO
		PM	0.557	A	0.556	A	-0.001	NO
3	Hayvenhurst Ave. & Ventura Bd.	AM	0.885	D	0.884	D	-0.001	NO
		PM	0.686	B	0.686	B	0.000	NO
4	Ventura Bd. & Libbit Ave.	AM	0.615	B	0.613	B	-0.002	NO
		PM	0.570	A	0.569	A	-0.001	NO
5	Ventura Bd. & Woodley Ave.	AM	0.559	A	0.562	A	+ 0.003	NO
		PM	0.515	A	0.518	A	+ 0.003	NO
6	Ventura Bd. & Haskell Ave.	AM	0.649	B	0.651	B	+ 0.002	NO
		PM	0.508	A	0.513	A	+ 0.005	NO
7	Ventura Bd. & 405 Fwy. SB On / 101 Fwy. EB Off / Sherman Oaks Ave.	AM	0.600	A	0.603	B	+ 0.003	NO
		PM	0.748	C	0.748	C	0.000	NO

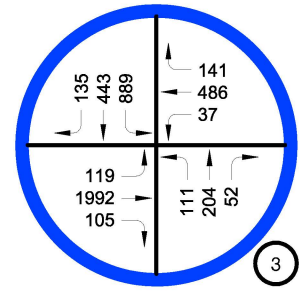




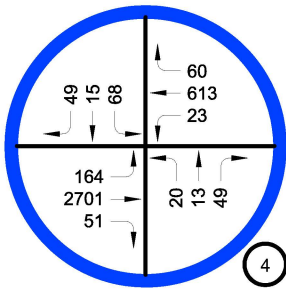
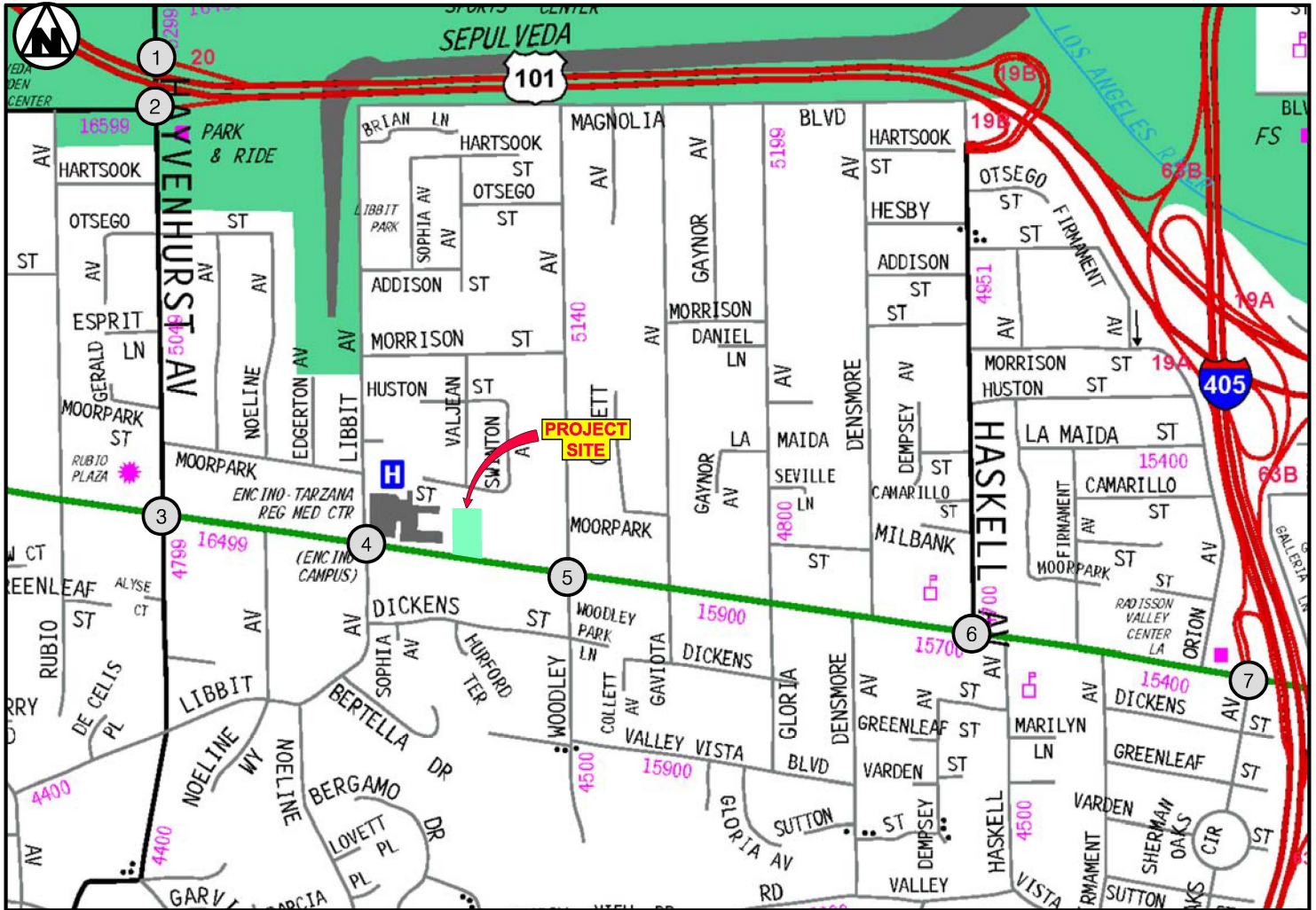
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101 FWY WB OFF RAMP



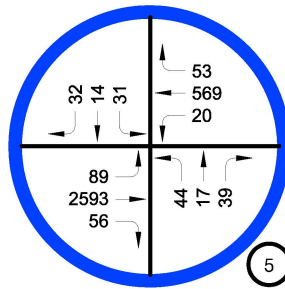
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101 FWY EB ON RAMP / MAGNOLIA BOULEVARD



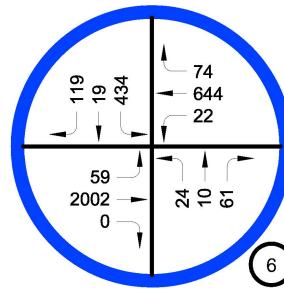
HAYVENHURST AVENUE &  
VENTURA BOULEVARD



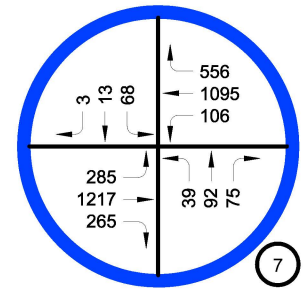
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LIBBIT AVENUE



VENTURA BOULEVARD &  
WOODLEY AVENUE



VENTURA BOULEVARD &  
HASKELL AVENUE



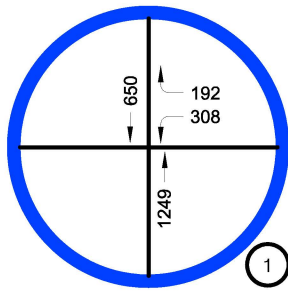
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/ SHERMAN OAKS AVENUE

FIGURE 9

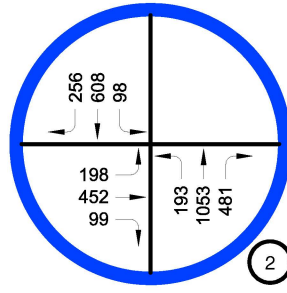
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## EXISTING + PROJECT TRAFFIC VOLUMES AM PEAK HOUR

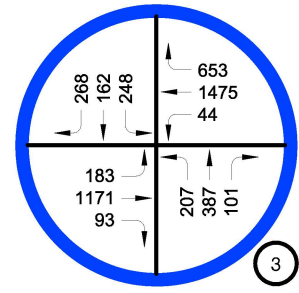




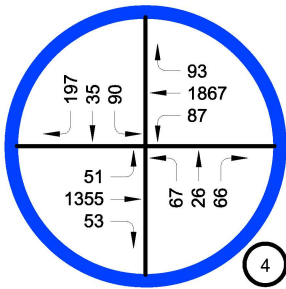
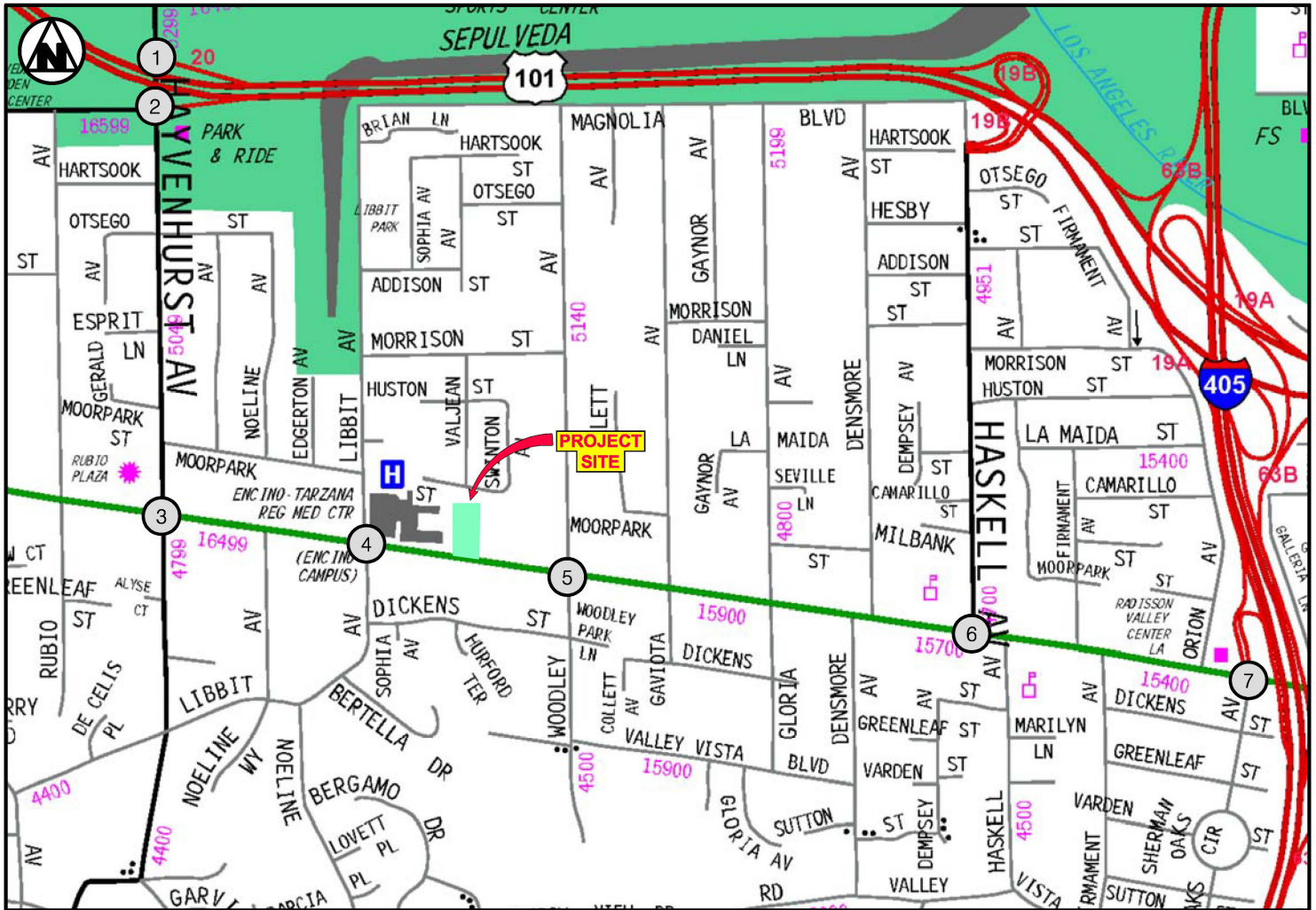
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101 FWY WB OFF RAMP



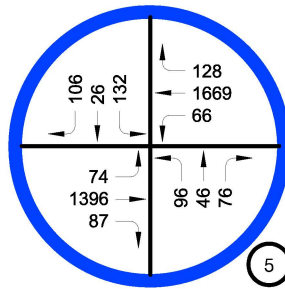
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101 FWY EB ON RAMP / MAGNOLIA BOULEVARD



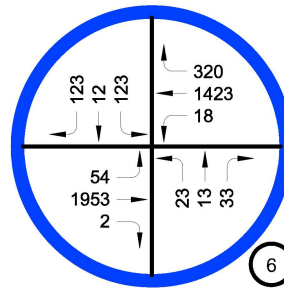
HAYVENHURST AVENUE &  
VENTURA BOULEVARD



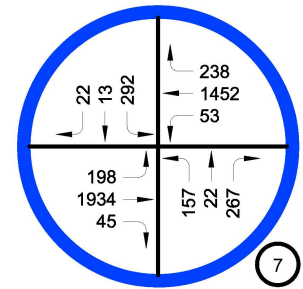
VENTURA BOULEVARD &  
LIBBIT AVENUE



VENTURA BOULEVARD &  
WOODLEY AVENUE



VENTURA BOULEVARD &  
HASKELL AVENUE



VENTURA BOULEVARD &  
405 SB ON / 101 FWY EB OFF RAMP /  
SHERMAN OAKS AVENUE

FIGURE 10

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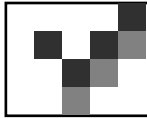
## EXISTING + PROJECT TRAFFIC VOLUMES PM PEAK HOUR



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### Analysis of Future Traffic Conditions

Future traffic volume projections have been developed to analyze the traffic conditions after completion of other planned land developments including the proposed project.

Pursuant to the LADOT's traffic impact guidelines, the following steps have been taken to develop the existing and future traffic conditions with and without the project:

- (a) Analyze existing traffic conditions;
- (b) Analyze traffic conditions in (a) with the project traffic (existing + project);
- (c) Analyze traffic conditions in (b) with proposed traffic mitigation, if necessary
- (d) Analyze existing conditions with ambient traffic growth to 2020 (added additional 2% per year for ambient growth);
- (e) Analyze traffic conditions in (d) with related projects traffic (future "without project" scenario);
- (f) Analyze traffic conditions in (e) with the project traffic (future "with project" scenario);
- (g) Analyze traffic conditions in (f) with proposed traffic mitigation, if necessary.

The future cumulative analysis includes other reasonably foreseeable development projects located within the study area that are either under construction or brought to the attention of the City as planned for future development. As part of this analysis, the related project information was obtained from the City of Los Angeles Department of Transportation, and City of Los Angeles Department of City Planning. It should be noted that this project or any actions taken by the City regarding this project, does not have a direct bearing on the other proposed related projects. The locations of the related projects are shown in Figure 11 and described in Table 7.

To evaluate future traffic conditions with the related projects, estimates of the peak hour trips generated were developed using the ITE traffic rates. The potential net increase in traffic from the related projects is shown in Appendix H.

The cumulative future traffic growth has been determined by adding the existing traffic volume, ambient traffic growth of 2% per year and related project traffic volume. The cumulative "without the project" baseline estimates are shown in Figure 12 for the AM Peak Hour and Figure 13 for the PM Peak Hour.



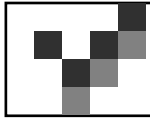


Table 7  
Related Projects Descriptions

<u>No</u>	<u>Location</u>	<u>Size</u>	<u>Description</u>
1	14601 Ventura Boulevard	7,000 sf	Bank replace Office
2	15445 Ventura Boulevard	2,770 sf	Convenience Store
3	15315 Dickens Street	1,250 sf	Coffee Shop
4	4805 N Sepulveda Boulevard (Il Villaggio)	325 units 45,000 sf 10,000 sf	Apartment Market Retail
5	16300 Ventura Boulevard	8,500 sf 49 units	Commercial (max 5500 sf restaurant) Apartment
6	15739 Ventura Boulevard	100 students	Pre-school expansion
7	14845 Ventura Boulevard	57,040 sf 2,970 sf	Market remodel Bank
8	14708 Ventura Boulevard	6,880 sf	Restaurant
9	16206 Ventura Boulevard	7,333 sf 802 sf 4,745 sf	Restaurant Restaurant Gym



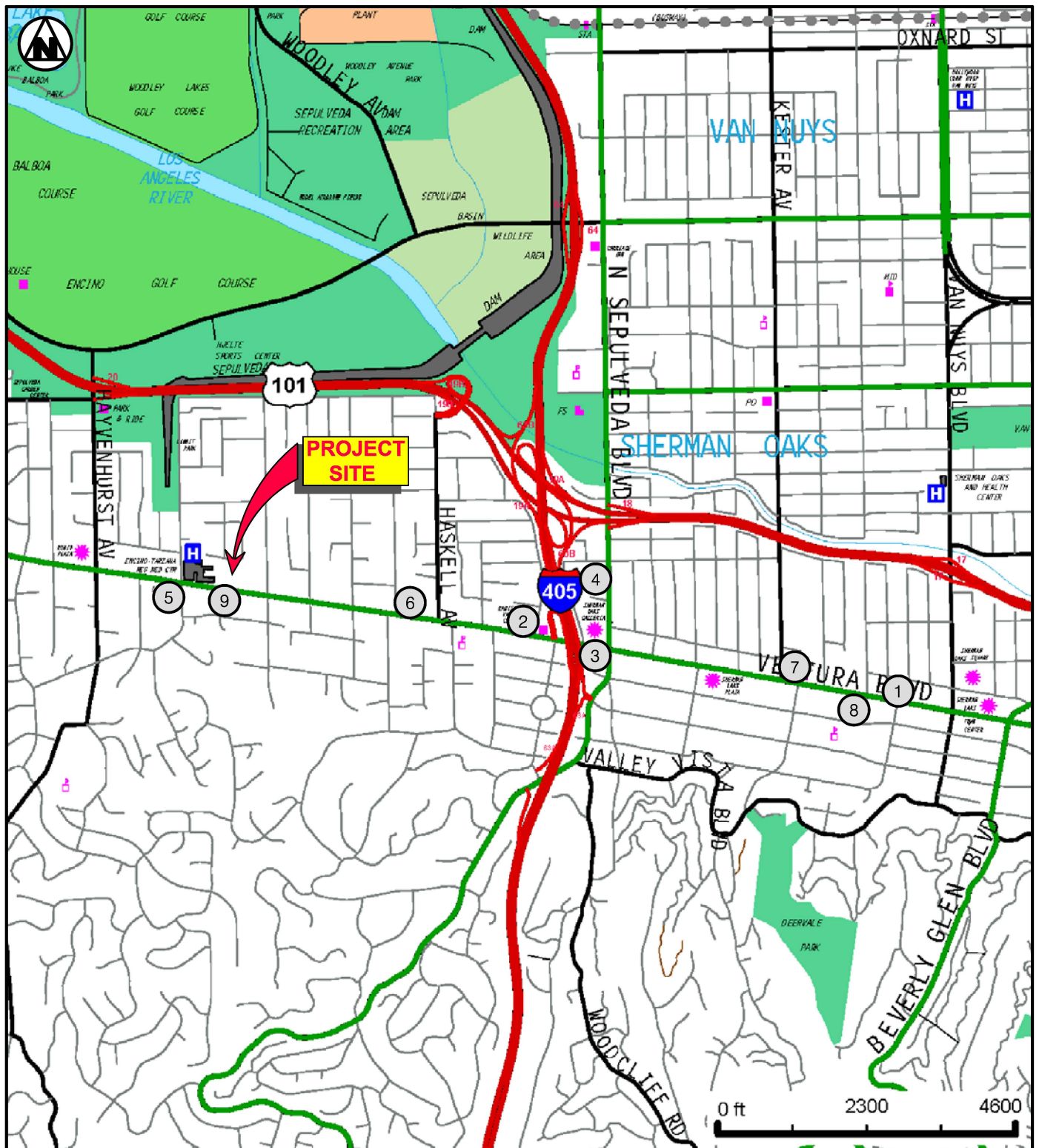
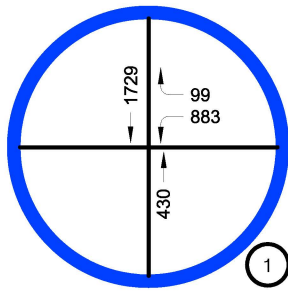


FIGURE 11

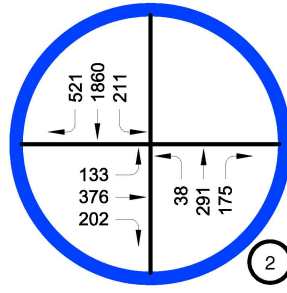
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# RELATED PROJECTS LOCATION MAP

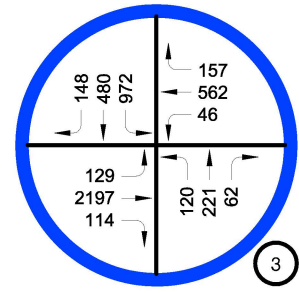




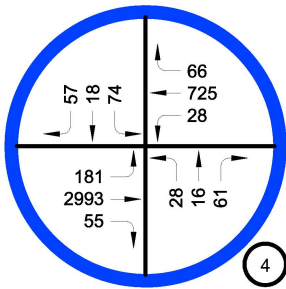
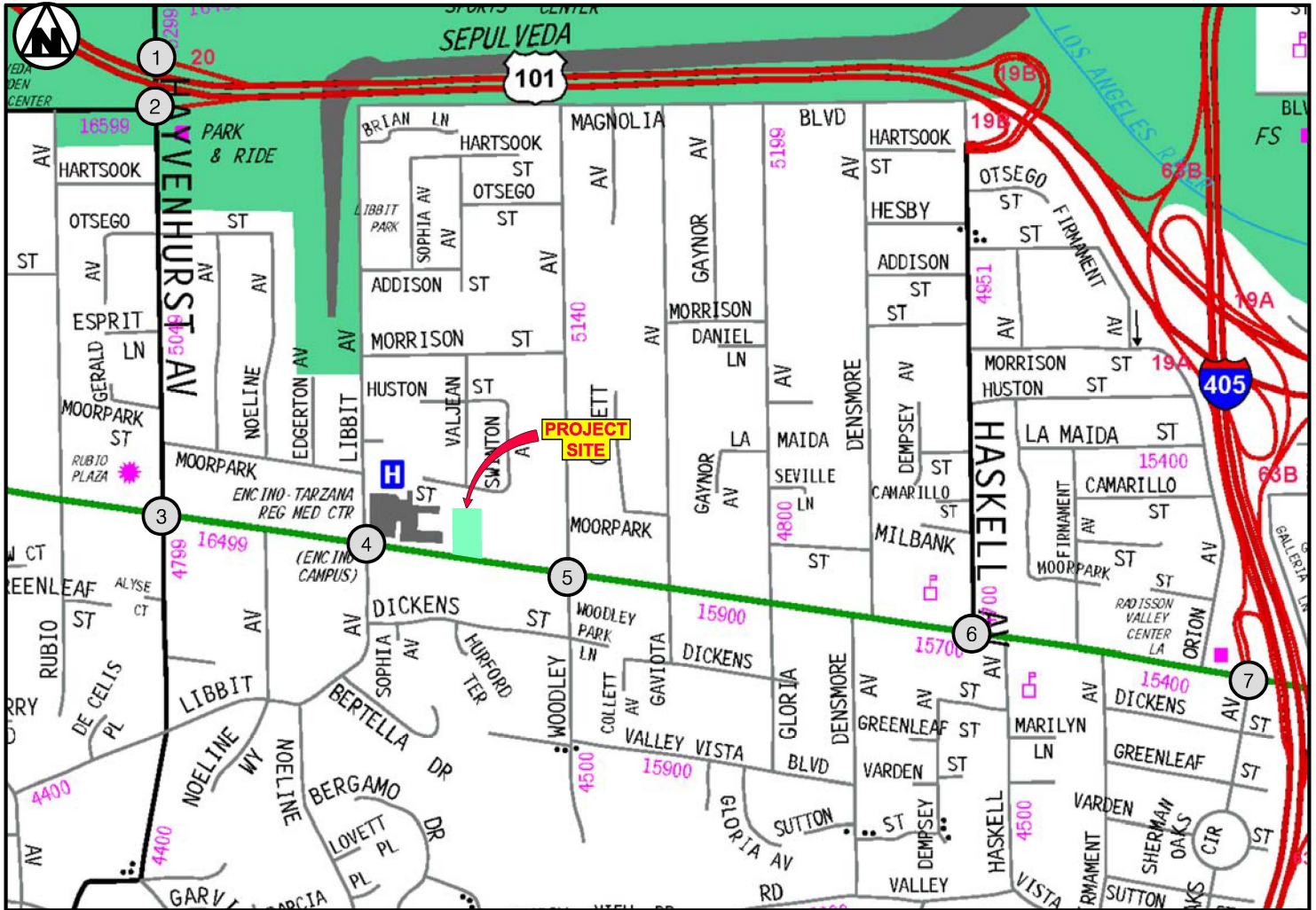
HAYVENHURST AVENUE &  
101 FWY WB OFF RAMP



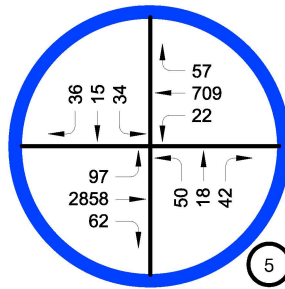
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101 FWY EB ON RAMP / MAGNOLIA BOULEVARD



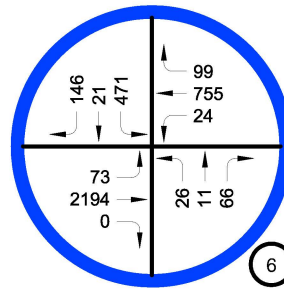
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VENTURA BOULEVARD



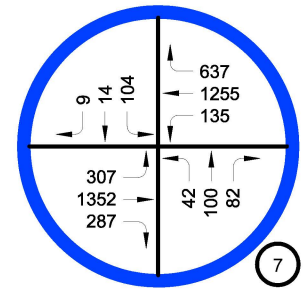
VENTURA BOULEVARD &  
LIBBIT AVENUE



VENTURA BOULEVARD &  
WOODLEY AVENUE



VENTURA BOULEVARD &  
HASKELL AVENUE



VENTURA BOULEVARD &  
405 FWY SB ON / 101 FWY EB OFF RAMP  
/ SHERMAN OAKS AVENUE

FIGURE 12

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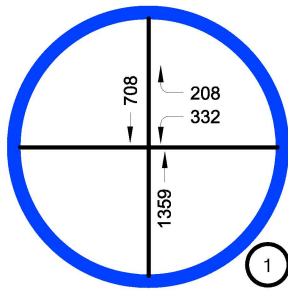
**FUTURE TRAFFIC VOLUMES  
WITHOUT PROJECT  
AM PEAK HOUR**



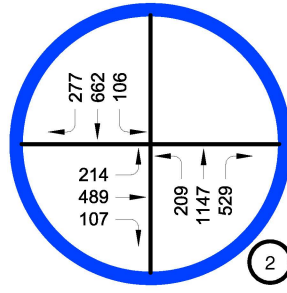
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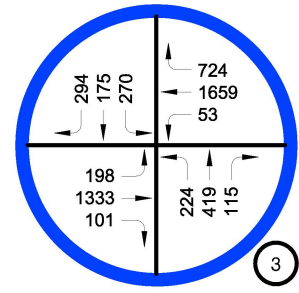




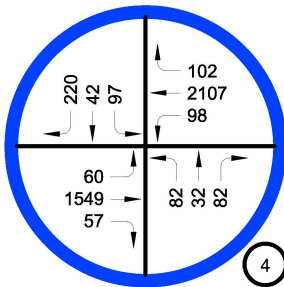
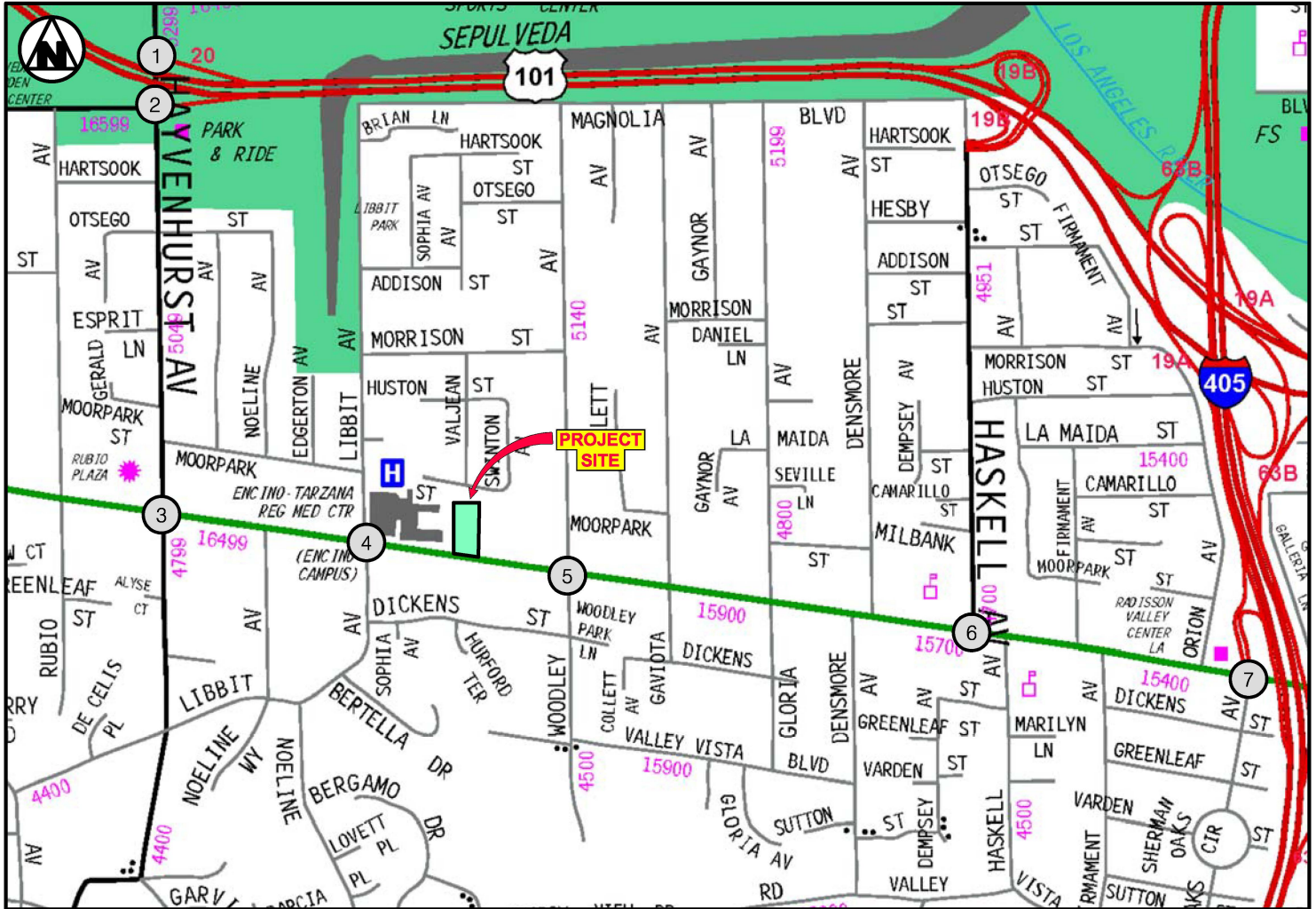
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101 FWY WB OFF RAMP



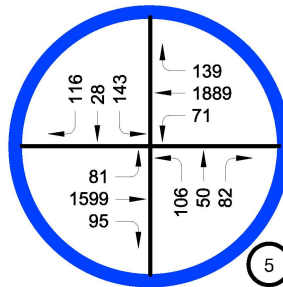
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101 FWY EB ON RAMP / MAGNOLIA BOULEVARD



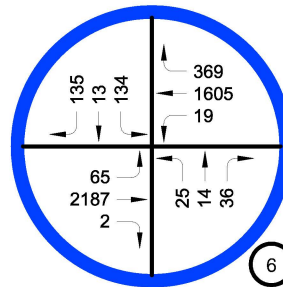
HAYVENHURST AVENUE &  
VENTURA BOULEVARD



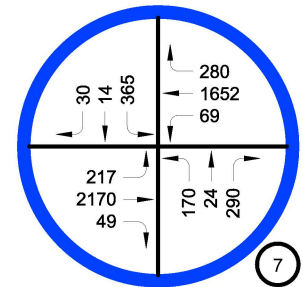
VENTURA BOULEVARD &  
LIBBIT AVENUE



VENTURA BOULEVARD &  
WOODLEY AVENUE



VENTURA BOULEVARD &  
HASKELL AVENUE



VENTURA BOULEVARD &  
405 SB ON / 101 FWY EB OFF RAMP /  
SHERMAN OAKS AVENUE

FIGURE 13

9/2017

**FUTURE TRAFFIC VOLUMES  
WITHOUT PROJECT  
PM PEAK HOUR**



**Overland Traffic Consultants, Inc.**

952 Manhattan Beach Bl. #100, Manhattan Beach, CA 90266  
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The traffic conditions created by ambient traffic growth plus the other related development projects are shown in Table 8 which demonstrates growth by comparing the existing traffic conditions and the future without project conditions.

**Table 8**  
**Future (2020) Traffic Conditions**  
**Without Project**

<u>No.</u>	<u>Intersection</u>	<u>Peak Hour</u>	<u>Existing</u>		<u>Future (2020) Without Project</u>		<u>Growth</u>
			<u>CMA</u>	<u>LOS</u>	<u>CMA</u>	<u>LOS</u>	
1	Hayvenhurst Ave. & 101 Fwy. WB Off Ramp	AM	0.467	A	0.515	A	+ 0.048
		PM	0.344	A	0.382	A	+ 0.038
2	Hayvenhurst Ave. & 101 Fwy. EB On Ramp / Magnolia Bd.	AM	0.630	B	0.692	B	+ 0.062
		PM	0.557	A	0.613	B	+ 0.056
3	Hayvenhurst Ave. & Ventura Bd.	AM	0.885	D	0.986	E	+ 0.101
		PM	0.686	B	0.768	C	+ 0.082
4	Ventura Bd. & Libbit Ave.	AM	0.615	B	0.697	B	+ 0.082
		PM	0.570	A	0.660	B	+ 0.090
5	Ventura Bd. & Woodley Ave.	AM	0.559	A	0.631	B	+ 0.072
		PM	0.515	A	0.588	A	+ 0.073
6	Ventura Bd. & Haskell Ave.	AM	0.649	B	0.726	C	+ 0.077
		PM	0.508	A	0.582	A	+ 0.074
7	Ventura Bd. & 405 Fwy. SB On / 101 Fwy. EB Off / Sherman Oaks Ave.	AM	0.600	A	0.699	B	+ 0.099
		PM	0.748	C	0.861	D	+ 0.113





Traffic conditions after completion of the project have been calculated by adding the project volume to the future without traffic volume. The traffic impact of the added project traffic at the study intersections is shown in Table 9 by comparing the future “without project” and future “with project” traffic conditions at the study intersections.

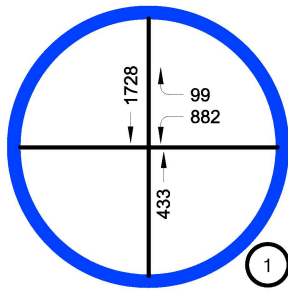
The significant impact criteria provided in Table 6 was applied to the future traffic conditions. As shown in Table 9, no significant traffic impacts occur at the study intersections.

Table 9  
Future (2020) Traffic Conditions  
With Project

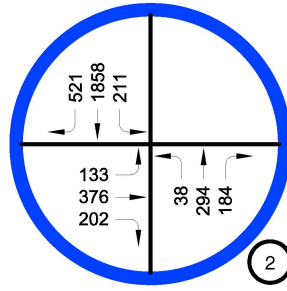
No.	Intersection	Peak Hour	Future (2020) Without Project		Future (2020) With Project			Significant Impact
			CMA	LOS	CMA	LOS	IMPACT	
1	Hayvenhurst Ave. & 101 Fwy. WB Off Ramp	AM	0.515	A	0.515	A	0.000	NO
		PM	0.382	A	0.383	A	+ 0.001	NO
2	Hayvenhurst Ave. & 101 Fwy. EB On Ramp / Magnolia Bd.	AM	0.692	B	0.691	B	-0.001	NO
		PM	0.613	B	0.613	B	0.000	NO
3	Hayvenhurst Ave. & Ventura Bd.	AM	0.986	E	0.985	E	-0.001	NO
		PM	0.768	C	0.767	C	-0.001	NO
4	Ventura Bd. & Libbit Ave.	AM	0.697	B	0.696	B	-0.001	NO
		PM	0.660	B	0.659	B	-0.001	NO
5	Ventura Bd. & Woodley Ave.	AM	0.631	B	0.633	B	+ 0.002	NO
		PM	0.588	A	0.591	A	+ 0.003	NO
6	Ventura Bd. & Haskell Ave.	AM	0.726	C	0.727	C	+ 0.001	NO
		PM	0.582	A	0.587	A	+ 0.005	NO
7	Ventura Bd. & 405 Fwy. SB On / 101 Fwy. EB Off / Sherman Oaks Ave.	AM	0.699	B	0.702	C	+ 0.003	NO
		PM	0.861	D	0.861	D	0.000	NO

Future cumulative “with Project” peak hour traffic volumes are shown in Figure 14 for the AM Peak Hour and Figure 15 for the PM Peak Hour

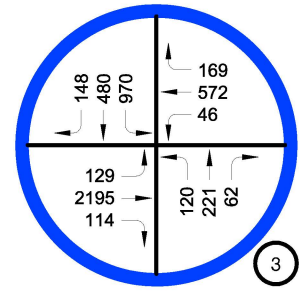




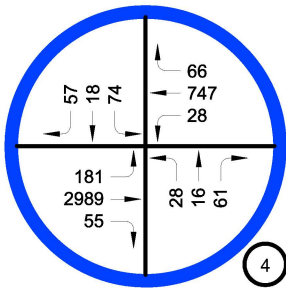
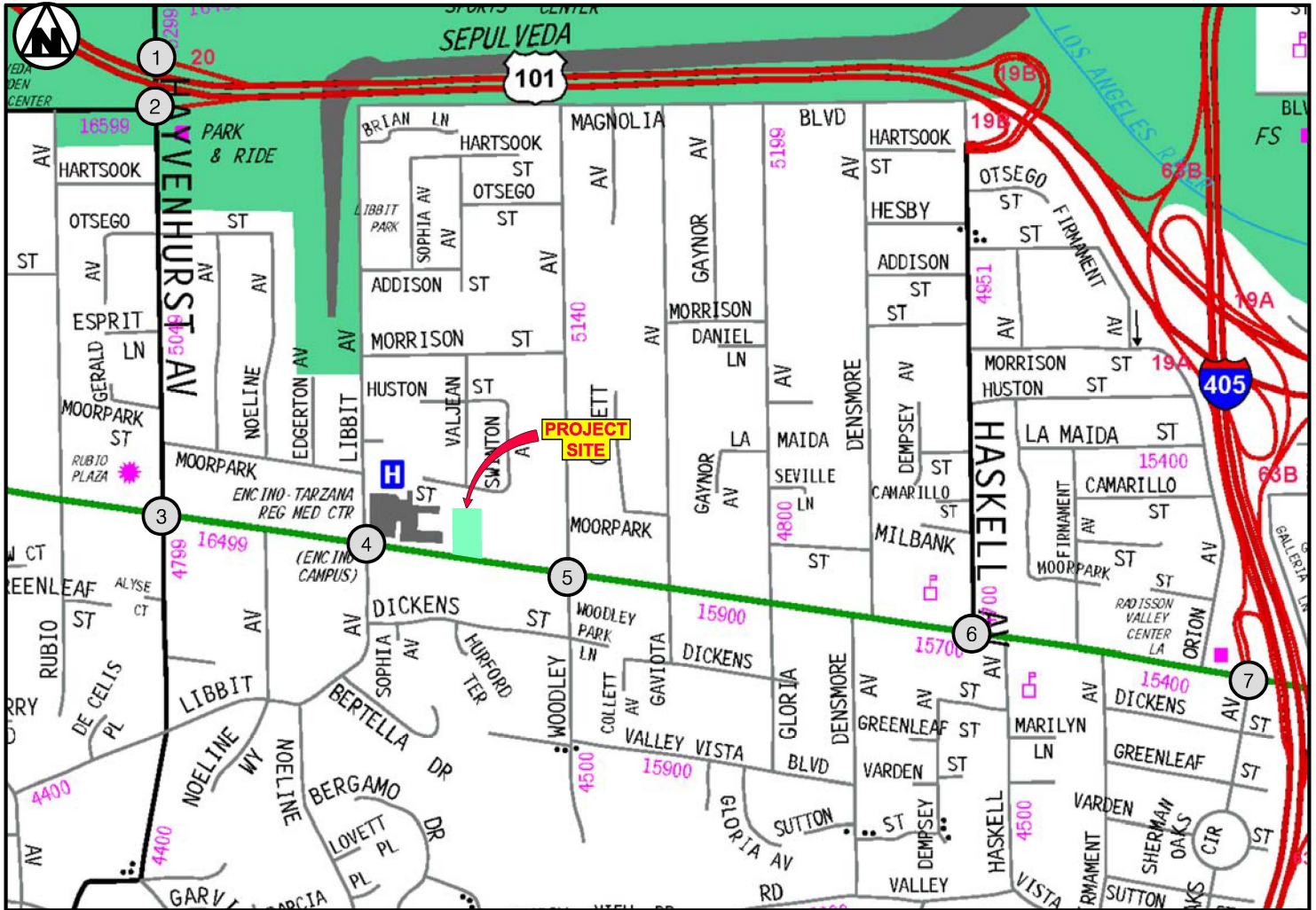
HAYVENHURST AVENUE &  
101 FWY WB OFF RAMP



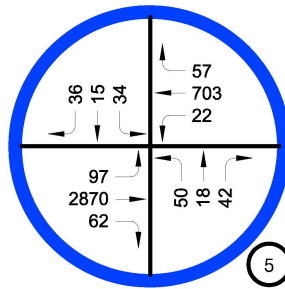
HAYVENHURST AVENUE &  
101 FWY EB ON RAMP / MAGNOLIA BOULEVARD



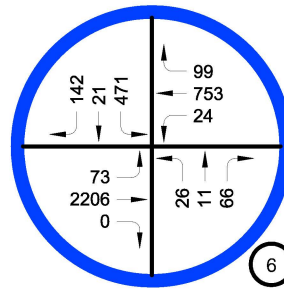
HAYVENHURST AVENUE &  
VENTURA BOULEVARD



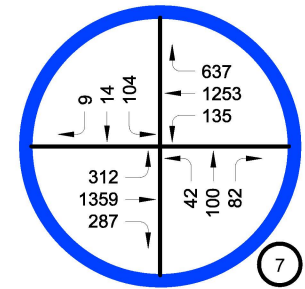
VENTURA BOULEVARD &  
LIBBIT AVENUE



VENTURA BOULEVARD &  
WOODLEY AVENUE



VENTURA BOULEVARD &  
HASKELL AVENUE



VENTURA BOULEVARD &  
405 FWY SB ON / 101 FWY EB OFF RAMP  
/ SHERMAN OAKS AVENUE

FIGURE 14

9/2017

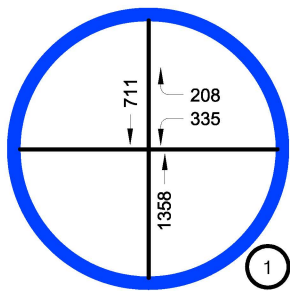
# FUTURE TRAFFIC VOLUMES WITH PROJECT AM PEAK HOUR



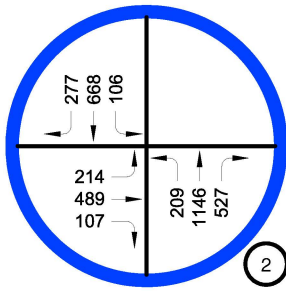
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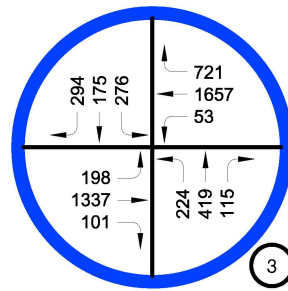




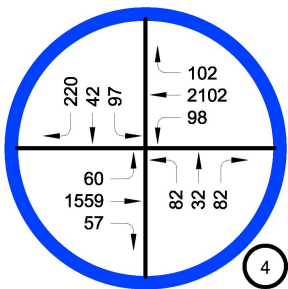
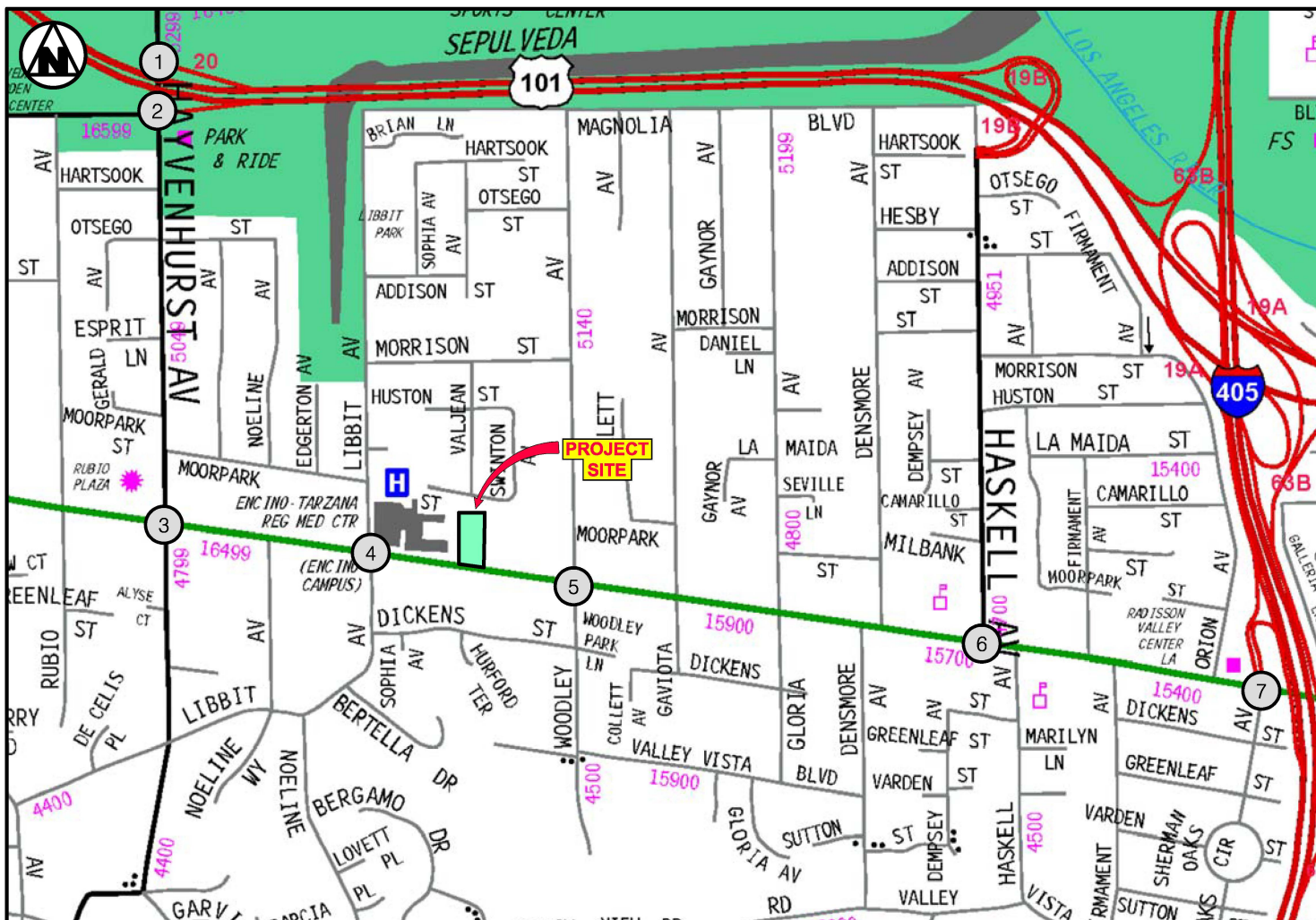
HAYVENHURST AVENUE &  
101 FWY WB OFF RAMP



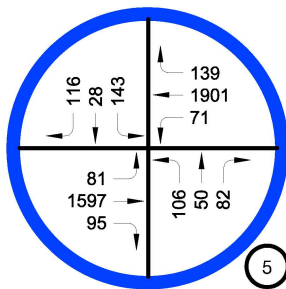
HAYVENHURST AVENUE &  
101 FWY EB ON RAMP / MAGNOLIA BOULEVARD



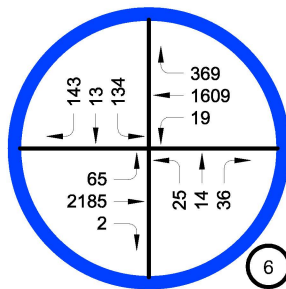
HAYVENHURST AVENUE &  
VENTURA BOULEVARD



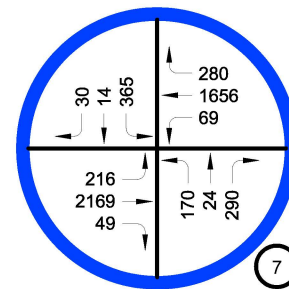
VENTURA BOULEVARD &  
LIBBIT AVENUE



VENTURA BOULEVARD &  
WOODLEY AVENUE



VENTURA BOULEVARD &  
HASKELL AVENUE



VENTURA BOULEVARD &  
405 SB ON / 101 FWY EB OFF RAMP /  
SHERMAN OAKS AVENUE

FIGURE 15

9/2017

# FUTURE TRAFFIC VOLUMES WITH PROJECT PM PEAK HOUR

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### CMP Transit Review

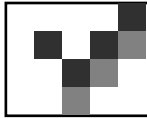
The proposed Project is forecast to generate approximately 658 weekday daily trips with 53 trips during the AM Peak Hour and 62 trips during the PM Peak Hour. As per Congestion Management Program (CMP) 2008 guidelines, person trips can be estimated by multiplying the total trips generated by 1.4. The trips assigned to transit may be calculated by multiplying the person trips generated by 3.5%. The CMP Transit trip generation calculation shown in Table 10.

Table 10  
CMP Transit Trips

	DAILY	AM PEAK HOUR	PM PEAK HOUR
PROJECT TRIPS (from Table 2)	658	53	62
PERSON TRIPS (trips X 1.4)	921	74	87
TRANSIT TRIPS (person trips x 3.5%)	32	3	3

There are two Rapid transit, one local and one commuter express line within 660 feet of the Project site at Woodley Avenue and Ventura Boulevard. The projected level of transit increase is not expected to adversely affect the current ridership of the transit services in the area.





### Construction Review

Project construction will include site clearing, shoring, excavation, hauling, construction, and finishing work. The project developer will attempt to park and stage for construction on-site as much as possible. During periods of time where off-site street surfaces are needed, such as during garage excavation, the developer will submit for review and approval a traffic control plan detailing the work days, time of day, and safety features. In addition, the City of Los Angeles will require a Truck Haul Route program for approval by LADOT. Any off-site construction needs will be minimized and conducted outside of peak traffic times. Deliveries of construction material will be coordinated to non-peak travel periods, to the extent possible. Construction worker vehicles that can not be accommodated on site will be provided off-street parking and encouraged to use public transit services and/or shuttle service to the site, if needed. No construction impacts are anticipated with the project.

### High Injury Network

The LADOT fiscal year 2014-2015 Annual Report identified a strategic plan that provides the areas of focus for traffic related issues and outlines goals and strategies to achieve those goals. The priority identified in the report is safety with a goal to make the streets of the City of Los Angeles the safest in the nation. As part of an effort to achieve this goal, LADOT identified the City's High Injury Network (HIN) of the city streets. The HIN identifies streets with a high number of traffic-related severe injuries and deaths across all modes of travel with emphasis on those involving pedestrians and cyclists.

Ventura Boulevard is identified as part of the HIN. LADOT requires that projects along HIN roadways assist in reducing traffic related injuries around new development to the extent possible. The project proposes to provide an enhanced driveway entry with pavement treatments, walkways and/or mirrors as needed along the project driveway to assist in pedestrian visibility.





### CMP Impacts on Regional Transportation System

The Congestion Management Program (CMP) was adopted to monitor regional traffic growth and related transportation improvements. The CMP designated a transportation network including all state highways and some arterials within the County to be monitored by local jurisdictions. If LOS standards deteriorate on the CMP network, then local jurisdictions must prepare a deficiency plan to be in conformance with the program. Local jurisdictions found to be in nonconformance with the CMP risk the loss of state gas tax funding.

For purposes of the CMP LOS analysis, an increase in the freeway volume by 150 vehicles per hour during the am or pm peak hours in any direction requires further analysis. A substantial change in freeway segments is defined as an increase or decrease of 2% in the demand to capacity ratio when at LOS F. For purposes of CMP intersections, an increase of 50 vehicles or more during the am or pm peak requires further analysis.

The intersections of Ventura Boulevard and Balboa Boulevard to the west and Ventura Boulevard and Sepulveda Boulevard to the east are the nearest CMP intersections. Ventura Boulevard and Balboa Boulevard is approximately one mile from the project site and Ventura Boulevard and Sepulveda Boulevard is approximately one and one quarter miles from the project site.

Based on the distribution of project trips as shown in Figure 6, up to 8 am and 2 pm peak hour trips could travel through Ventura Boulevard and Balboa Boulevard. With up to 10 am and 2 pm peak hour project trips travelling through Ventura Boulevard and Sepulveda Boulevard. This is well below the 50-peak hour CMP trip threshold. Therefore, no further CMP intersection analysis is required.

The project is closest to the Ventura Freeway and San Diego Freeway. Based on the project trip distribution patterns in the area, the project's access and proximity to destination points throughout the City, it is anticipated that, the maximum number of freeway trips on any one freeway segment would then be 9 vehicles during the peak hours, see Table 12 in the following section. This amount of traffic is below the 150 CMP trip





threshold needed for further evaluation. Therefore, no further CMP freeway analysis is required.

#### Supplemental Caltrans Analysis (Screening Criteria)

The City of Los Angeles Department of Transportation (LADOT) and Caltrans District 7 have developed an agreement on the Freeway Impact Procedures, the "Caltrans Agreement", updated December 2015. This multi-agency agreement describes a screening process to determine the level of analysis necessary for land development projects.

The screening criterion is based on the traffic volume and capacity of nearby freeway and ramp facilities, and the estimated volume of added project traffic. Four screening criteria have been developed by LADOT and Caltrans. If any of the four criteria described below are satisfied, then additional traffic impact analysis is required.

1. The project's peak hour trips would result in a 1% or more increase to the freeway mainline capacity of a freeway segment operating at a level of service (LOS) E or F (based on a capacity of 2,000 vehicles per hour per lane (vphpl)).
2. The project's peak hour trips would result in a 2% or more increase to the freeway mainline capacity of a freeway segment operating at a level of service (LOS) D (based on a capacity of 2,000 vphpl).
3. The project's peak hour trips would result in a 1% or more increase to the freeway off ramp operating at a level of service (LOS) E or F (based on an off - ramp capacity of 850 vphpl as measured at the intersection).
4. The project's peak hour trips would result in a 2% or more increase to the freeway off ramp operating at a level of service (LOS) E or F (based on an off - ramp capacity of 850 vphpl as measured at the intersection).

Review Criteria 1 and 2 - The Ventura Freeway (US 101) mainline east of Hayvenhurst Avenue has a directional capacity of approximately 12,000 vph (6 lanes x 2,000 vphpl). The San Diego Freeway (I-405) mainline at the Ventura Freeway also has a directional capacity of approximately 12,000 (6 lanes x 2,000 vphpl). Evaluating the 101 Freeway east of Hayvenhurst Avenue and at Haskell Avenue, in addition to San Diego Freeway





north and south of Ventura Freeway would capture the highest volume of freeway traffic generated by the project. Using the worst-case criteria of a 1% increase, the project would need to add approximately 120 vph per direction to the mainline freeway segment(s) to warrant further review. As indicated below in Table 11, none of the freeway segments with the highest volume of project traffic would meet the screening criterion during either peak hour in either direction and, therefore, no additional analysis is necessary.

Review Criteria 3 and 4 - The Ventura Freeway westbound and eastbound off ramps at Haskell Avenue and the westbound off ramp at Hayvenhurst Avenue have been evaluated for potential project traffic impacts. Results of the off - ramp analysis pursuant to the screening criteria are also provided in Table 11. This evaluation shows that the Freeway off ramps do not exceed the screening criteria assuming a 1% threshold as set forth in the Caltrans / LADOT agreement. Therefore, no further analysis is required.

Table 11  
Caltrans Screening

LOCATION	DIR	# of Lanes	Capacity	Project Trips*		% INCREASE	
				AM	PM	AM	PM
<u>FREEWAY SEGMENT (2,000 vehicles per hour per lane)</u>							
Ventura Fwy (US-101) east of Hayvenhurst	EB	6	12,000	9	-2	0.1%	0.0%
Ventura Fwy (US-101) east of Hayvenhurst	WB	6	12,000	-1	3	0.0%	0.0%
Ventura Fwy (US-101) west of Haskell	EB	6	12,000	8	0	0.1%	0.0%
Ventura Fwy (US-101) west of Haskell	WB	6	12,000	-1	3	0.0%	0.0%
Ventura Fwy (US-101) east of Haskell	EB	6	12,000	0	0	0.0%	0.0%
Ventura Fwy (US-101) east of Haskell	WB	7	14,000	-4	7	0.0%	0.1%
San Diego Freeway (I-405) north of Ventura Freeway	NB	6	12,000	3	-1	0.0%	0.0%
San Diego Freeway (I-405) north of Ventura Freeway	SB	6	12,000	-1	2	0.0%	0.0%
San Diego Freeway (I-405) south of Ventura Freeway	NB	7	14,000	-1	3	0.0%	0.0%
San Diego Freeway (I-405) south of Ventura Freeway	SB	6	12,000	5	-1	0.0%	0.0%
<u>OFF RAMP SEGMENT (850 vehicles per hour per lane)</u>							
Ventura Freeway westbound bound off ramp at Hayvenhurst	WB	2	1,700	-1	3	-0.1%	0.2%
Ventura Freeway eastbound off ramp at Haskell Av	EB	1	850	-1	2	-0.1%	0.2%
Ventura Freeway westbound off ramp at Haskell Av	WB	1	850	-3	5	-0.4%	0.6%

DIR = Direction

\* Per Figures 4 and 5





## CHAPTER 6

## MITIGATION MEASURES

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This study has determined that using the criteria established by the City of Los Angeles Ventura/Cahuenga Boulevard Corridor Specific Plan, that the added traffic volume generated by the residential development project will not significantly impact any of the seven study intersections.

One-hundred eleven (111) vehicle parking spaces will be provided as needed per the Los Angeles Municipal Code parking requirements with an allowable replacement of up to 15% of the vehicle parking with bicycle parking (at a rate of 4 bicycle spaces per vehicle space). The project will be providing a minimum of 126 bicycle parking spaces as required to replace vehicle parking for projects located within 1,500 feet of a transit station, two Rapid bus stops are located at Woodley and Ventura Boulevard, approximately 700 feet to the east.

No transit, construction, Congestion Management Program, bikeways or freeway significant impacts are anticipated with the project construction.



## **APPENDIX A**

### **LADOT MOU**



## TRAFFIC STUDY – MEMORANDUM OF UNDERSTANDING (MOU)

This MOU acknowledges the traffic study for the following project will be prepared in accordance with the latest version of LADOT's Traffic Study Policies and Procedures:

DOT Case No: \_\_\_\_\_ EAF No. \_\_\_\_\_  
Project Address: 16151 - 16201 Ventura Boulevard, Encino  
Project Description: Construct a residential project with 114 units of which 11 are very low income affordable and 2 live/work. Remove two commercial buildings of approximately 23,991 s.f.

Geographic Distribution: N 20 % S 15 % E 35 % W 30 %

Attach graphic illustrating project trip distribution percentages at the studied intersections

Trip Generation Rate(s): ITE 9<sup>th</sup> Edition / Other LADOT for affordable housing

Attach trip generation table with a description of the proposed land uses, ITE rates, estimated morning and afternoon peak hour volumes (ins/outs/totals), proposed trip credits, etc.

	<u>In</u>	<u>Out</u>	<u>Total</u>
AM Trips	<u>- 10</u>	<u>34</u>	<u>24</u>
PM Trips	<u>22</u>	<u>- 7</u>	<u>15</u>

Project Build out Year: 2020 Ambient or CMP Growth Rate: 2 % Per Yr

Related Projects: (To be researched by the consultant and approved by LADOT)

Subject to Freeway Impact Analysis Screening review: YES X NO  
(freeway analysis screening filter should be included in this MOU; selecting "yes" implies that at least one criteria was satisfied)

Project Frontage along High Injury Network System: X YES- Western Av NO

Study Intersections – 7 to 10 AM & 3 to 6 PM

(Subject to LADOT revision after initial impact analysis)

1. Hayvenhurst Av & 101 Fwy WB off Ramp	5. Ventura Bd & Woodley Av
2. Hayvenhurst Av & 101 Fwy WB off Ramp	6. Ventura Bd & Haksell Av/Driveway
3. Hayvenhurst Av & Ventura Bd	7. Ventura Bd & Sherman Oaks Av / Ramps
4. Ventura Bd & Libbit Av	

Trip Credits: (Exact amount of credit subject to approval by LADOT)

	<u>Yes</u>	<u>No</u>
Transit Usage	<u>x</u>	
Transportation Demand Management	<u>x</u>	
Existing Active Land Use	<u>x</u>	
Previous Land Use		<u>x</u>
Internal Trip		<u>x</u>
Pass-By Trip		<u>x</u>

Consultant  
Name Overland Traffic Consultants, Inc.  
Address 952 Manhattan Beach Bl, #100  
Manhattan Beach, CA 90266  
Phone No. (310) 930 - 3303

Developer's Representative  
Encino Investors LLC  
16161 Ventura Bd, Suite 219  
Encino, CA 91436  
(310) 773 - 3619

Approved By: *Demetrius Overland* 7/27/2017  
Consultant's Representative Date

*[Signature]* 08/03/2017  
LADOT Representative Date



## TRIP GENERATION RATES &amp; CALCULATIONS

## TRIP GENERATION RATES

ITE Code	Description	Daily Traffic	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
710	Office (per 1,000 s.f.)	11.03	88%	12%	1.56	17%	83%	1.49
720	Medical Office (per 1,000 s.f.)	36.13	79%	21%	2.39	28%	72%	3.57
826	Specialty Retail (per 1,000 s.f.)	44.32	60%	40%	1.33	44%	56%	2.71
932	Restaurant (per 1,000 s.f.)	127.15	55%	45%	10.81	60%	40%	9.85
220	Apartments (per unit)	6.65	20%	80%	0.51	65%	35%	0.62
LADOT	Affordable Apartments (per unit)	4.08	40%	60%	0.50	55%	45%	0.34

\* AM Rates per SANDAG (3% daily and 40/60 split)

## VEHICLE TRIPS

ITE Code	Description	Size	Daily Traffic	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
	Proposed Project								
220	Apartments (per unit)	103 units	685	11	42	53	42	22	64
LADOT	Transit*	10%	(68)	(1)	(4)	(5)	(4)	(2)	(6)
	Affordable Apartments (per unit)	11 units	45	2	4	6	2	2	4
	Transit*	10%	(4)	(0)	(1)	(1)	(0)	(0)	(0)
	Subtotal Proposed	114 units	658	12	41	53	40	22	62
	Existing Use								
710	Office	12,255 sf	135	17	2	19	3	15	18
	Transit*	10%	(14)	(2)	(0)	(2)	(0)	(2)	(2)
720	Medical Office	2,831 sf	102	5	2	7	3	7	10
	Transit*	10%	(10)	(1)	(0)	(1)	(0)	(1)	(1)
826	Specialty Retail (per 1,000 s.f.)	5,547 sf	246	4	3	7	7	8	15
	Transit*	10%	(25)	(1)	(0)	(1)	(1)	(1)	(2)
	Pass-by	10%	(22)	(0)	(0)	(0)	0	(1)	(1)
932	Restaurant (closed am)	1,500 sf	191	0	0	0	9	6	15
	Transit*	10%	(19)	0	0	0	(1)	(1)	(2)
	Pass-by	20%	(34)	0	0	0	(2)	(1)	(3)
	Subtotal Existing	22,133 sf	550	22	7	29	18	29	47
Net Trips (Proposed - Existing)			108	-10	34	24	22	-7	15

\* Metro Rapid Transit Line 744 & 750 along Ventura Bl with a stop at Woodley, approx. 600'





7/2017

## PROJECT SETTING



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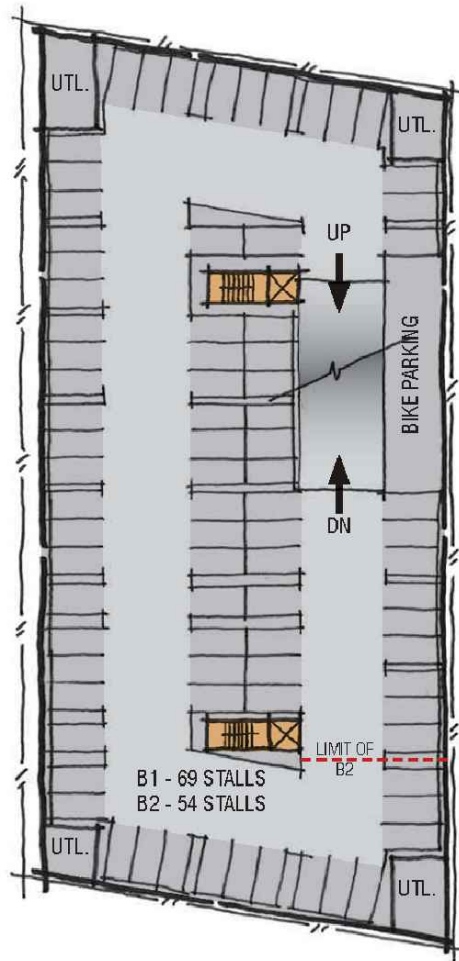
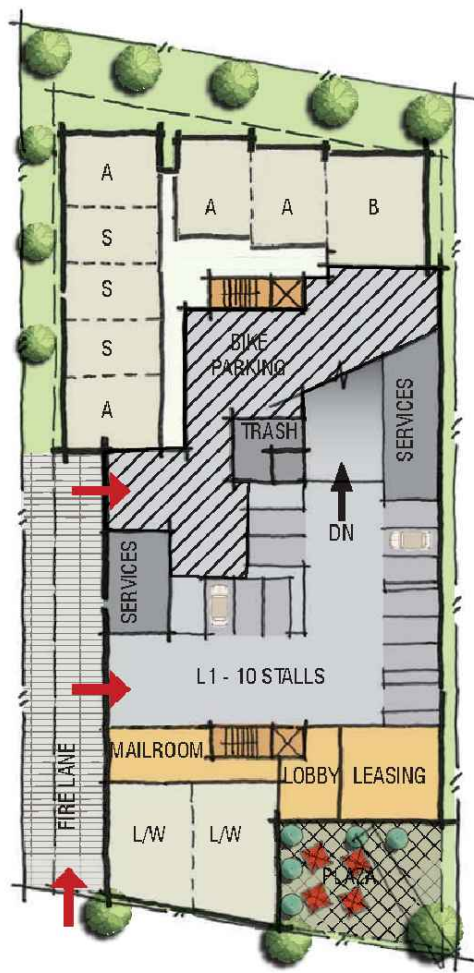


FIGURE 2

7/2017

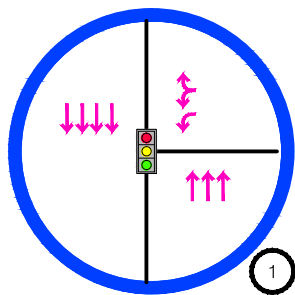
CONCEPTUAL SITE PLAN



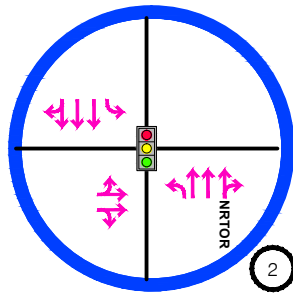
Overland Traffic Consultants, Inc.

24325 Main Street #202, Santa Clarita, CA 91321  
(310) 930 - 3303, OTC@overlandtraffic.com

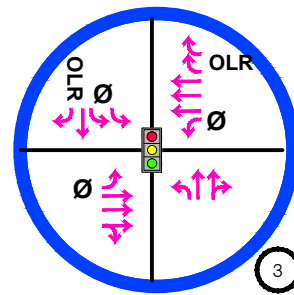




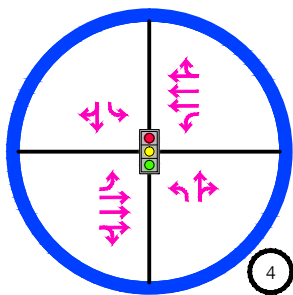
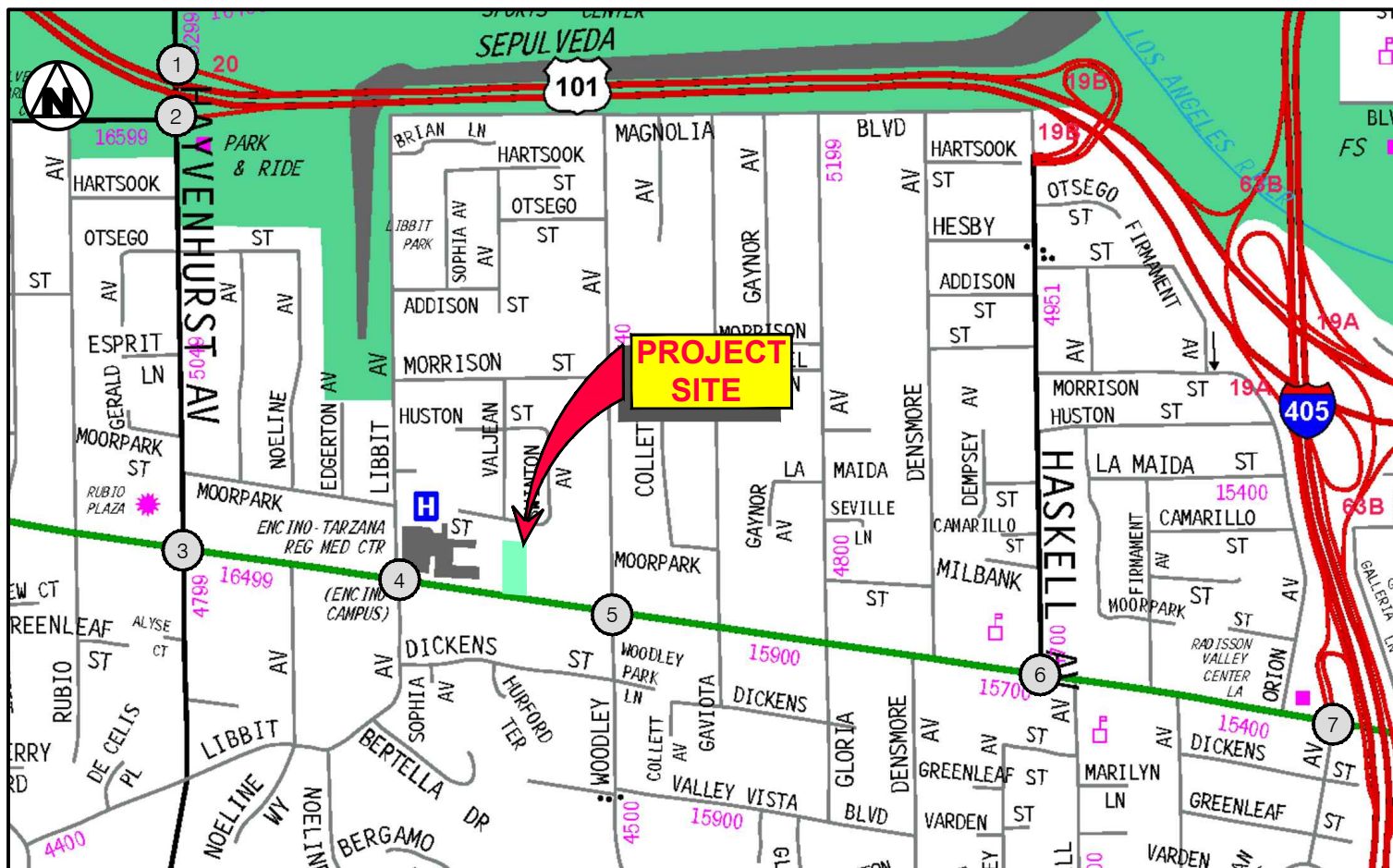
HAYVENHURST AVENUE &  
101 FWY WB OFF RAMP



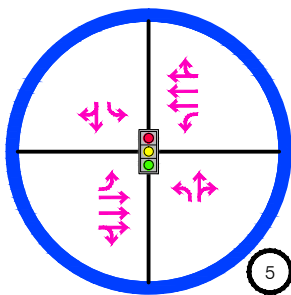
HAYVENHURST AVENUE &  
101 FWY EB ON RAMP / MAGNOLIA BOULEVARD



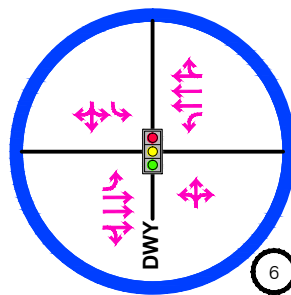
HAYVENHURST AVENUE &  
VENTURA BOULEVARD



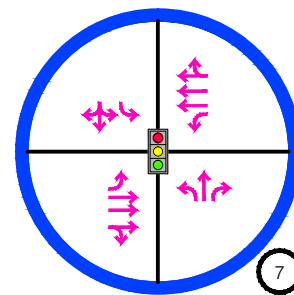
LIBBIT AVENUE &  
VENTURA BOULEVARD



WOODLEY AVENUE &  
VENTURA BOULEVARD



HASKELL AVENUE &  
VENTURA BOULEVARD



405 FWY SB ON / 101 FWY EB OFF  
RAMP / SHERMAN OAKS AVENUE &  
VENTURA BOULEVARD

OLR - OVERLAP RIGHT TURN PHASE  
NRTOR - NO RIGHT TURN ON RED  
DWY - DRIVEWAY  
Ø - LEFT TURN ARROW

FIGURE 3

7/2017

## INTERSECTION CHARACTERISTICS

Overland Traffic Consultants, Inc.

952 Manhattan Beach Bl. #100, Manhattan Beach, CA 90266  
(661) 799 - 8423, OTC@overlandtraffic.com



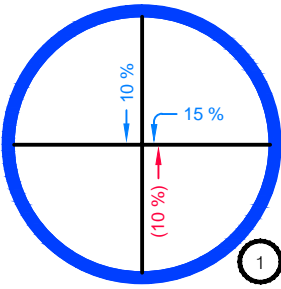


FIGURE 4

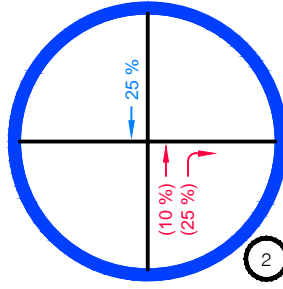
7/2017

## PROJECT TRAFFIC DISTRIBUTION

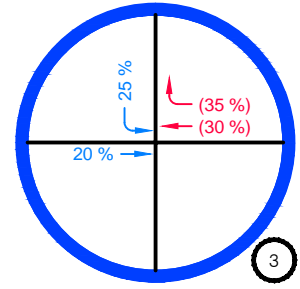




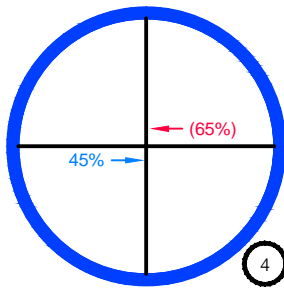
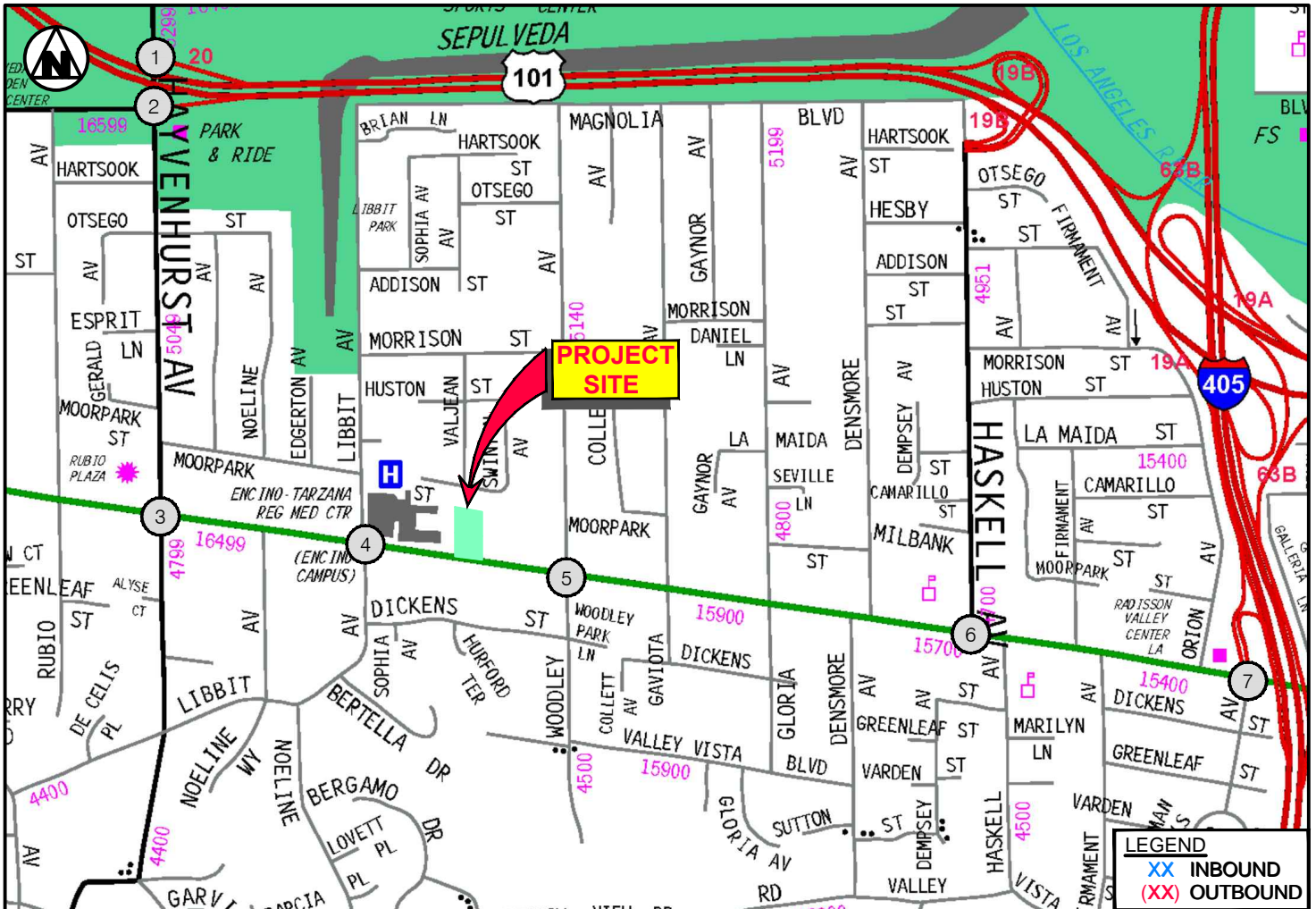
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101 FWY WB OFFRAMP



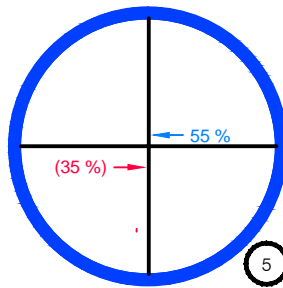
HAYVENHURST AVENUE &  
101 FWY EB ONRAMP



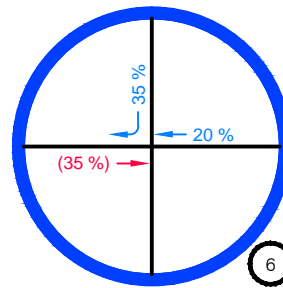
HAYVENHURST AVENUE &  
VENTURA BOULEVARD



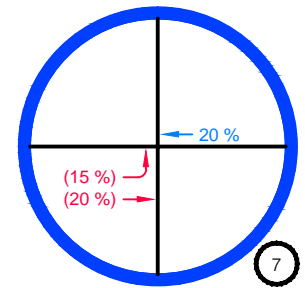
LIBBIT AVENUE &  
VENTURA BOULEVARD



WOODLEY AVENUE &  
VENTURA BOULEVARD



HASKELL AVENUE &  
VENTURA BOULEVARD



405 FWY SB ON / 101 FWY EB OFF  
RAMP / SHERMAN OAKS AVENUE &  
VENTURA BOULEVARD

FIGURE 5

7/2017

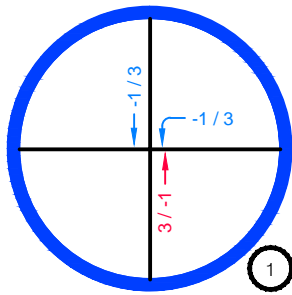
## PROJECT TRIP DISTRIBUTION PERCENTAGES AT STUDY INTERSECTIONS



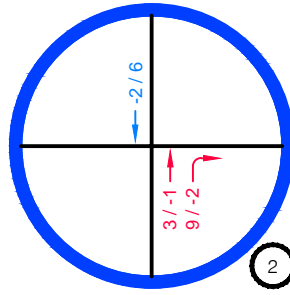
Overland Traffic Consultants, Inc.

952 Manhattan Beach Bl. #100, Manhattan Beach, CA 90266  
(661) 799 - 8423, OTC@overlandtraffic.com

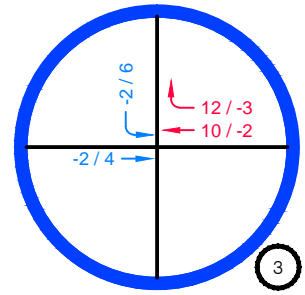




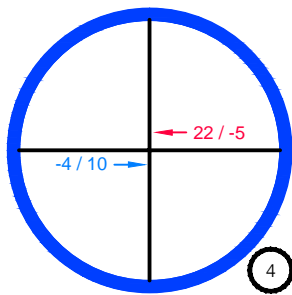
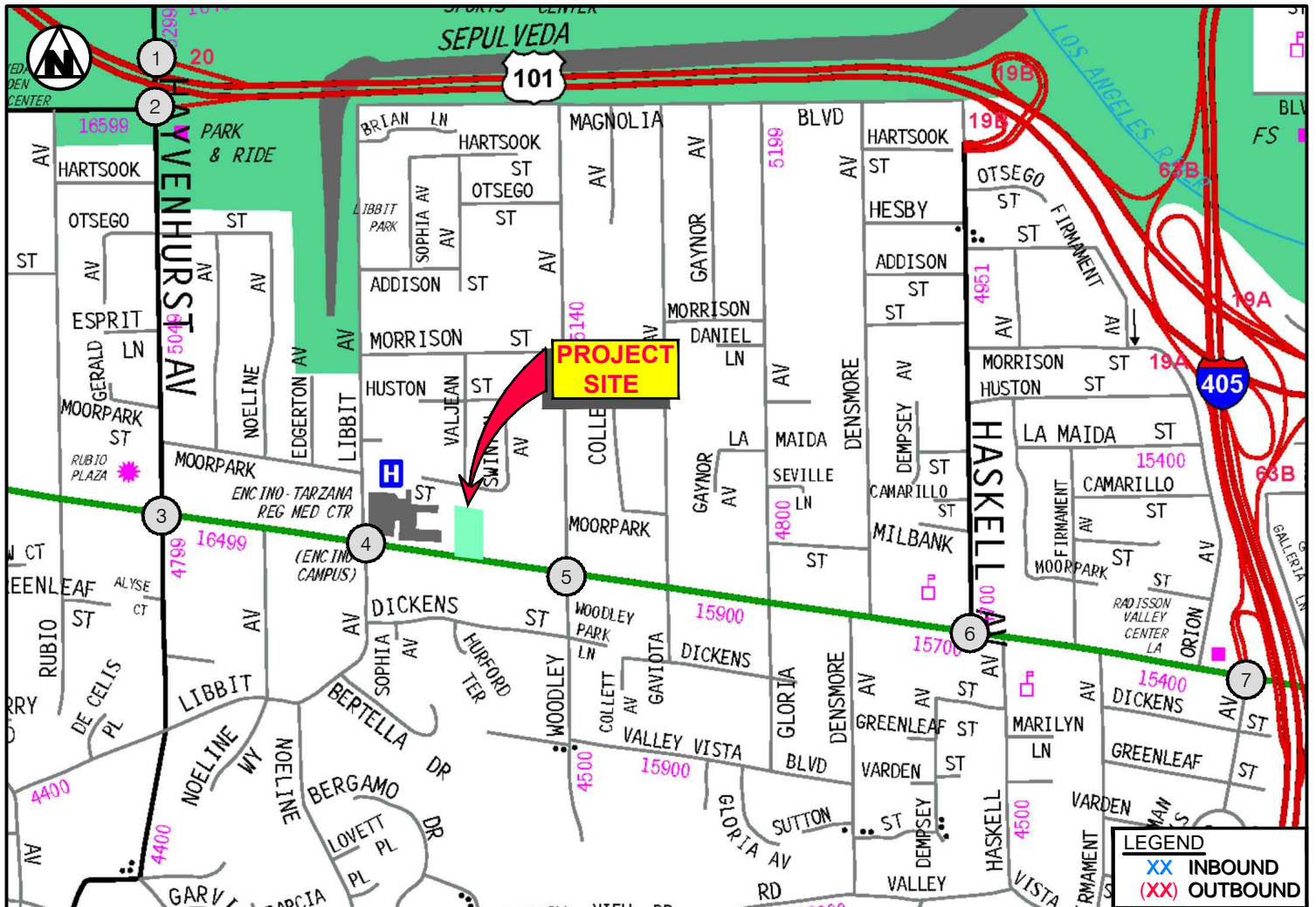
HAYVENHURST AVENUE &  
101 FWY WB OFFRAMP



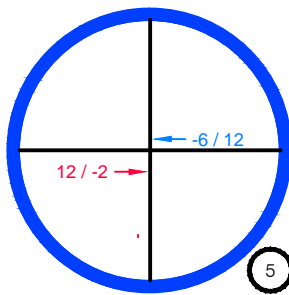
HAYVENHURST AVENUE &  
101 FWY EB ONRAMP



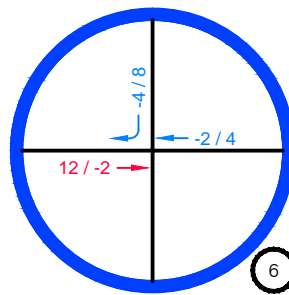
HAYVENHURST AVENUE &  
VENTURA BOULEVARD



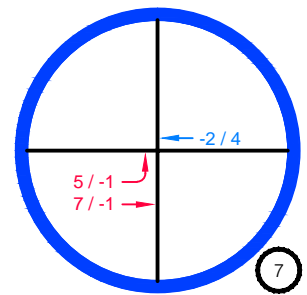
LIBBIT AVENUE &  
VENTURA BOULEVARD



WOODLEY AVENUE &  
VENTURA BOULEVARD



HASKELL AVENUE &  
VENTURA BOULEVARD



405 FWY SB ON / 101 FWY EB OFF  
RAMP / SHERMAN OAKS AVENUE &  
VENTURA BOULEVARD

FIGURE 6

# PROJECT TRAFFIC ASSIGNMENT AM / PM PEAK HOUR



**Caltrans Freeway Analysis Screening Filter**

**PROJECT: 16161 Ventura Boulevard**

**IMPACT CRITERIA**

The project's peak hour trips would result in a 1% or more increase to the freeway mainline capacity of a freeway segment operating at level of service (LOS) E or F (based on an assumed capacity of 2,000 vehicles per hour per lane); or

**Yes**

**No**

	X
--	---

The project's peak hour trips would result in a 2% or more increase to the freeway mainline capacity of a freeway segment operating at LOS D (based on an assumed capacity of 2,000 vehicles per hour per lane); or

	X
--	---

The project's peak hour trips would result in a 1% or more increase to a freeway off-ramp operating at level of service (LOS) E or F (based on an assumed capacity of 850 vehicles per hour per lane); or

	X
--	---

The project's peak hour trips would result in a 2% or more increase to a freeway segment operating at LOS D (based on an assumed capacity of 850 vehicles per hour per lane); or

	X
--	---

LOCATION	DIR	# of Lanes	Capacity	Project Trips*		% INCREASE	
				AM	PM	AM	PM
FREEWAY SEGMENT (2,000 vehicles per hour per lane)							
Ventura Fwy (US-101) east of Hayvenhurst	EB	6	12,000	9	-2	0.1%	0.0%
Ventura Fwy (US-101) east of Hayvenhurst	WB	6	12,000	-1	3	0.0%	0.0%
Ventura Fwy (US-101) west of Haskell	EB	6	12,000	8	0	0.1%	0.0%
Ventura Fwy (US-101) west of Haskell	WB	6	12,000	-1	3	0.0%	0.0%
Ventura Fwy (US-101) east of Haskell	EB	6	12,000	0	0	0.0%	0.0%
Ventura Fwy (US-101) east of Haskell	WB	7	14,000	-4	7	0.0%	0.1%
San Diego Freeway (I-405) north of Ventura Freeway	NB	6	12,000	3	-1	0.0%	0.0%
San Diego Freeway (I-405) north of Ventura Freeway	SB	6	12,000	-1	2	0.0%	0.0%
San Diego Freeway (I-405) south of Ventura Freeway	NB	7	14,000	-1	3	0.0%	0.0%
San Diego Freeway (I-405) south of Ventura Freeway	SB	6	12,000	5	-1	0.0%	0.0%
OFF RAMP SEGMENT (850 vehicles per hour per lane)							
Ventura Freeway westbound bound off ramp at Hayvenhurst	WB	2	1,700	-1	3	-0.1%	0.2%
Ventura Freeway eastbound off ramp at Haskell Av	EB	1	850	-1	2	-0.1%	0.2%
Ventura Freeway westbound off ramp at Haskell Av	WB	1	850	-3	5	-0.4%	0.6%

DIR = Direction

\* Per Figures 4 and 5



**APPENDIX B**

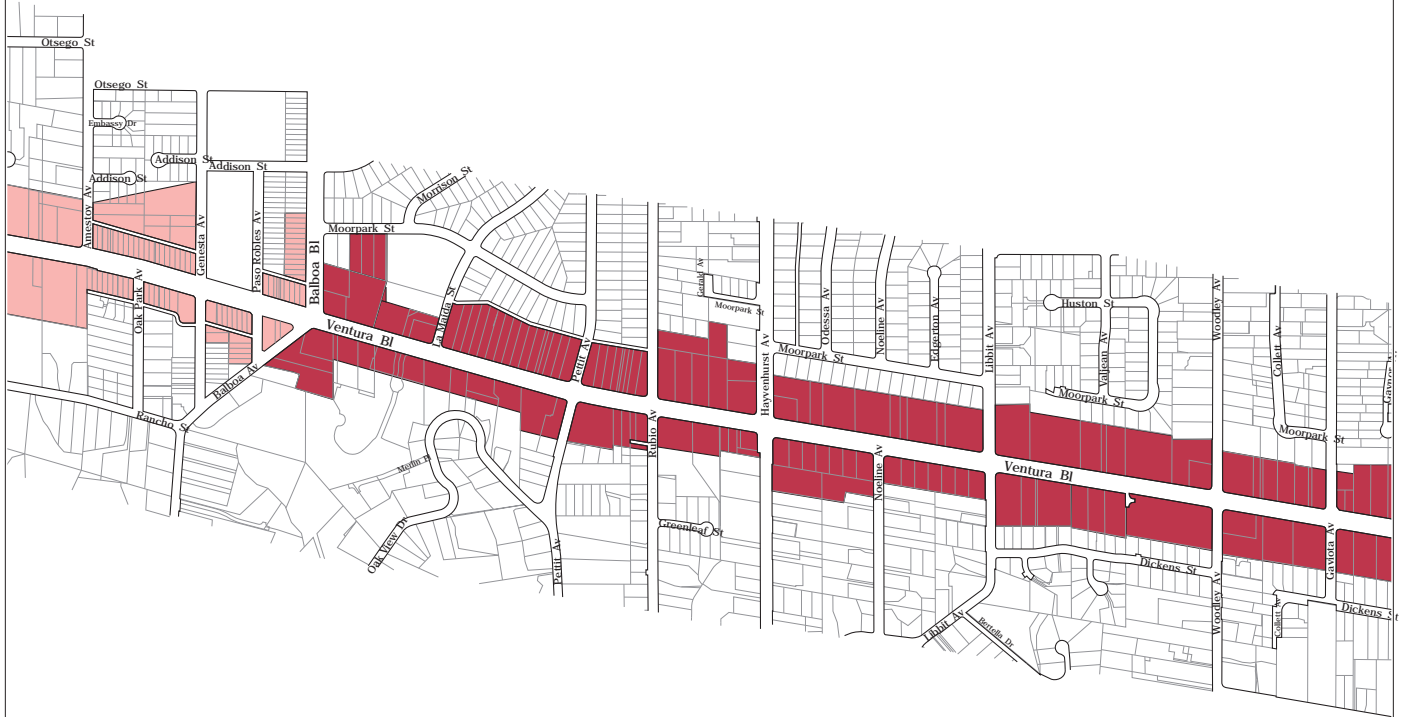
**Land Use Plan Map**

**&**

**Ventura/Cahuenga Boulevard Corridor Specific Plan Map**



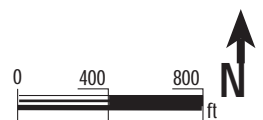
# Ventura/Cahuenga Boulevard Corridor Specific Plan



CPC 85-381

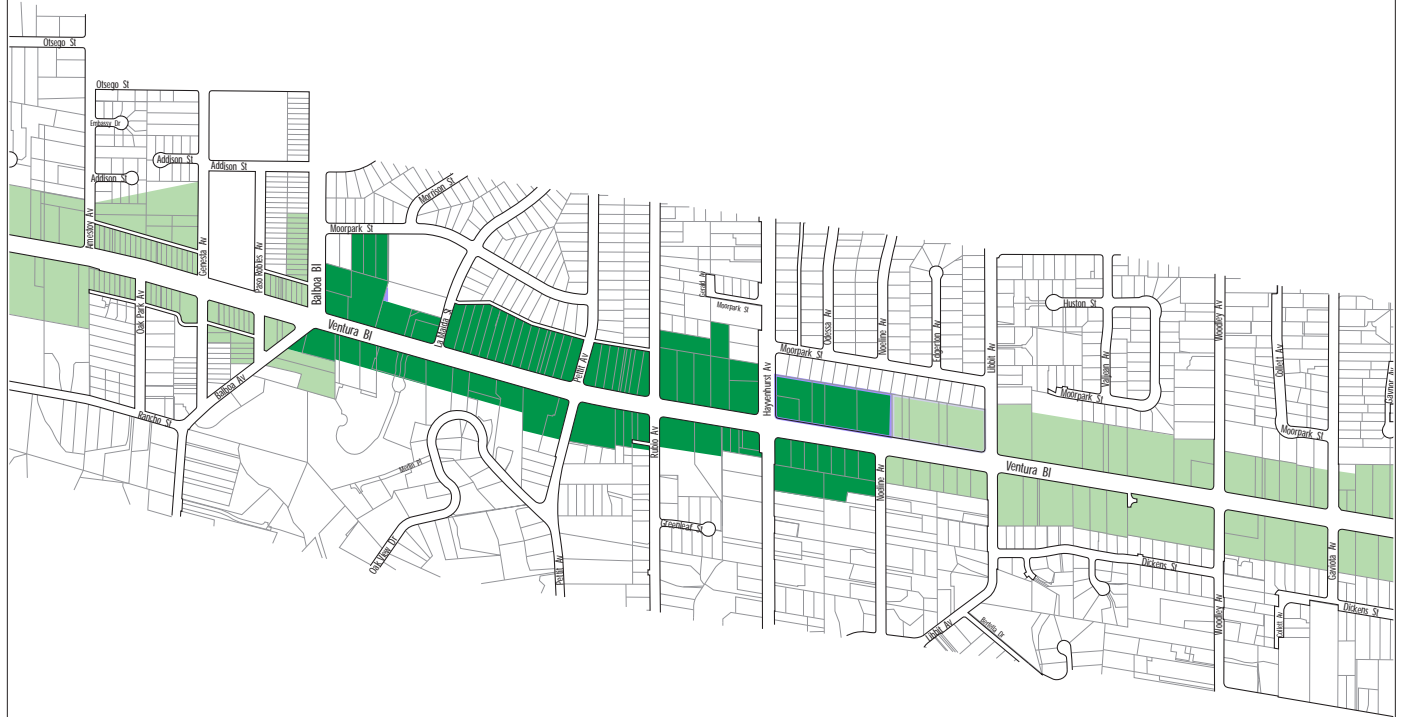


Map 7 - Encino Section  
**Plan Designations**





# Ventura/Cahuenga Boulevard Corridor Specific Plan



CPC 85-381



Exhibit C - Encino Section

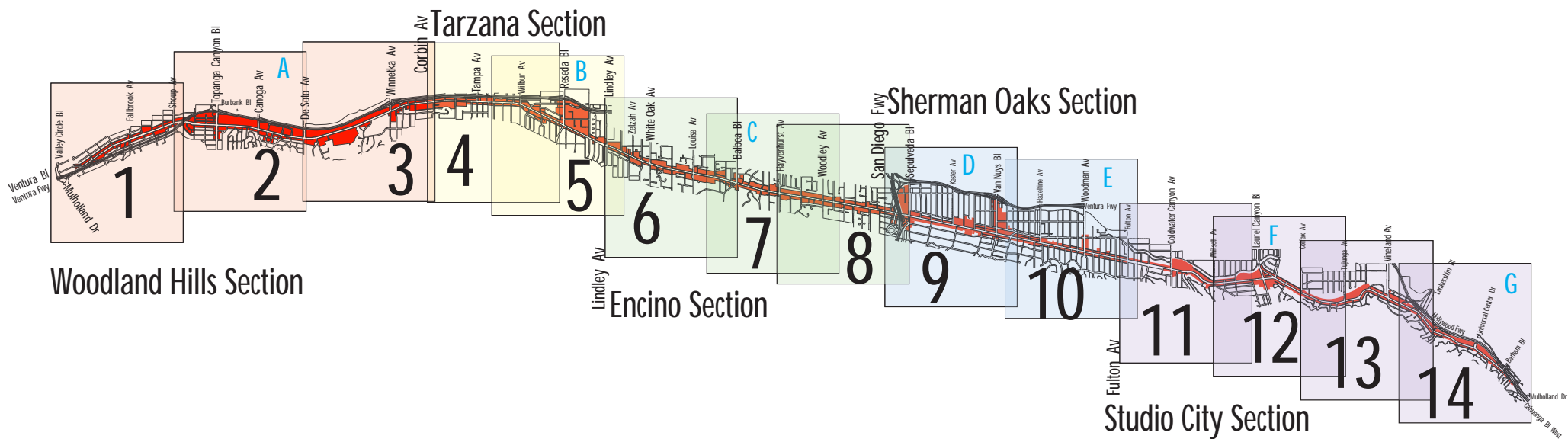
## Pedestrian Oriented Areas





# Ventura/Cahuenga Boulevard Corridor Specific Plan

Exhibits A-G



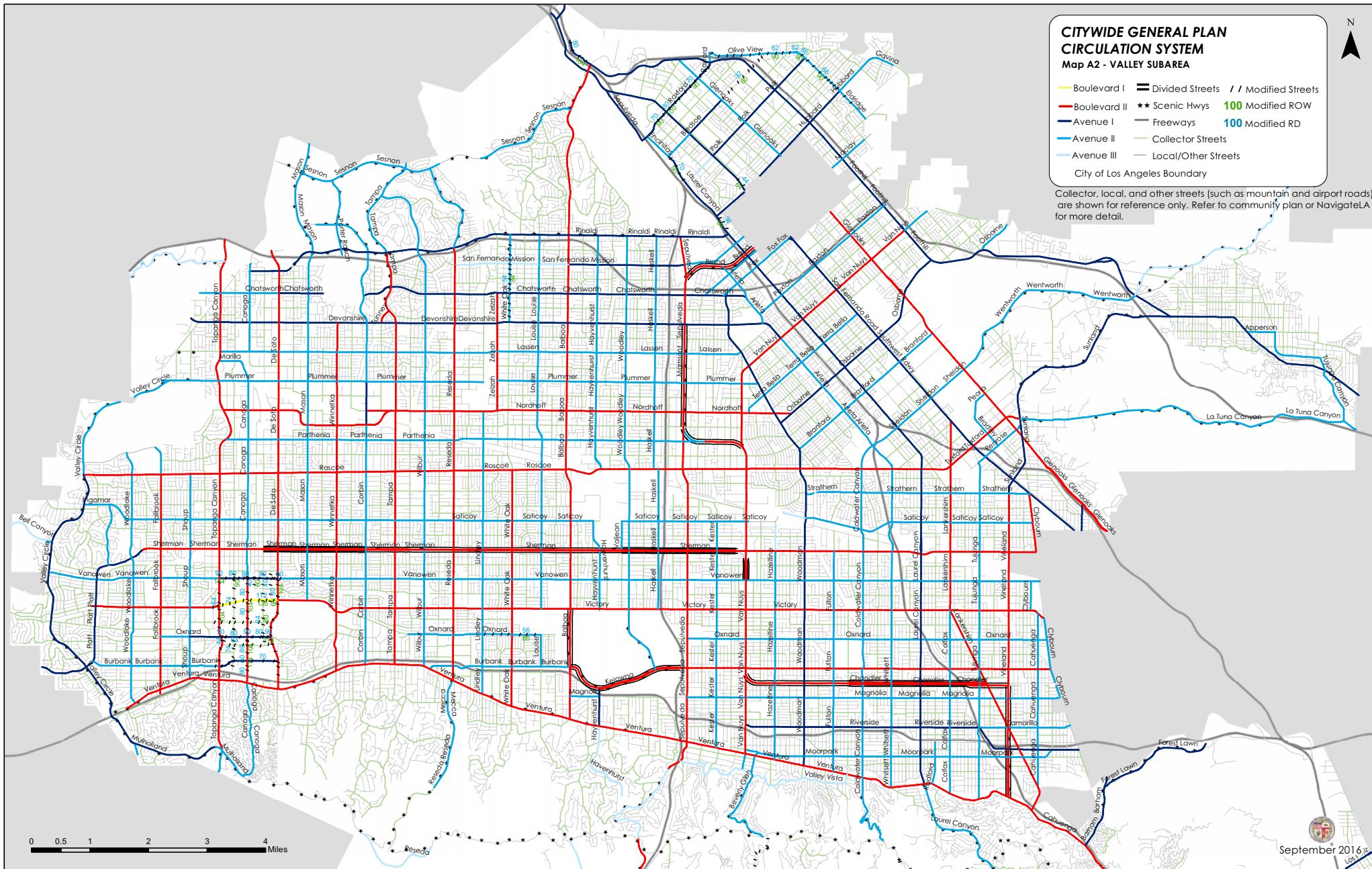
PLan Designation Maps 1-14



## **APPENDIX C**

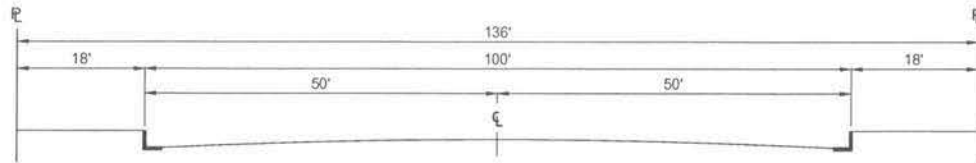
**CIRCULATION SYSTEM, STREET STANDARDS, STREET AERIALS**



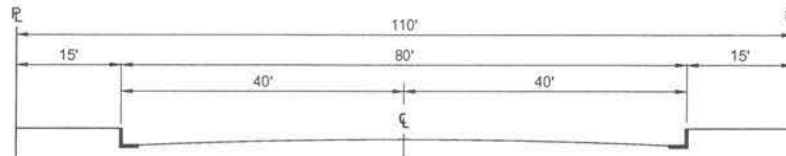




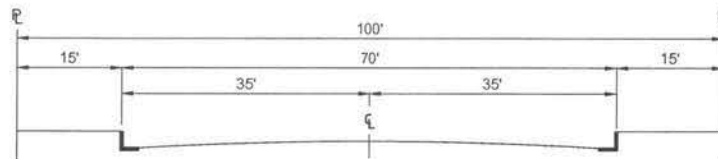
## ARTERIAL STREETS



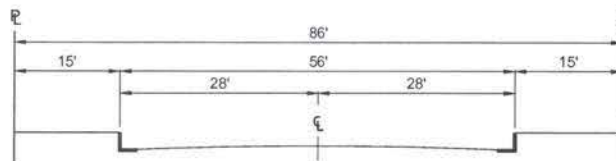
**BOULEVARD I (MAJOR HIGHWAY CLASS I)**



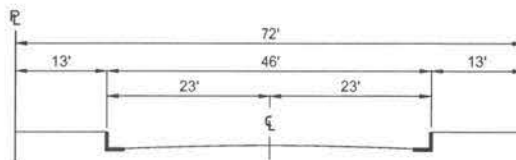
**BOULEVARD II (MAJOR HIGHWAY CLASS II)**



**AVENUE I (SECONDARY HIGHWAY)**



**AVENUE II (SECONDARY HIGHWAY)**



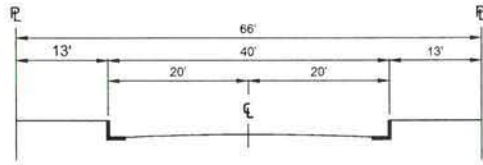
**AVENUE III (SECONDARY HIGHWAY)**

THIS STANDARD PLAN BECOMES EFFECTIVE CONCURRENT WITH THE ADOPTION OF THE MOBILITY PLAN 2035.

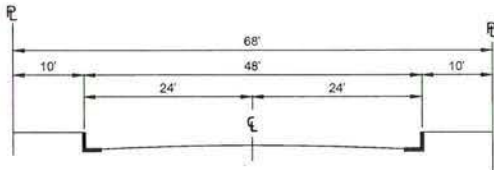
BUREAU OF ENGINEERING		DEPARTMENT OF PUBLIC WORKS		CITY OF LOS ANGELES	
<b>--- DRAFT --- STANDARD STREET DIMENSIONS</b>				<b>STANDARD PLAN S-470-1</b>	
<b>PREPARED</b>  HAMID MADANI, P.E. BUREAU OF ENGINEERING	<b>SUBMITTED</b>  SAMARA AL-AHMAD, P.E.    DATE ENGINEER OF DESIGN BUREAU OF ENGINEERING	<b>APPROVED</b>  GARY LEE MOORE, P.E., ENV. SP.    DATE CITY ENGINEER		<b>SUPERSEDES</b>  D-22549 S-470-0	<b>REFERENCES</b>
<b>CHECKED</b>  RAFFI MASSABKI, P.E. BUREAU OF ENGINEERING	KENNETH REDO, P.E.    DATE DEPUTY CITY ENGINEER	DEPARTMENT OF TRANSPORTATION    DATE GENERAL MANAGER		<b>VAULT INDEX NUMBER:</b>	
				<b>SHEET 1 OF 4 SHEETS</b>	



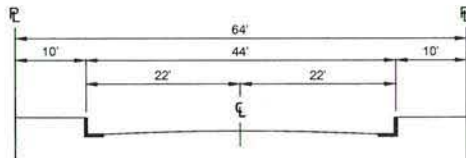
## NON-ARTERIAL STREETS



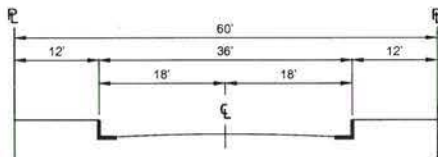
COLLECTOR STREET



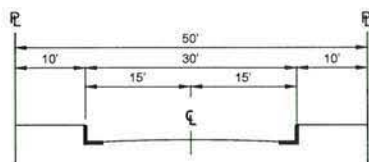
INDUSTRIAL COLLECTOR STREET



INDUSTRIAL LOCAL STREET

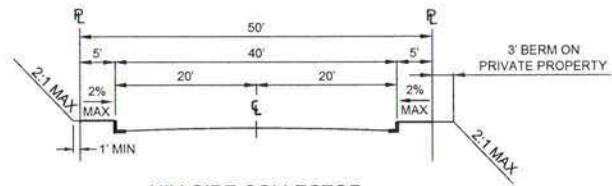


LOCAL STREET - STANDARD

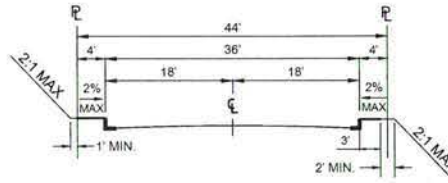


LOCAL STREET - LIMITED

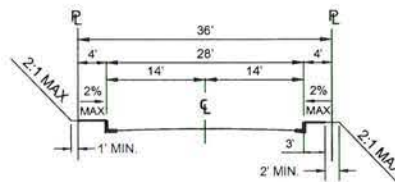
## HILLSIDE STREETS



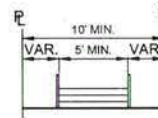
HILLSIDE COLLECTOR



HILLSIDE LOCAL



HILLSIDE LIMITED STANDARD

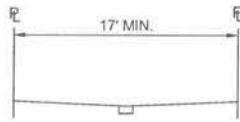


PUBLIC STAIRWAY

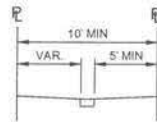
CONSTRUCTED IN ACCORDANCE WITH  
BUREAU OF ENGINEERING STANDARD PLANS



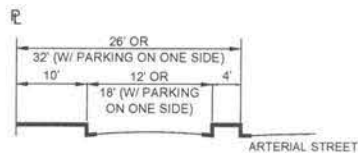
## OTHER PUBLIC RIGHTS-OF-WAY



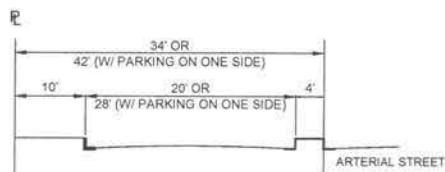
SHARED STREET



PEDESTRIAN WALKWAY

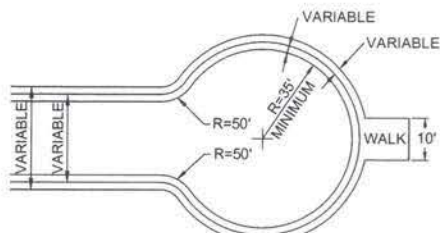


ONE-WAY SERVICE ROAD



BI-DIRECTIONAL SERVICE ROAD

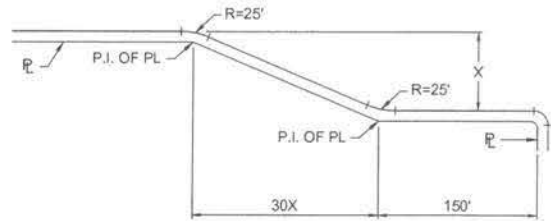
## CUL-DE-SAC



MAY BE UNSYMMETRICAL  
(PLAN VIEW)

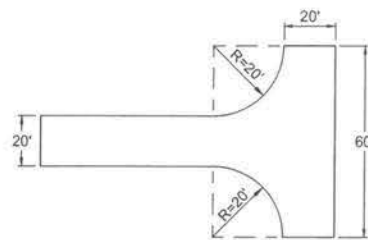
NOTE: FOR FIRE TRUCK CLEARANCE, NO OBSTRUCTION TALLER THAN 6" SHALL BE PERMITTED WITHIN 3FT. OF THE CURB. ON-STREET PARKING SHALL BE PROHIBITED.

## TRANSITIONAL EXTENSIONS

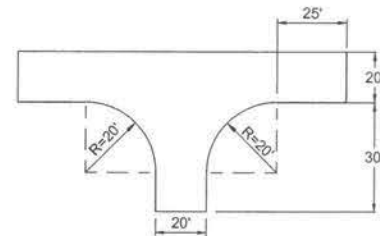


STANDARD FLARE SECTION  
(PLAN VIEW)

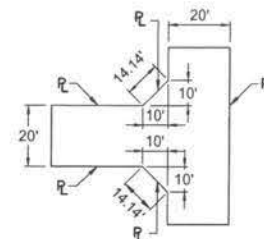
## ALLEYS



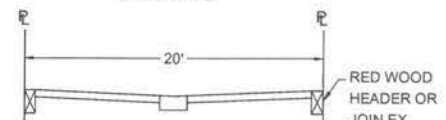
STANDARD TURNING AREA  
(PLAN VIEW)



MINIMUM TURNING AREA  
(PLAN VIEW)



STANDARD CUT CORNERS  
FOR 90° INTERSECTION  
(PLAN VIEW)



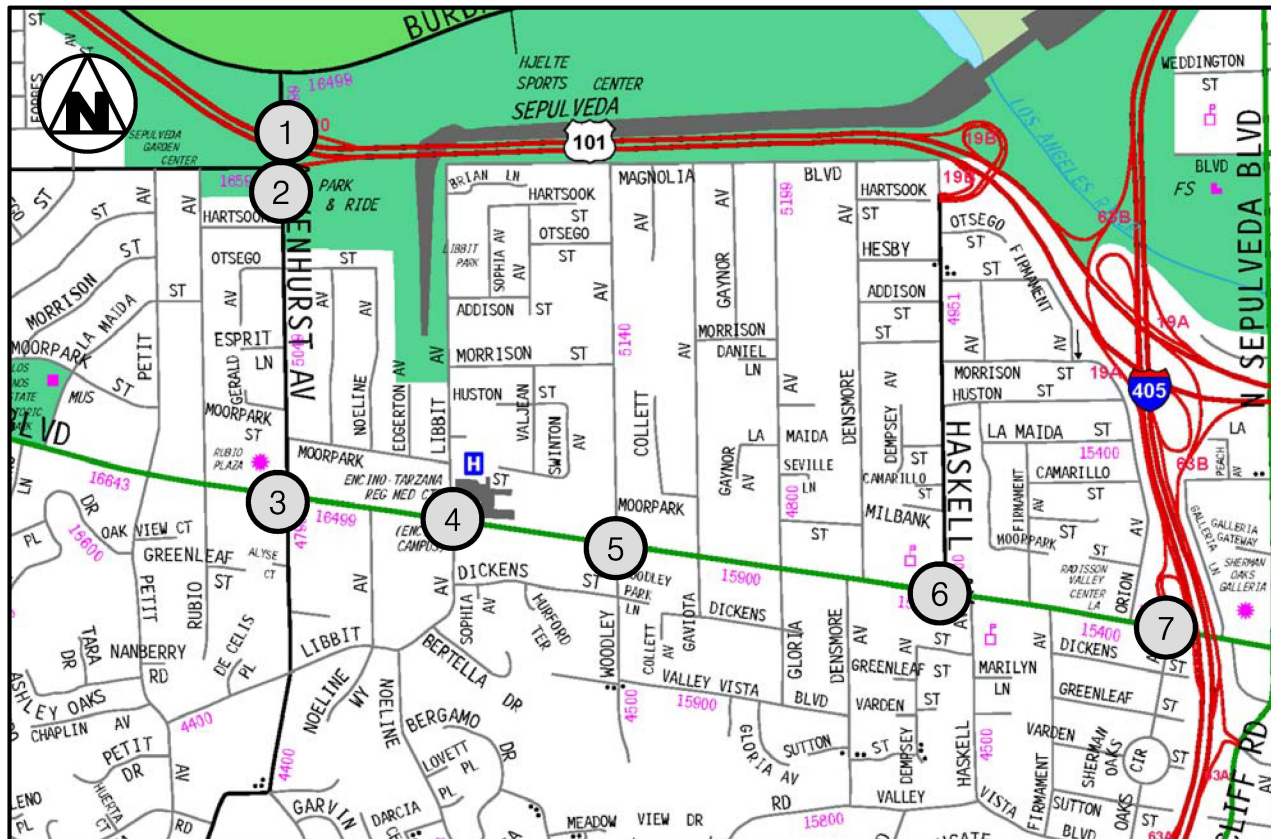
STANDARD CROSS-SECTION  
(PLAN VIEW)



## NOTES

1. CITY COUNCIL MAY, BY ORDINANCE, ADOPT SPECIFIC STANDARDS FOR INDIVIDUAL STREETS THAT DIFFER FROM THESE OFFICIAL STANDARD STREET DIMENSIONS. COMMUNITY PLANS AND SPECIFIC PLANS SHOULD BE REVIEWED FOR FOOTNOTES, INSTRUCTIONS AND/OR MODIFIED STREET DIMENSIONS THAT WOULD REQUIRE STANDARDS DIFFERENT THAN THOSE INDICATED ON THIS STANDARD PLAN.
2. FOR ADDITIONAL GUIDANCE AS TO THE USE OF THE ROADWAY AND SIDEWALK AREA, PLEASE REFER TO THE COMPLETE STREET DESIGN GUIDE AND MANUALS.
3. FOR DISCRETIONARY PROJECTS REQUIRING ACTION FROM THE DEPARTMENT OF CITY PLANNING (PLANNING), PLANNING MAY INCLUDE SPECIFIC INFORMATION AS TO THE DESIGN AND UTILIZATION OF THE SIDEWALK AREA.
4. WHERE A DESIGNATED ARTERIAL CROSSES ANOTHER DESIGNATED ARTERIAL STREET AND THEN CHANGES IN DESIGNATION TO A STREET OF LESSER STANDARD WIDTH, THE ARTERIAL SHALL BE TAPERED IN A STANDARD FLARE SECTION ON BOTH SIDES, AS ON SHEET 3, TO MEET THE WIDTH OF LESSER DESIGNATION AND PROVIDE AN ORDERLY TRANSITION.
5. PRIVATE STREET DEVELOPMENT SHOULD CONFORM TO THE STANDARD PUBLIC STREET DIMENSIONS SHOWN ON THE SHEET, WHERE APPROPRIATE. VARIATIONS MAY BE APPROVED ON A CASE-BY-CASE BASIS BY THE CITY.
6. FIFTY-FOOT CURB RADII (INSTEAD OF THE STANDARD 35' CURB RADII) SHALL BE PROVIDED FOR CUL-DE-SACS IN INDUSTRIAL AREAS. SEE CUL-DE-SAC ILLUSTRATION FOR FURTHER DESIGN STANDARDS.
7. ALLEYS SHALL BE A MINIMUM OF 20' IN WIDTH AND INTERSECTIONS AND/OR DEAD-END TERMINUSES SHALL BE DESIGNED TO CONFORM TO THE ALLEY ILLUSTRATIONS INCLUDED HEREIN.
8. FOR INTERSECTIONS OF STREETS, THE FOLLOWING DEDICATIONS SHALL APPLY:
  - A. INTERSECTIONS OF ARTERIAL STREETS WITH ANY OTHER STREET: 15' X 15' CUT CORNER OR 20' CURVED CORNER RADIUS.
  - B. INTERSECTIONS ON NON-ARTERIAL AND/OR HILLSIDE STREETS: 10' X 10' CUT CORNER OR 15' CURVED CORNER RADIUS.
9. STREETS THAT ARE ACCOMPANIED BY A PARALLEL FRONTAGE AND/OR SERVICE ROAD ARE DEEMED TO MEET THE STREET STANDARDS SET FORTH HEREIN AND THE DEDICATION REQUIREMENT SHALL BE NO MORE THAN IS NECESSARY TO BRING THE ABUTTING SIDEWALK DIMENSION INTO COMPLIANCE WITH THE STREET STANDARD.
10. DUE TO THEIR UNIQUE CHARACTER AND DIMENSIONS ALL STREETS DESIGNATED AS DIVIDED ARE CONSIDERED TO HAVE MET THEIR STREET STANDARD AND THE DEDICATION SHALL BE NO MORE THAN IS NECESSARY TO BRING THE ABUTTING SIDEWALK DIMENSION COMPLIANT WITH THE STREET STANDARD.
11. THE DIMENSION OF ANY MEDIAN, DIVIDED STRIP AND/OR TRANSIT WAY SHALL BE INCLUDED WHEN DETERMINING THE RIGHT-OF-WAY DIMENSION.
12. THE LOCATION OF THE DRAINAGE GUTTER IS NOT RESTRICTED TO THE CENTER OF THE SHARED STREET AND CAN BE PLACED WHERE NECESSARY AS APPROVED BY THE CITY.
13. A SHARED STREET SHALL PROVIDE A DEDICATED PEDESTRIAN ACCESS ROUTE.





**STUDY AREA**



**HAYVENHURST AVENUE AND 101 FRWY WB OFF RAMP**

9/2017

**STUDY AREA AND INTERSECTION 1**



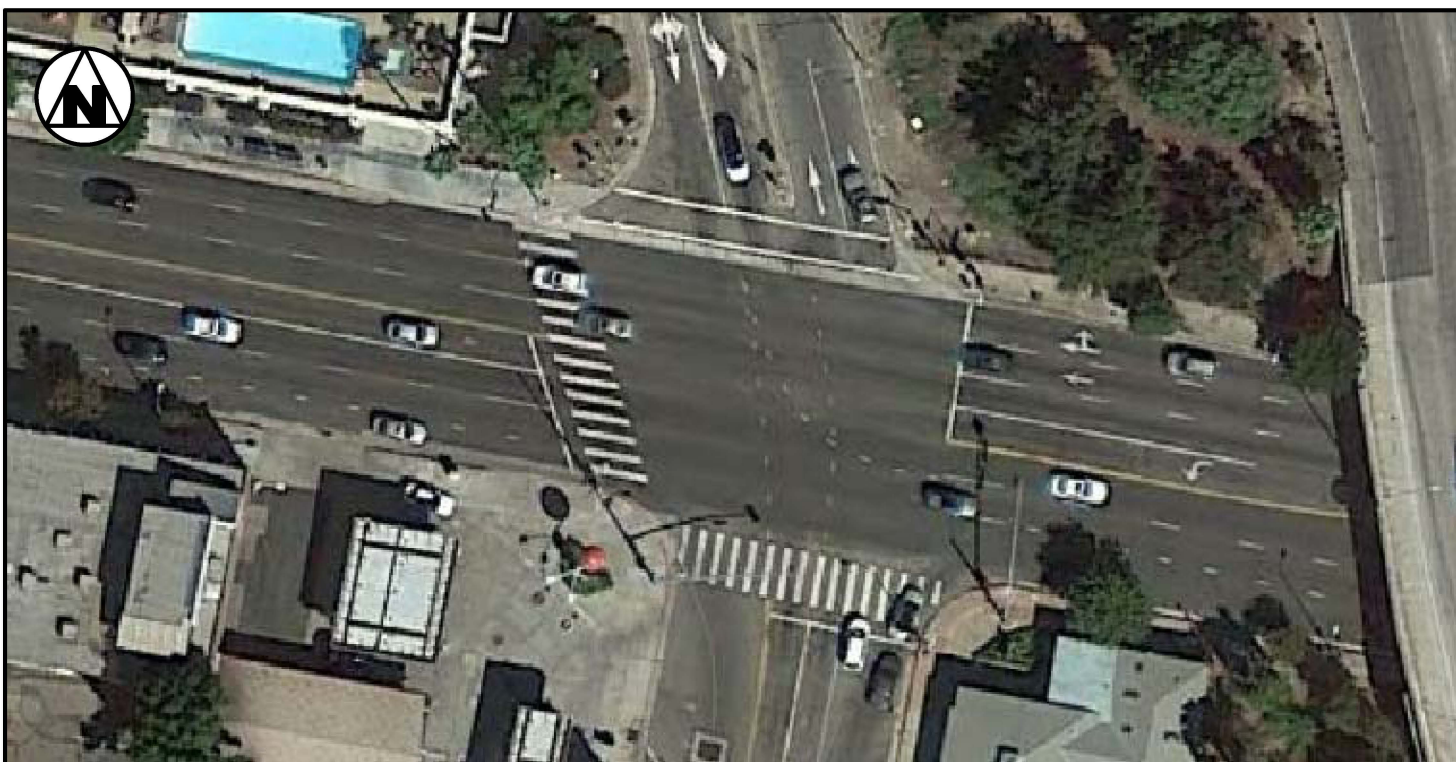
**Overland Traffic Consultants, Inc.**

24325 Main Street #202, Santa Clarita, CA 91321  
(661)799-8423, [OTC@overlandtraffic.com](mailto:OTC@overlandtraffic.com)





**VENTURA BOULEVARD  
AND HASKELL AVENUE**



**VENTURA BOULEVARD AND  
405 SB FRWY ON RAMP / 101 EB FRWY OFF RAMP /  
SHERMAN OAKS AVENUE**

9/2017







**HAYVENHURST AVENUE AND  
101 FRWY EB ON RAMP / MAGNOLIA BOULEVARD**



**HAYVENHURST AVENUE AND VENTURA BOULEVARD**

9/2017

**STUDY INTERSECTIONS 2 AND 3**



**Overland Traffic Consultants, Inc.**

24325 Main Street #202, Santa Clarita, CA 91321  
(661)799-8423, [OTC@overlandtraffic.com](mailto:OTC@overlandtraffic.com)





**VENTURA BOULEVARD AND LIBBIT AVENUE**



**VENTURA BOULEVARD AND WOODLEY AVENUE**

9/2017

**STUDY INTERSECTIONS 4 AND 5**



**Overland Traffic Consultants, Inc.**

24325 Main Street #202, Santa Clarita, CA 91321  
(661)799-8423, [OTC@overlandtraffic.com](mailto:OTC@overlandtraffic.com)



## **APPENDIX D**

### **TRANSIT ROUTES**



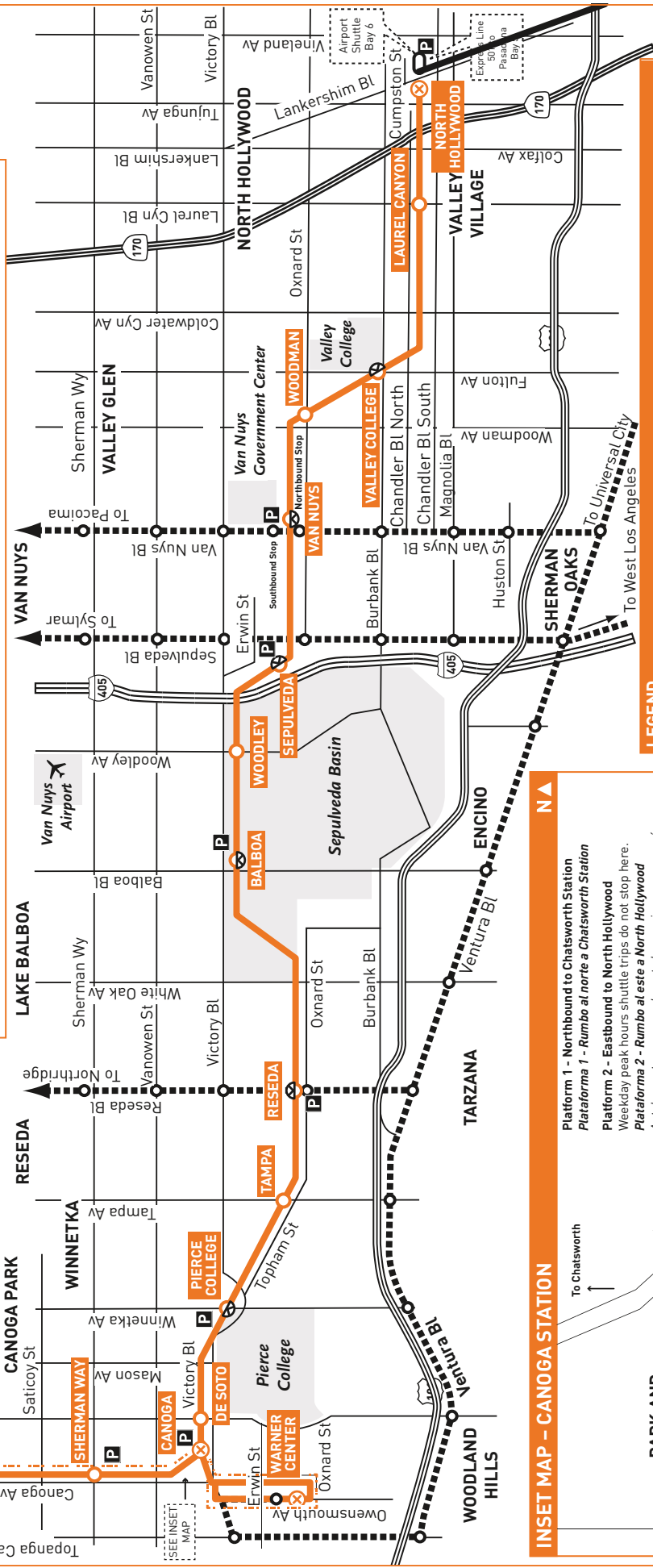




Bus and Rail Lines Serving Metro Stations

North Hollywood	Metro Red Line, 152, 154, 162, 183, 224, 237, 353, 501, 656 Owl; BB Media District, BB NoHo to Airport, CE549; C757	De Soto 164, 244, SC796
Laurel Canyon	230, 656	Warner Center 150, 161, 164, 169, 245, 750, CE422, VISTA Highway 101/Conejo Connection; LA County Beach Bus
Valley College	167, 237; CE549, 656, LDVAN	Sherman Way 162, 163
Woodman	154, 158	Roscoe 152, 353
Van Nuys	154, 233, 237, 656, 744, 788; LDVAN	Nordhoff 166, 364
Sepulveda	234, 734, 788	Chatsworth 158, 166, 167, 244, 245, 364; CE419; SC791; SV-C; METROLINK; AMTRAK
Woodley	164, 237	
Balboa	164, 236; CE573, CE574	
Reseda	240, 744	
Tampa	242	
Pierce College	164, 243	

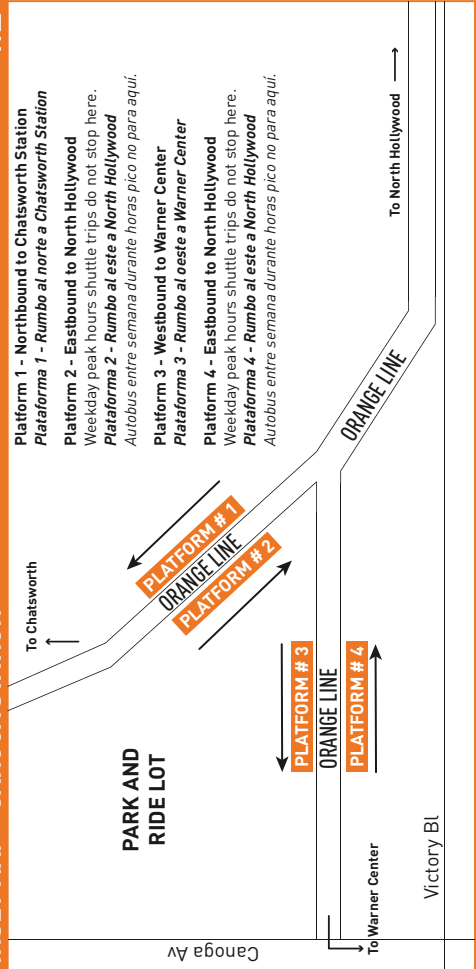
North Hollywood Bus Plaza Shown in Rear



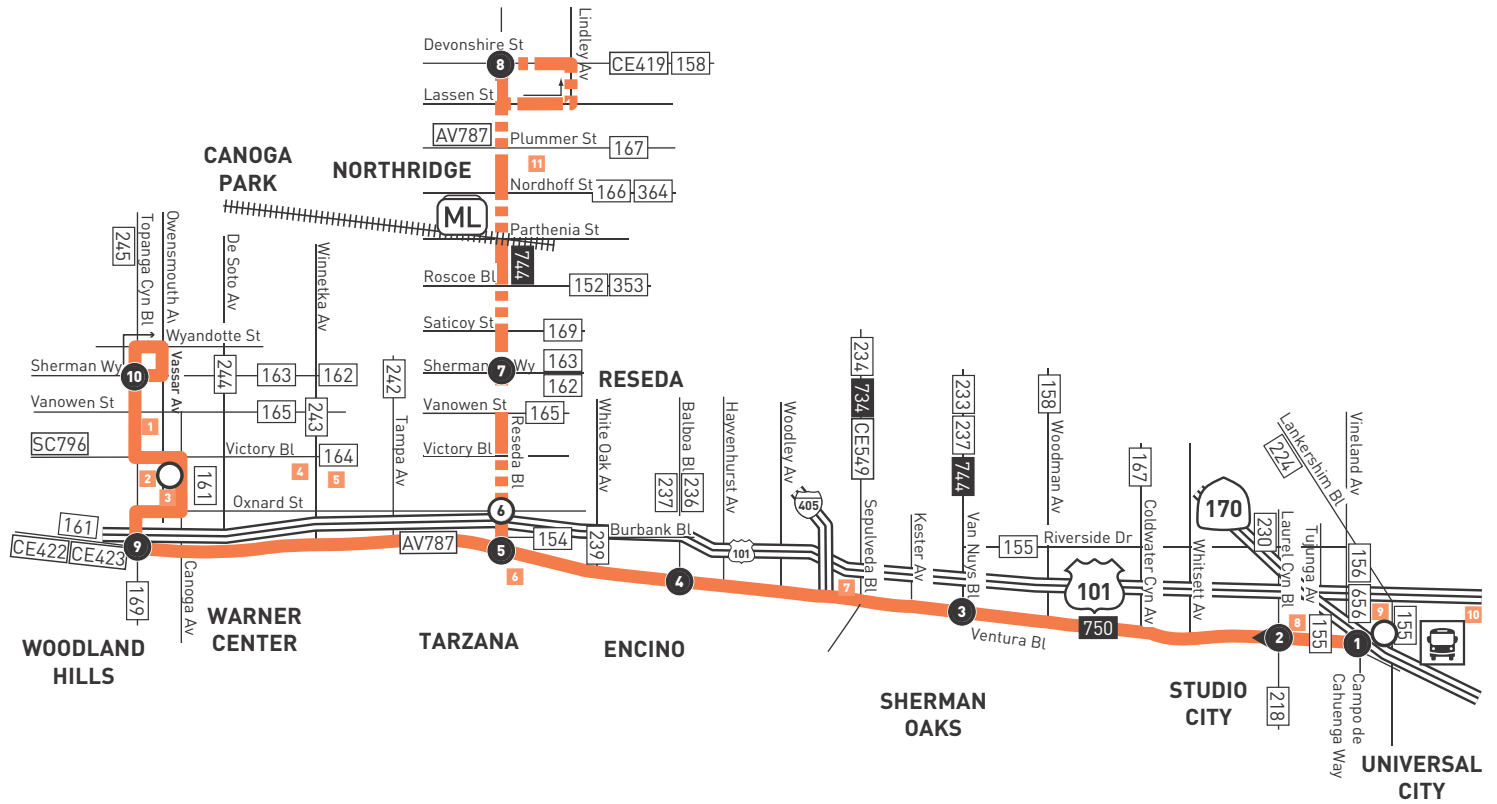
LEGEND

- Metro Orange Line
- Metro Red Line (To Union Station)
- Metro Rapid Lines
- Chatsworth-Warner Ctr Shuttle
- Metro Rapid Stops
- Metro Orange Line Station
- Westbound only Timepoint
- Eastbound only Timepoint
- Timetable Timepoint
- Parking
- Amtrak Station
- Metrolink Station
- Transit Center
- Antelope Valley Transit Authority
- Burbank Bus
- LADOT Commuter Express
- LADOT Dash
- Santa Clarita Transit
- Simi Valley Transit
- Ventura Intercity Service Transit Authority

INSET MAP - CANOGA STATION







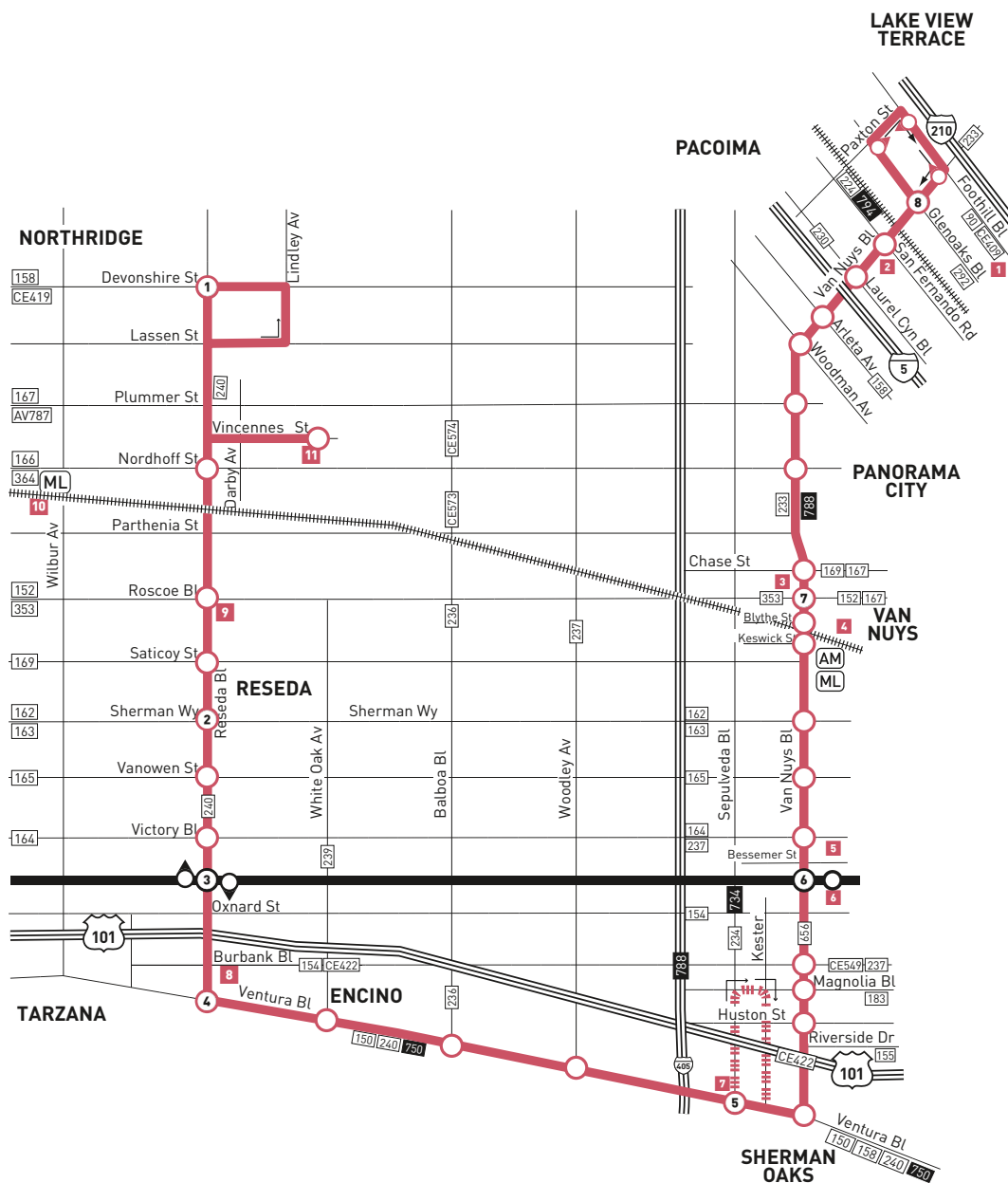
#### MAP NOTES

- 1 Westfield Topanga**
- 2 Westfield Promenade**
- 3 Warner Center Transit Hub**  
Metro 161, 164, 169, 245, 750, Metro Orange Line; Conejo Connection;  
Nearby transfers to Metro 150; CE422
- 4 Pierce College**
- 5 West Valley Occupational Center**
- 6 Providence Tarzana Medical Center**
- 7 Sherman Oaks Galleria**
- 8 CBS Studios**
- 9 Universal/Studio City Station**  
Metro 150, 155, 224, 240, 750
- 10 Universal Studios CityWalk**
- 11 California State University, Northridge**

#### LEGEND

- Route of Line 150
- - - Route of Line 240 (same as 150 between Ventura Bl / Reseda Bl and Universal/Studio City Station)
- # Local Stop Timepoint
- # Local Stop Timepoint - Single Direction Only
- # Metro Busway/Rail Station & Timepoint
- Metro Busway/Rail Station
- 🚏 Transit Center
- ML Metrolink Station
- AV Antelope Valley Transit Authority
- CE LADOT Commuter Express
- SC Santa Clarita Transit





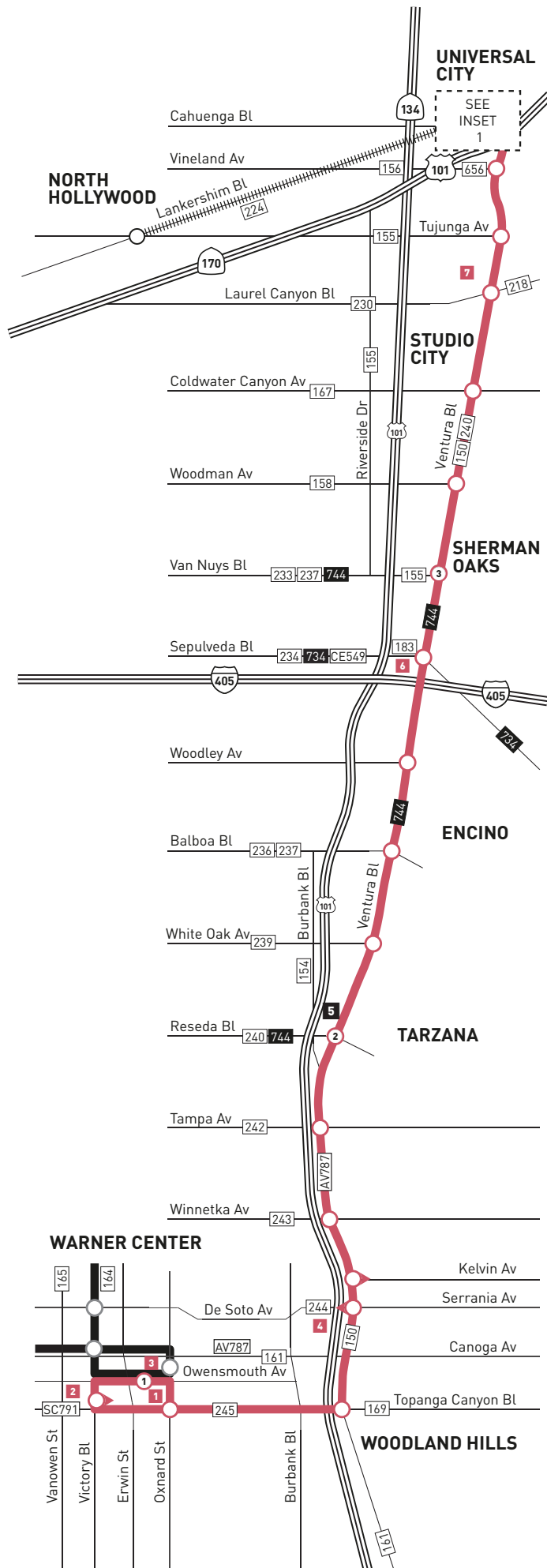
#### LEGEND

- Line 744 Route
- - - - - Weekend Turn-Around Loop
- Metro Orange Line Route
- # Rapid Stop Timepoint
- Rapid Stop
- Rapid Stop - Single Direction Only
- # Metro Orange Line Station & Timepoint
- Metro Orange Line Station - Single Direction Only
- Metro Orange Line Station
- AM Amtrak Station
- ML Metrolink Station
- AV Antelope Valley Transit Authority
- CE LADOT Commuter Express
- LD LADOT DASH

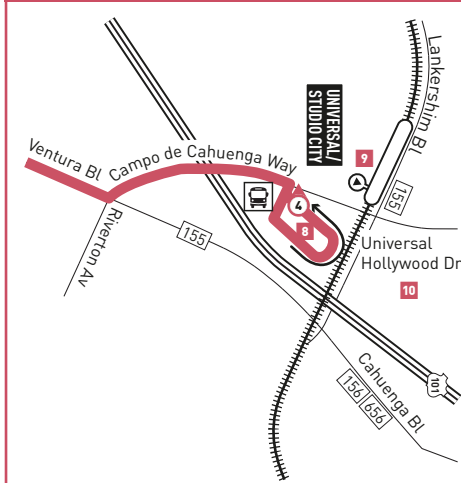
#### MAP NOTES

- 1 Hansen Dam Recreation Area**
- 2 Pacoima Neighborhood City Hall**
- 3 Panorama Mall**
- 4 Van Nuys Metrolink Station**  
Metro 169, 233, 656 Owl, 744, 788;  
Metrolink Ventura County Line; Amtrak
- 5 Van Nuys Civic Center**
- 6 Van Nuys Orange Line Station**  
Metro 154, 233, 237, 656 Owl, 744, 788;  
LDVAN
- 7 Sherman Oaks Galleria**
- 8 Providence Tarzana Medical Center**
- 9 Northridge Hospital Medical Center**
- 10 Northridge Metrolink Station**  
Metrolink Ventura County Line
- 11 California State University, Northridge Transit Center**  
Metro 167, 744; AV787; CSUN Shuttle





INSET 1 - UNIVERSAL/STUDIO CITY STATION



LEGEND

- Route of Line 750
- # Rapid Stop Timepoint
- Rapid Stop
- Rapid Stop - Single Direction Only
- ||||| Metro Red Line
- Metro Orange Line
- Metro Orange Line Station
- Ⓜ Transit Center
- AV Antelope Valley Transit Authority
- CE LADOT Commuter Express
- SC Santa Clarita Transit

INSET 1 - UNIVERSAL CITY STATION

- # Rapid Stop Timepoint - Single Direction Only
- Metro Rail Station
- Ⓜ Metro Rail Station Entrance

MAP NOTES

- 1 Westfield Promenade**
- 2 Westfield Topanga**
- 3 Warner Center Transit Hub**  
Metro 161, 164, 169, 245, 750, Metro Orange Line; Conejo Connection; Nearby transfers to Metro 150; CE422
- 4 Kaiser Permanente Hospital Woodland Hills**
- 5 Providence Tarzana Medical Center**
- 6 Sherman Oaks Galleria**
- 7 CBS Studio Center**
- 8 Universal/Studio City Station**  
Metro Bus Lines 150, 155, 224, 240, 750
- 9 Campo de Cahuenga**
- 10 Universal Studios/CityWalk**



**TO BURBANK/GLENDALE/PASADENA**

Encino Park & Ride	Sepulveda & Ventura	Burbank & Fulton	Metro Orange/Red Line Station	Alameda & Pass	Sanchez & Brand	Glendale Park & Ride	Walnut & Garfield	Lake Metro Gold Line Station
<b>A</b>	<b>B</b>	<b>C</b>	<b>D</b>	<b>E</b>	<b>F</b>	<b>H</b>	<b>I</b>	<b>J</b>
5:55	6:00	6:10	6:17	6:25	6:37	6:40	6:47	6:56
6:20	6:25	6:35	6:43	6:51	7:03	7:06	7:15	7:28
6:45	6:52	7:04	7:13	7:22	7:35	7:39	7:48	8:00
7:15	7:22	7:34	7:44	7:55	8:09	8:13	8:23	8:35
7:45	7:53	8:06	8:16	8:27	8:41	8:44	8:53	9:07
<b>3:45</b>	<b>3:53</b>	<b>4:06</b>	<b>4:13</b>	<b>4:23</b>	<b>4:45</b>	<b>4:50</b>	<b>5:00</b>	<b>5:12</b>
<b>4:15</b>	<b>4:23</b>	<b>4:37</b>	<b>4:44</b>	<b>4:54</b>	<b>5:16</b>	<b>5:20</b>	<b>5:29</b>	<b>5:42</b>
<b>4:45</b>	<b>4:54</b>	<b>5:09</b>	<b>5:17</b>	<b>5:28</b>	<b>5:50</b>	<b>5:54</b>	<b>6:03</b>	<b>6:15</b>
5:20	5:31	5:46	5:54	6:05	6:27	6:32	6:43	6:54
5:55	6:06	6:20	6:27	6:37	6:58	7:02	7:12	7:21

PM times are indicated in bold type.

**TO GLENDALE/BURBANK/ENCINO**

Lake Metro Gold Line Station	Walnut & Garfield	Glendale Park & Ride	Goode & Brand	Alameda & Pass	Metro Orange/Red Line Station	Burbank & Fulton	Ventura & Sepulveda	Encino Park & Ride
<b>J</b>	<b>I</b>	<b>H</b>	<b>G</b>	<b>E</b>	<b>D</b>	<b>C</b>	<b>B</b>	<b>A</b>
6:00	6:08	6:17	6:22	6:34	6:42	6:48	6:59	7:09
6:20	6:28	6:38	6:44	6:57	7:05	7:13	7:27	7:37
6:50	6:59	7:09	7:15	7:29	7:37	7:45	8:00	8:09
7:15	7:25	7:35	7:43	7:59	8:08	8:17	8:35	8:44
7:35	7:46	7:58	8:06	8:22	8:31	8:38	8:53	9:01
<b>4:00</b>	<b>4:11</b>	<b>4:22</b>	<b>4:28</b>	<b>4:42</b>	<b>4:52</b>	<b>5:01</b>	<b>5:15</b>	<b>5:24</b>
<b>4:30</b>	<b>4:40</b>	<b>4:51</b>	<b>4:57</b>	<b>5:14</b>	<b>5:25</b>	<b>5:35</b>	<b>5:50</b>	<b>5:59</b>
<b>5:00</b>	<b>5:13</b>	<b>5:26</b>	<b>5:33</b>	<b>5:50</b>	<b>6:02</b>	<b>6:12</b>	<b>6:26</b>	<b>6:32</b>
5:35	5:47	5:58	6:05	6:21	6:33	6:42	6:55	7:01
6:05	6:15	6:26	6:32	6:48	6:59	7:07	7:14	7:18

PM times are indicated in bold type.

Times are approximate and may vary due to traffic and weather conditions. Please plan your trip accordingly.


 City of Los Angeles  
Department of Transportation

 (213, 310, 323 or/o 818) 808-2273  
www.ladottransit.com

Times are approximate and may vary due to traffic and weather conditions. Please plan your trip accordingly.



**SAN FERNANDO VALLEY/BURBANK MEDIA DISTRICT/GLENDALE/PASADENA**



- |  |   |  |                                     |
|--|---|--|-------------------------------------|
|  | Commuter Express<br>Route 549             |  | Bus Stop                            |
|  | Commuter Express<br>Route 549 Turn-around |  | Points of Interest                  |
|  | Commuter Express<br>Route 409             |  | Park & Ride Lot                     |
|  | Commuter Express<br>Route 423             |  | Time Point                          |
|  | Commuter Express<br>Route 573             |  | Transfer Point                      |
|  | Commuter Express<br>Route 574             |  | Metro Red Line                      |
|  |   |  | Metro Orange Line                   |
|  |   |  | Metro Gold Line                     |
|  |   |  | DASH Van Nuys/<br>Studio City Route |

**PARK & RIDE LOCATIONS**

**Encino Park & Ride**  
5174 Hayvenhurst Ave.,  
Encino

**Glendale Park & Ride**  
1553 E. Wilson Ave.,  
Glendale



The map illustrates the proposed Metro Rapid bus routes in the Los Angeles area. The routes are color-coded and labeled as follows:

- Northridge:** A brown route starting at the Northridge Metrolink Station, running east on Reseda Blvd, and then south on Sherman Wy.
- Panorama City/Van Nuys:** A red route starting at the Sun Valley Metrolink Station, running east on Roscoe Blvd, and then south on Sherman Wy.
- Van Nuys:** An orange route starting at the Van Nuys Metrolink Station, running east on Van Nuys Blvd, and then south on Sherman Wy.
- Van Nuys/Studio City:** A blue route starting at the Van Nuys Metrolink Station, running east on Van Nuys Blvd, and then south on Sherman Wy.

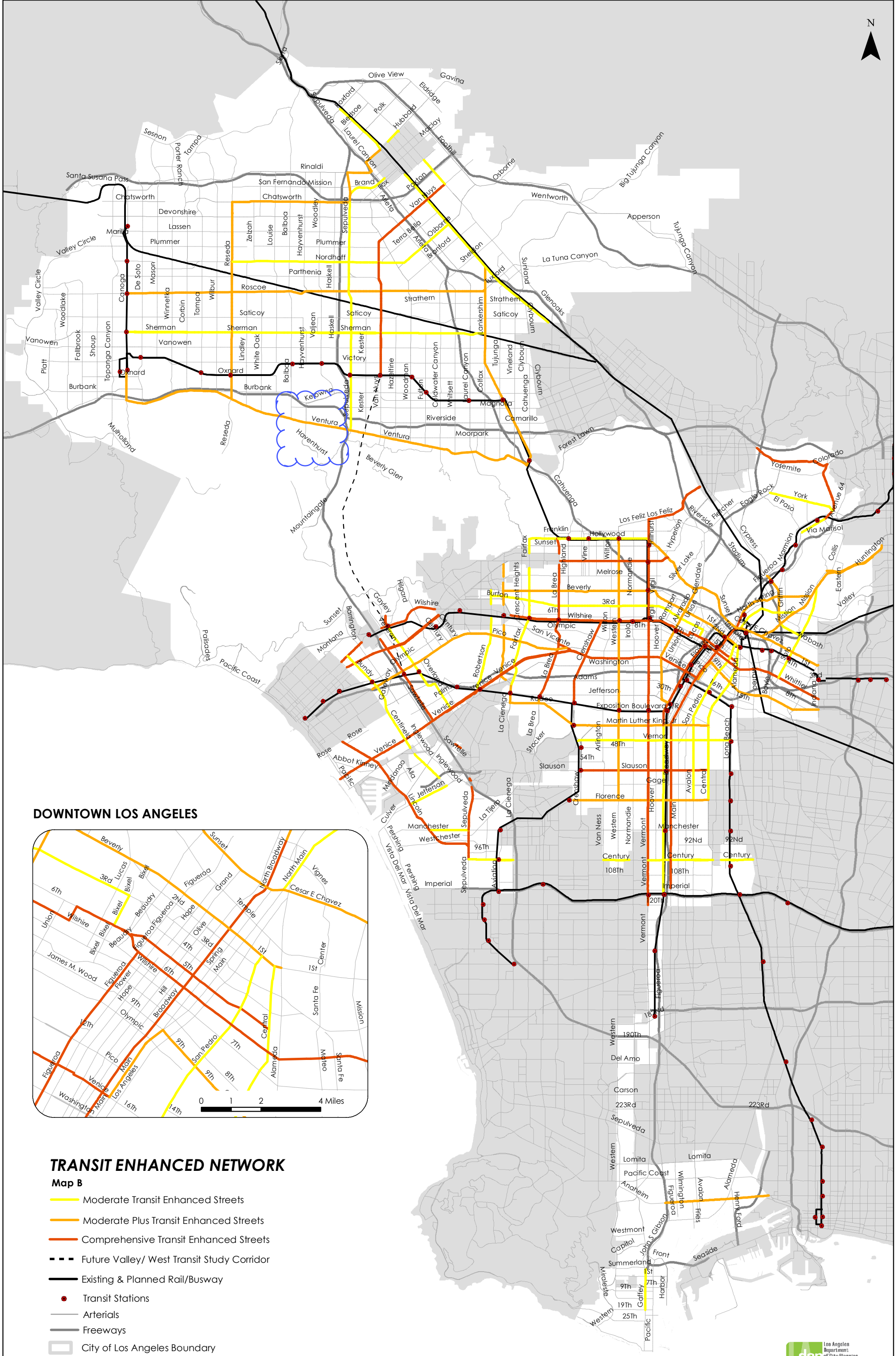
The map also shows major freeways (5, 101, 405, 138), local streets, and landmarks such as the Sepulveda Dam Recreation Area and the Encino Transit Center.



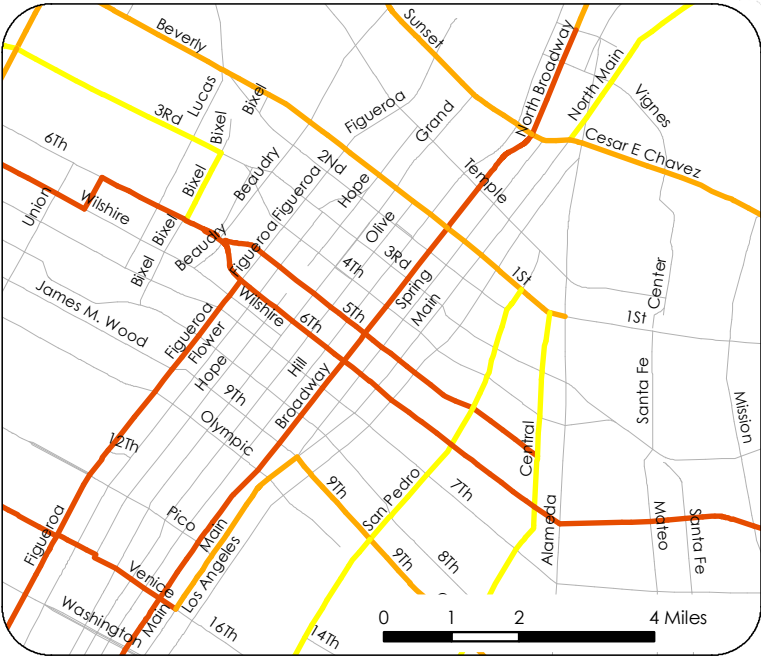
## **APPENDIX E**

### **COMPLETE STREETS MOBILITY MAPS**





**DOWNTOWN LOS ANGELES**

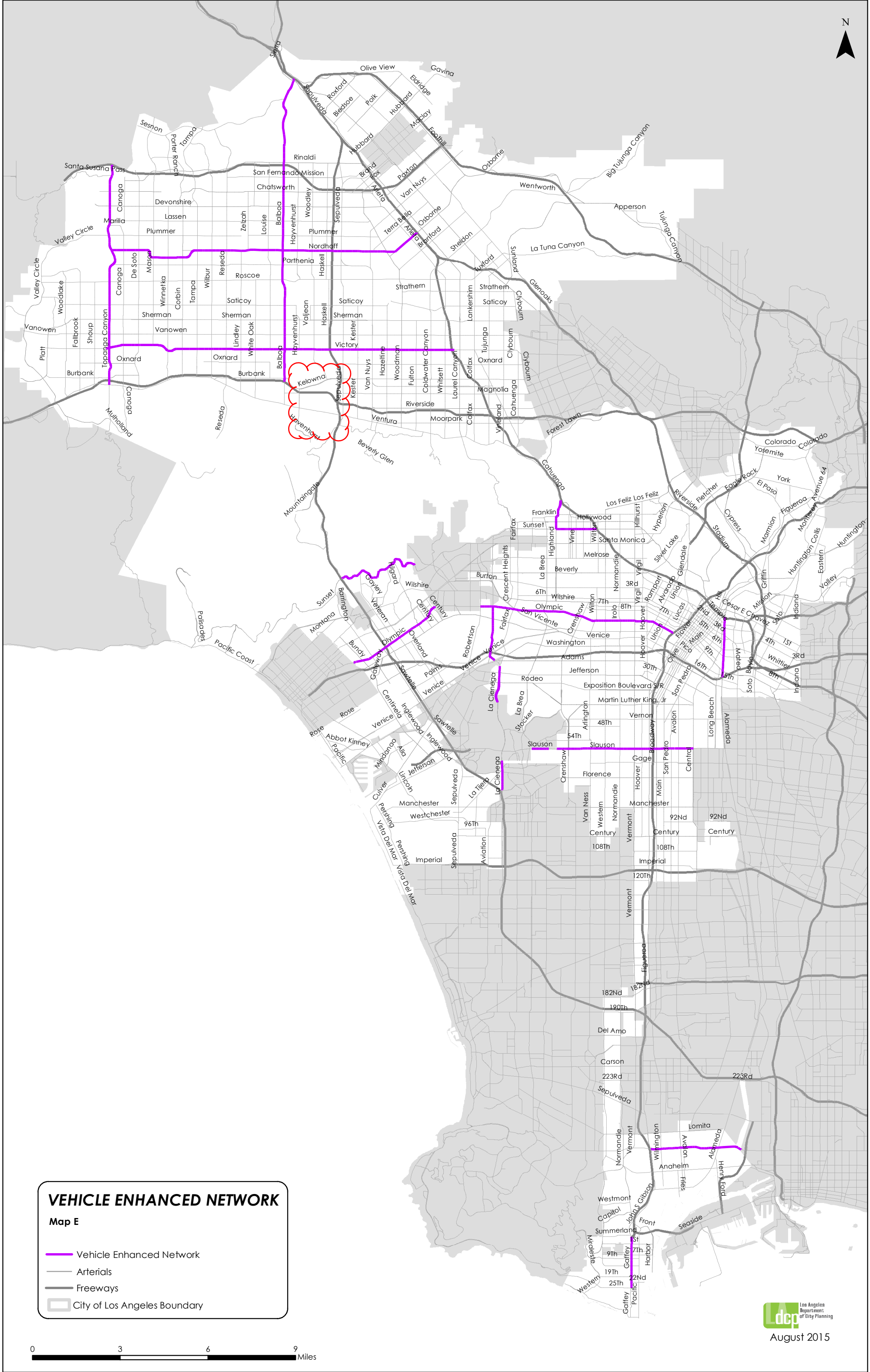


**TRANSIT ENHANCED NETWORK**

**Map B**

- Moderate Transit Enhanced Streets
- Moderate Plus Transit Enhanced Streets
- Comprehensive Transit Enhanced Streets
- Future Valley/ West Transit Study Corridor
- Existing & Planned Rail/Busway
- Transit Stations
- Arterials
- Freeways
- City of Los Angeles Boundary





# VEHICLE ENHANCED NETWORK

Map E

Legend:

- Vehicle Enhanced Network
- Arterials
- Freeways
- City of Los Angeles Boundary

# VEHICLE ENHANCED NETWORK

Map E

Legend:

- Vehicle Enhanced Network
- Arterials
- Freeways
- City of Los Angeles Boundary

# VEHICLE ENHANCED NETWORK

Map E

Legend:

- Vehicle Enhanced Network
- Arterials
- Freeways
- City of Los Angeles Boundary

# VEHICLE ENHANCED NETWORK

Map E

Legend:

- Vehicle Enhanced Network
- Arterials
- Freeways
- City of Los Angeles Boundary

# VEHICLE ENHANCED NETWORK

Map E

Legend:

- Vehicle Enhanced Network
- Arterials
- Freeways
- City of Los Angeles Boundary

# VEHICLE ENHANCED NETWORK

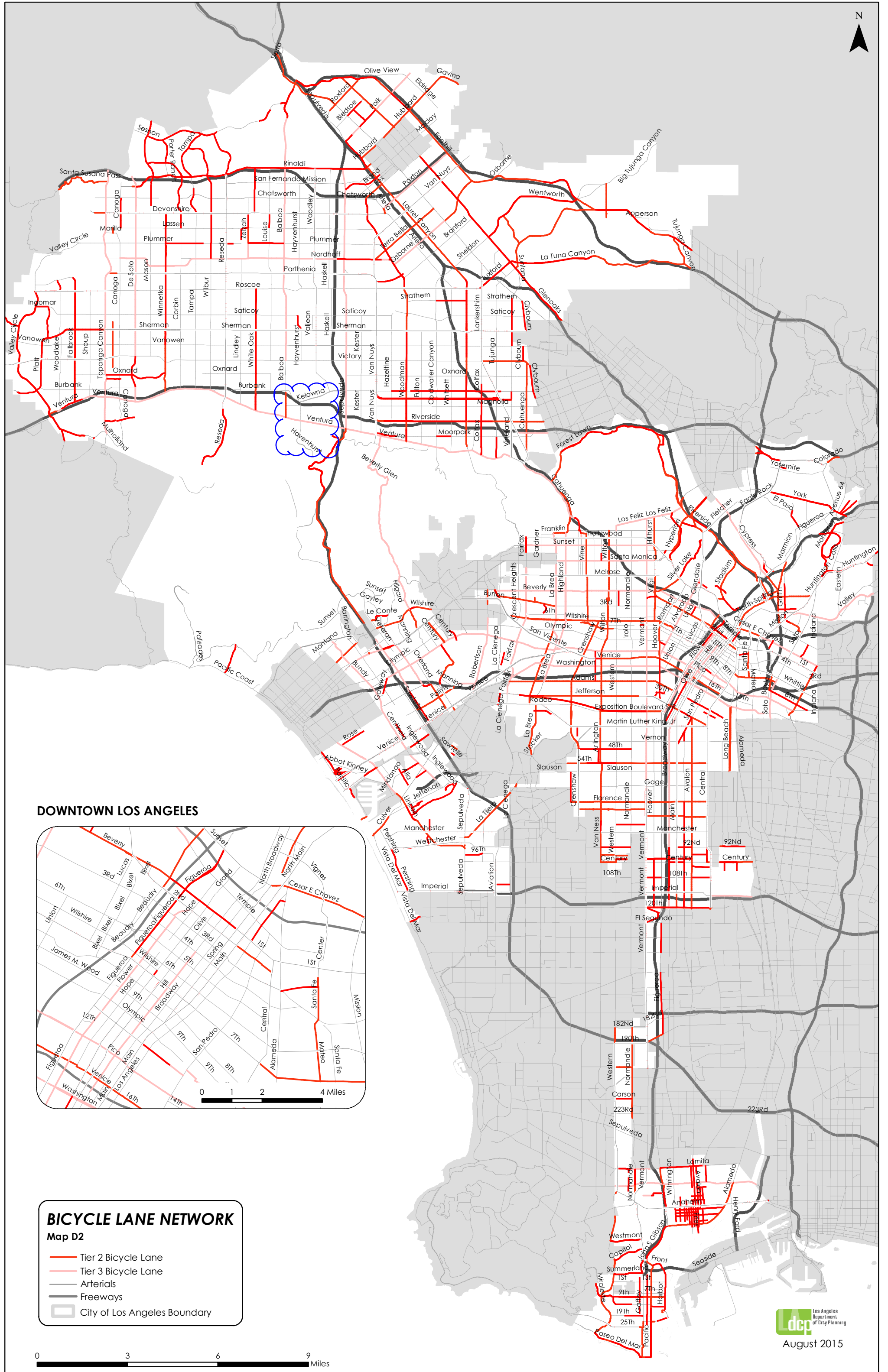
Map E

Legend:

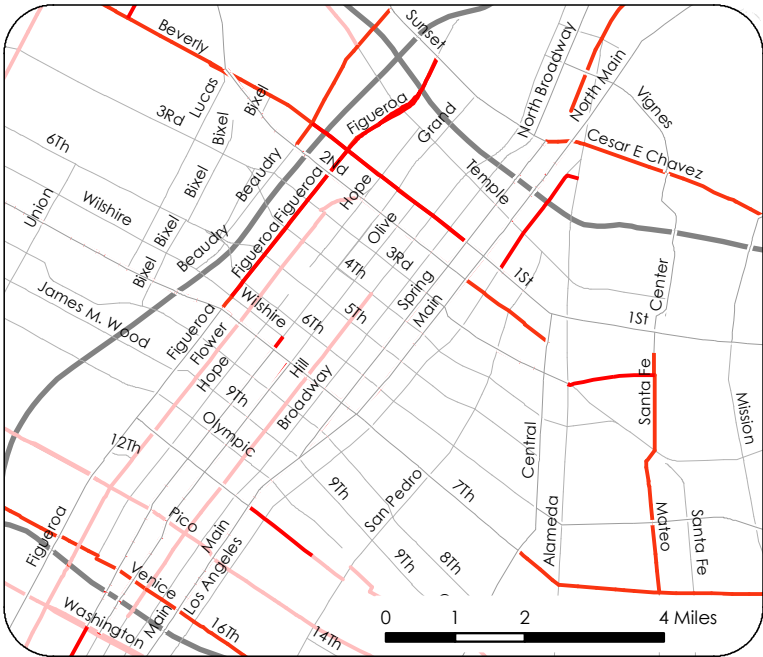
- Vehicle Enhanced Network
- Arterials
- Freeways
- City of Los Angeles Boundary

0 3 6 9 Miles





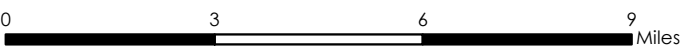
**DOWNTOWN LOS ANGELES**



**BICYCLE LANE NETWORK**

Map D2

- Tier 2 Bicycle Lane
- Tier 3 Bicycle Lane
- Arterials
- Freeways
- City of Los Angeles Boundary

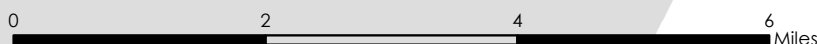
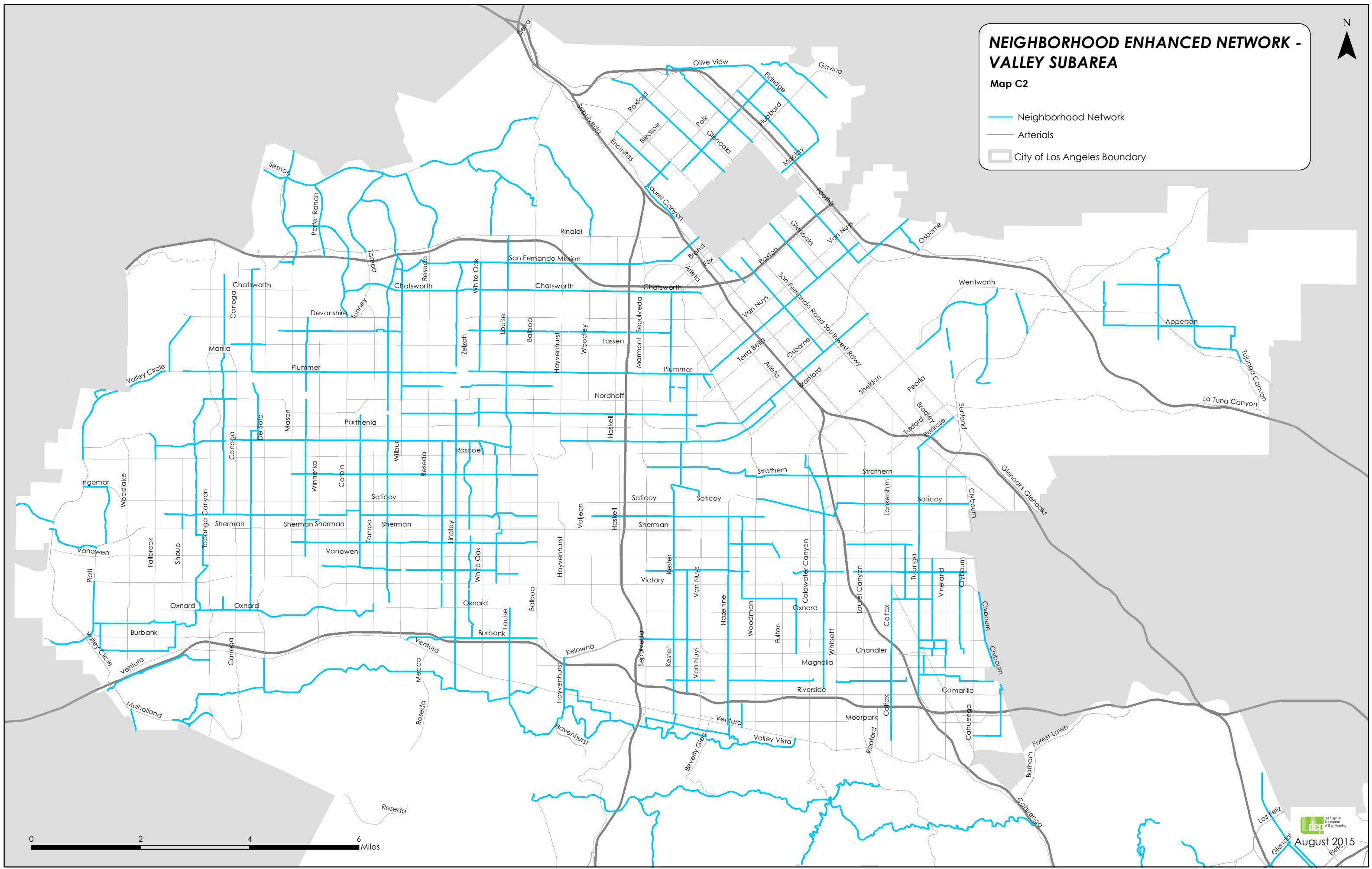




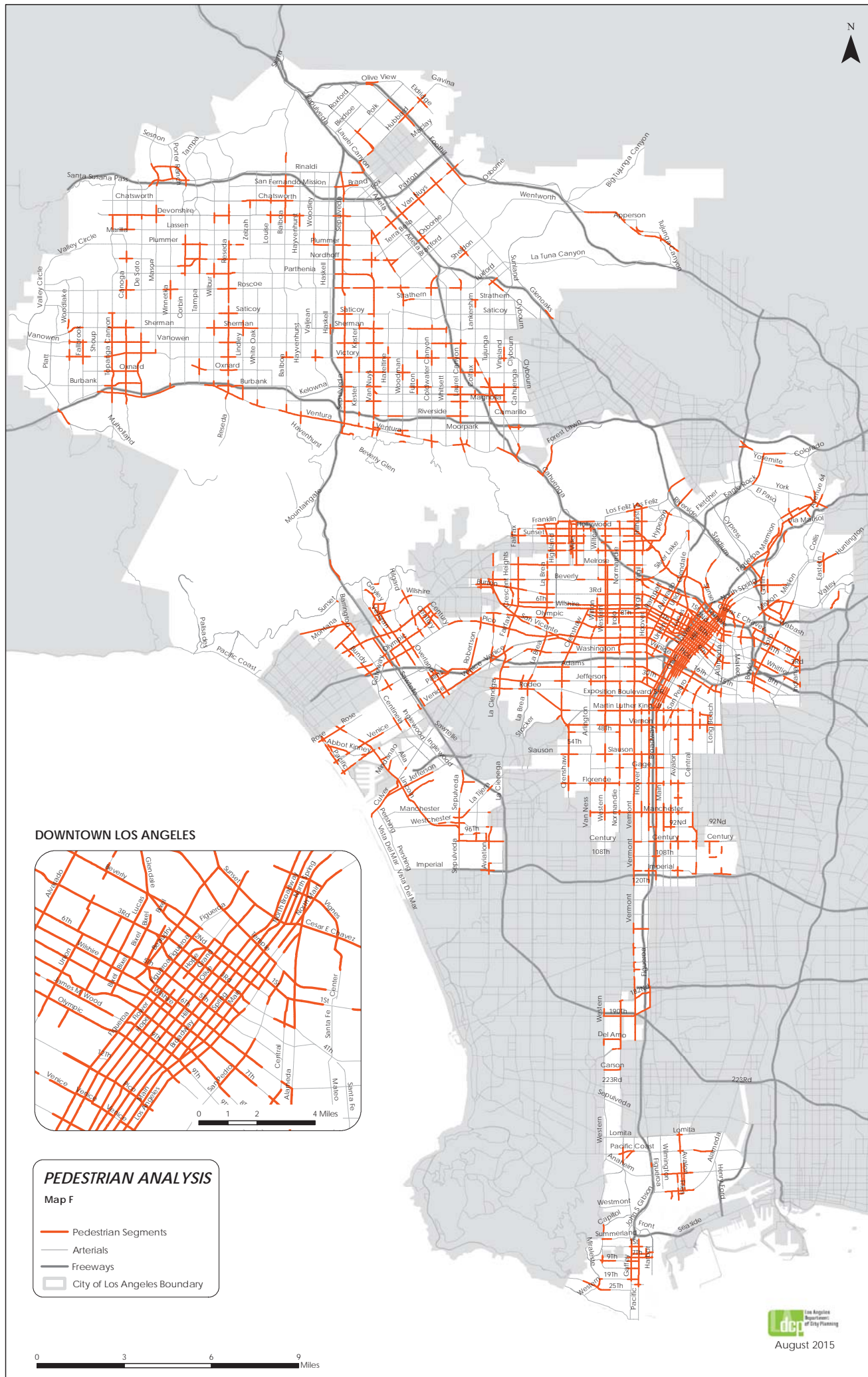
# NEIGHBORHOOD ENHANCED NETWORK - VALLEY SUBAREA

Map C2

- Neighborhood Network
- Arterials
- City of Los Angeles Boundary







**DOWNTOWN LOS ANGELES**



**PEDESTRIAN ANALYSIS**

Map F

- Pedestrian Segments
- Arterials
- Freeways
- City of Los Angeles Boundary





## **APPENDIX F**

### **LADOT PASS – BY SHEET**



**ATTACHMENT I**

**LADOT POLICY ON PASS-BY TRIPS**

<b>PASS-BY TRIP DISCOUNT RATE</b>	<b>LAND USE CATEGORY</b>
10%	Shopping Center 600,000 sf or more, Quality Restaurant, Specialty Retail, Furniture Store, Medical Office, Day Care, Theater/Cinema, Auto Sales/Repair
15%	Discount Club, Discount Store
20%	Shopping Center 300,000 to less than 600,000 sf, Bank/Savings & Loan, High Turnover Restaurant, Car Wash, Hardware/Lumber Store, Garden Center, Recreation/Health Club
30%	Shopping Center 100,000 to less than 300,000 sf, Auto Parts, Music/Video Store
40%	Shopping Center 50,000 to less than 100,000 sf, Supermarket, Drugstore, Bookstore
50%	Shopping Center less than 50,000, Fast Food Restaurant, Gasoline/Service Station, Convenience Market, Flower/Bakery/Yogurt Shop, Dry Cleaner, Liquor Store



## **APPENDIX G**

### **TRAFFIC VOLUME DATA**





City Of Los Angeles  
Department Of Transportation  
MANUAL TRAFFIC COUNT SUMMARY

STREET:  
**North/South** Hayvenhurst Ave

**East/West** US 101 Fwy N(W) Off Ramp

**Day:** Wednesday **Date:** December 7, 2016 **Weather:** SUNNY

**Hours:** 7-10 & 3-6 **Cekrs:** NDS

**School Day:** YES **District:** **I/S CODE**

	N/B	S/B	E/B	W/B
DUAL-WHEELED	54	72	0	38
BIKES	8	7	0	0
BUSES	2	2	0	15
	N/B TIME	S/B TIME	E/B TIME	W/B TIME
AM PK 15 MIN	111 9.45	433 7.00	0 0.00	237 8.15
PM PK 15 MIN	359 17.00	182 17.00	0 0.00	155 15.45
AM PK HOUR	405 9.00	1655 7.00	0 0.00	905 7.30
PM PK HOUR	1259 16.45	648 17.00	0 0.00	584 15.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	314	0	314
8-9	0	383	0	383
9-10	0	405	0	405
15-16	0	986	0	986
16-17	0	1159	0	1159
17-18	0	1250	0	1250
TOTAL	0	4497	0	4497

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	1655	0	1655
8-9	0	1394	0	1394
9-10	0	1232	0	1232
15-16	0	595	0	595
16-17	0	568	0	568
17-18	1	647	0	648
TOTAL	1	6091	0	6092

TOTAL

N-S
1969
1777
1637
1581
1727
1898
10589

XING S/L

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

XING N/L

Ped	Sch
2	0
3	0
0	0
0	0
0	0
0	0
0	0
5	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	0	0	0
8-9	0	0	0	0
9-10	0	0	0	0
15-16	0	0	0	0
16-17	0	0	0	0
17-18	0	0	0	0
TOTAL	0	0	0	0

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	640	0	89	729
8-9	756	0	50	806
9-10	609	0	66	675
15-16	404	0	180	584
16-17	324	0	188	512
17-18	305	0	192	497
TOTAL	3038	0	765	3803

TOTAL

E-W
729
806
675
584
512
497
3803

XING W/L

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

XING E/L

Ped	Sch
1	0
4	0
2	0
0	0
2	0
1	0
10	0



# ITM Peak Hour Summary

Prepared by:

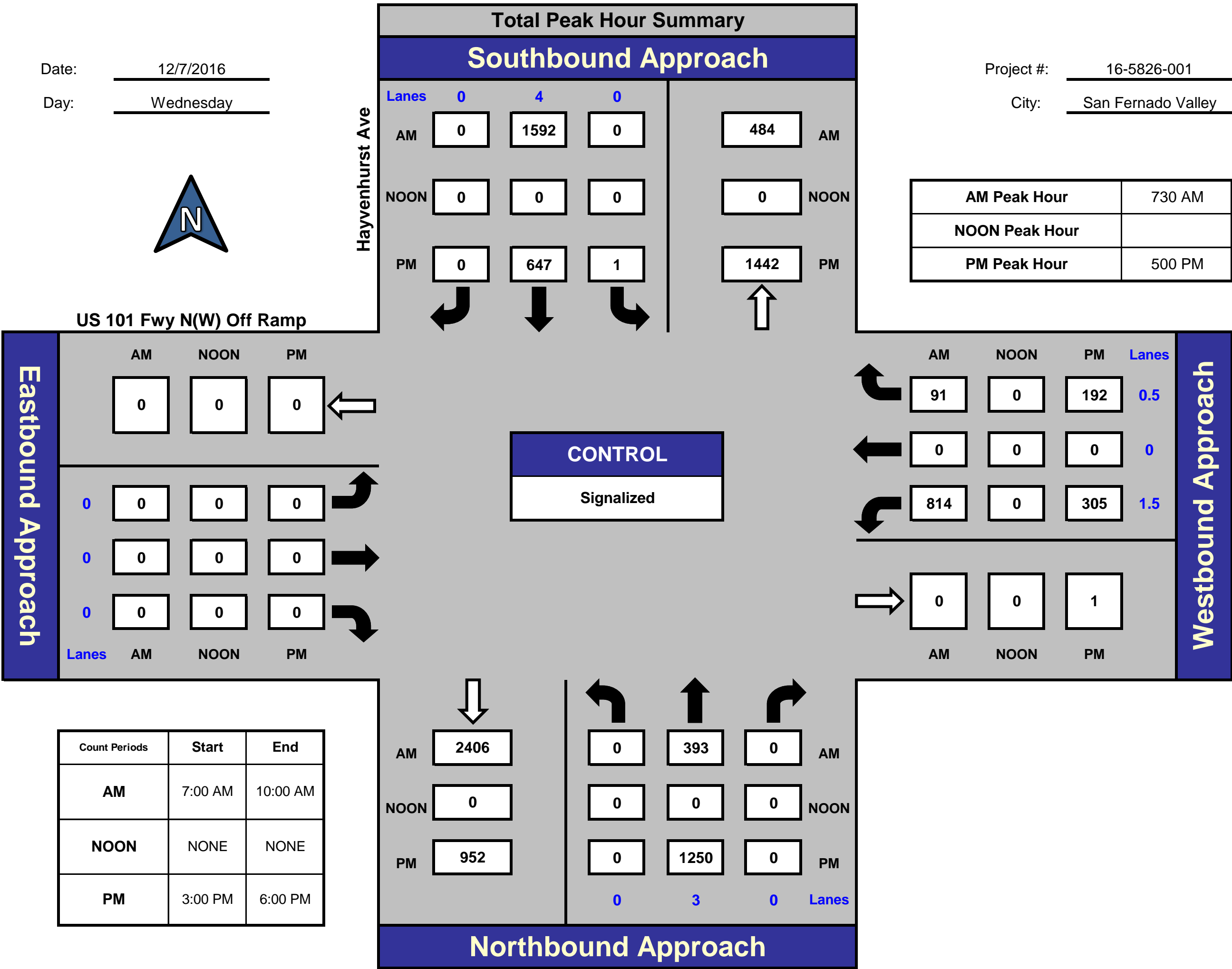


National Data & Surveying Services

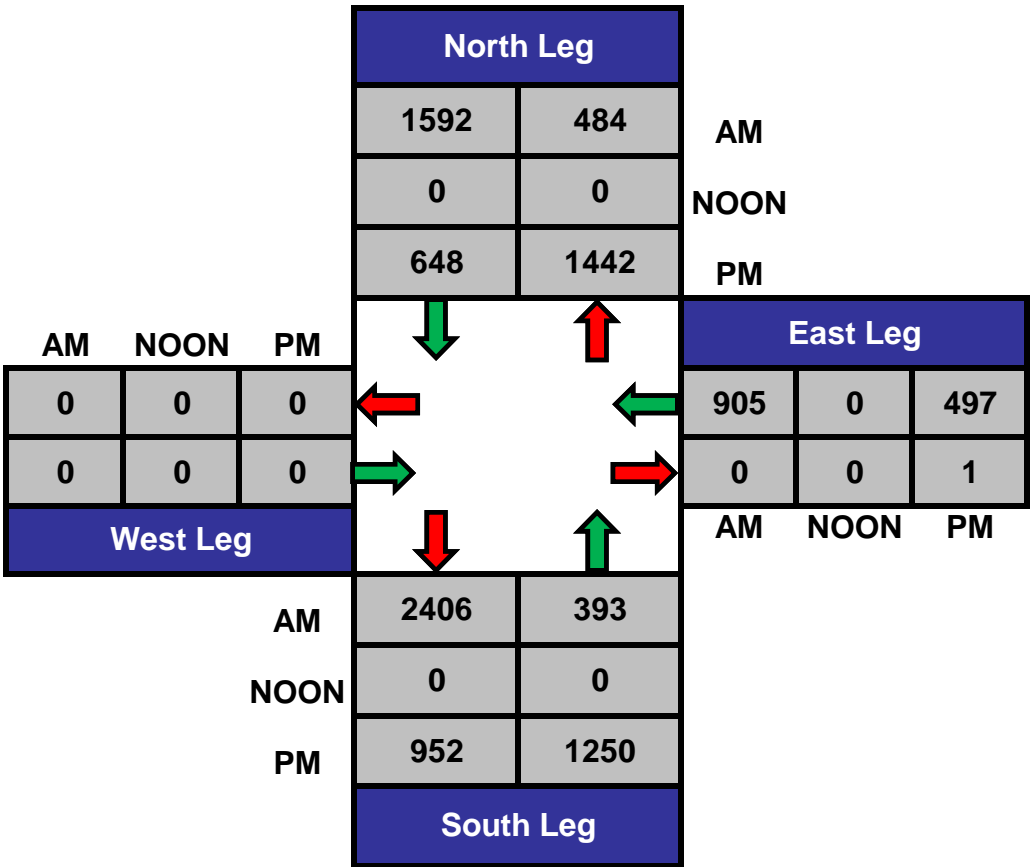
## Hayvenhurst Ave and US 101 Fwy N(W) Off Ramp , San Fernando Valley

Date: 12/7/2016  
Day: Wednesday

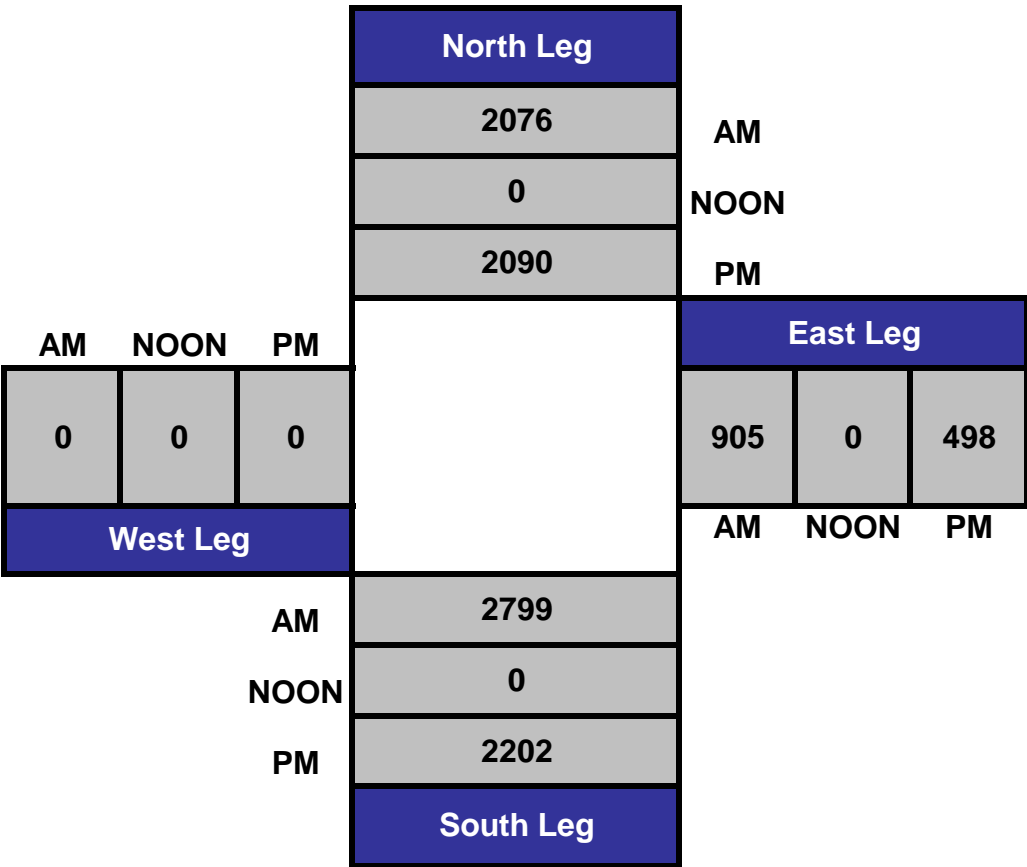
Project #: 16-5826-001  
City: San Fernando Valley



### Total Ins & Outs



### Total Volume Per Leg





# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5826-001

Day: Wednesday

City: San Fernando Valley

TOTALS

Date: 12/7/2016

AM													
NS/EW Streets:	Hayvenhurst Ave			Hayvenhurst Ave			US 101 Fwy N(W) Off Ramp			US 101 Fwy N(W) Off Ramp			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	3	0	0	4	0	0	0	0	1.5	0	0.5	
7:00 AM	0	54	0	0	433	0	0	0	0	116	0	9	612
7:15 AM	0	68	0	0	397	0	0	0	0	134	0	20	619
7:30 AM	0	107	0	0	422	0	0	0	0	185	0	32	746
7:45 AM	0	85	0	0	403	0	0	0	0	205	0	28	721
8:00 AM	0	96	0	0	374	0	0	0	0	203	0	15	688
8:15 AM	0	105	0	0	393	0	0	0	0	221	0	16	735
8:30 AM	0	98	0	0	330	0	0	0	0	179	0	9	616
8:45 AM	0	84	0	0	297	0	0	0	0	153	0	10	544
9:00 AM	0	94	0	0	344	0	0	0	0	171	0	19	628
9:15 AM	0	95	0	0	287	0	0	0	0	159	0	15	556
9:30 AM	0	105	0	0	293	0	0	0	0	137	0	11	546
9:45 AM	0	111	0	0	308	0	0	0	0	142	0	21	582
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	0	1102	0	0	4281	0	0	0	0	2005	0	205	7593
	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	90.72%	0.00%	9.28%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	0	393	0	0	1592	0	0	0	0	814	0	91	2890
PEAK HR FACTOR :	0.918			0.943			0.000			0.955			0.968

CONTROL : Signalized



# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5826-001

Day: Wednesday

City: San Fernando Valley

TOTALS

Date: 12/7/2016

PM													
NS/EW Streets:	Hayvenhurst Ave			Hayvenhurst Ave			US 101 Fwy N(W) Off Ramp			US 101 Fwy N(W) Off Ramp			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	3	0	0	4	0	0	0	0	1.5	0	0.5	
3:00 PM	0	236	0	0	125	0	0	0	0	99	0	46	506
3:15 PM	0	235	0	0	143	0	0	0	0	105	0	45	528
3:30 PM	0	267	0	0	163	0	0	0	0	88	0	46	564
3:45 PM	0	248	0	0	164	0	0	0	0	112	0	43	567
4:00 PM	0	319	0	0	147	0	0	0	0	88	0	52	606
4:15 PM	0	290	0	0	137	0	0	0	0	94	0	54	575
4:30 PM	0	281	0	0	143	0	0	0	0	71	0	48	543
4:45 PM	0	269	0	0	141	0	0	0	0	71	0	34	515
5:00 PM	0	359	0	0	182	0	0	0	0	73	0	47	661
5:15 PM	0	334	0	0	154	0	0	0	0	83	0	40	611
5:30 PM	0	297	0	0	156	0	0	0	0	69	0	50	572
5:45 PM	0	260	0	1	155	0	0	0	0	80	0	55	551
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	0	3395	0	1	1810	0	0	0	0	1033	0	560	6799
	0.00%	100.00%	0.00%	0.06%	99.94%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	64.85%	0.00%	35.15%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	0	1250	0	1	647	0	0	0	0	305	0	192	2395
PEAK HR FACTOR :	0.870			0.890			0.000			0.920			0.906

CONTROL : Signalized



# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5826-001

Day: Wednesday

City: San Fernando Valley

CARS

Date: 12/7/2016

AM

NS/EW Streets:		Hayvenhurst Ave			Hayvenhurst Ave			US 101 Fwy N(W) Off Ramp			US 101 Fwy N(W) Off Ramp			
		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
		0	3	0	0	4	0	0	0	0	1.5	0	0.5	
7:00 AM		0	52	0	0	429	0	0	0	0	113	0	9	603
7:15 AM		0	67	0	0	393	0	0	0	0	133	0	20	613
7:30 AM		0	106	0	0	418	0	0	0	0	183	0	32	739
7:45 AM		0	84	0	0	400	0	0	0	0	200	0	28	712
8:00 AM		0	94	0	0	372	0	0	0	0	201	0	14	681
8:15 AM		0	103	0	0	389	0	0	0	0	217	0	14	723
8:30 AM		0	96	0	0	324	0	0	0	0	177	0	9	606
8:45 AM		0	82	0	0	294	0	0	0	0	152	0	10	538
9:00 AM		0	92	0	0	338	0	0	0	0	170	0	17	617
9:15 AM		0	90	0	0	283	0	0	0	0	158	0	15	546
9:30 AM		0	102	0	0	285	0	0	0	0	136	0	11	534
9:45 AM		0	107	0	0	299	0	0	0	0	140	0	20	566
TOTAL VOLUMES :		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :		0	1075	0	0	4224	0	0	0	0	1980	0	199	7478
		0.00%	100.00%	0.00%	0.00%	100.00%	0.00%				90.87%	0.00%	9.13%	
PEAK HR START TIME :		730 AM												TOTAL
PEAK HR VOL :		0	387	0	0	1579	0	0	0	0	801	0	88	2855
PEAK HR FACTOR :		0.913			0.944			0.000			0.962			0.966

CONTROL : Signalized



# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5826-001

Day: Wednesday

City: San Fernando Valley

CARS

Date: 12/7/2016

PM													
NS/EW Streets:	Hayvenhurst Ave			Hayvenhurst Ave			US 101 Fwy N(W) Off Ramp			US 101 Fwy N(W) Off Ramp			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	3	0	0	4	0	0	0	0	1.5	0	0.5	
3:00 PM	0	233	0	0	125	0	0	0	0	97	0	46	501
3:15 PM	0	230	0	0	141	0	0	0	0	105	0	45	521
3:30 PM	0	266	0	0	157	0	0	0	0	88	0	46	557
3:45 PM	0	244	0	0	163	0	0	0	0	109	0	43	559
4:00 PM	0	319	0	0	147	0	0	0	0	86	0	52	604
4:15 PM	0	288	0	0	137	0	0	0	0	92	0	54	571
4:30 PM	0	279	0	0	143	0	0	0	0	70	0	48	540
4:45 PM	0	266	0	0	140	0	0	0	0	70	0	34	510
5:00 PM	0	358	0	0	178	0	0	0	0	70	0	46	652
5:15 PM	0	331	0	0	153	0	0	0	0	81	0	40	605
5:30 PM	0	294	0	0	155	0	0	0	0	67	0	49	565
5:45 PM	0	258	0	1	154	0	0	0	0	78	0	55	546
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	0	3366	0	1	1793	0	0	0	0	1013	0	558	6731
	0.00%	100.00%	0.00%	0.06%	99.94%	0.00%				64.48%	0.00%	35.52%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	0	1241	0	1	640	0	0	0	0	296	0	190	2368
PEAK HR FACTOR :	0.867			0.900			0.000			0.914			0.908

CONTROL : Signalized







# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5826-001

Day: Wednesday

City: San Fernando Valley

BIKES

Date: 12/7/2016

AM													
NS/EW Streets:	Hayvenhurst Ave			Hayvenhurst Ave			US 101 Fwy N(W) Off Ramp			US 101 Fwy N(W) Off Ramp			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	3	0	0	4	0	0	0	0	1.5	0	0.5	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
9:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
9:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	0	3	0	0	3	0	0	0	0	0	0	0	6
	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%							
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	0	0	0	0	1	0	0	0	0	0	0	0	1
PEAK HR FACTOR :	0.000			0.250			0.000			0.000			0.250

CONTROL : Signalized



# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5826-001

Day: Wednesday

City: San Fernando Valley

BIKES

Date: 12/7/2016

PM													
NS/EW Streets:	Hayvenhurst Ave			Hayvenhurst Ave			US 101 Fwy N(W) Off Ramp			US 101 Fwy N(W) Off Ramp			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	3	0	0	4	0	0	0	0	1.5	0	0.5	
3:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
4:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 PM	0	0	0	0	2	0	0	0	0	0	0	0	2
5:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	5	0	0	4	0	0	0	0	0	0	0	9
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%							
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	0	0	0	0	3	0	0	0	0	0	0	0	3
PEAK HR FACTOR :	0.000			0.375			0.000			0.000			0.375

CONTROL : Signalized



# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5826-001

Day: Wednesday

City: San Fernando Valley

BUSES

Date: 12/7/2016

AM													
NS/EW Streets:	Hayvenhurst Ave			Hayvenhurst Ave			US 101 Fwy N(W) Off Ramp			US 101 Fwy N(W) Off Ramp			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	3	0	0	4	0	0	0	0	1.5	0	0.5	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	1	0	0	0	0	1	0	0	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	2	0	0	1	0	0	0	0	1	0	0	4
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%				100.00%	0.00%	0.00%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	0	0	0	0	1	0	0	0	0	1	0	0	2
PEAK HR FACTOR :	0.000			0.250			0.000			0.250			0.250

CONTROL : Signalized



# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5826-001

Day: Wednesday

City: San Fernando Valley

BUSES

Date: 12/7/2016

PM													
NS/EW Streets:	Hayvenhurst Ave			Hayvenhurst Ave			US 101 Fwy N(W) Off Ramp			US 101 Fwy N(W) Off Ramp			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	3	0	0	4	0	0	0	0	1.5	0	0.5	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
3:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
3:45 PM	0	0	0	0	0	0	0	0	0	2	0	0	2
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	3	0	0	3
5:15 PM	0	0	0	0	0	0	0	0	0	2	0	0	2
5:30 PM	0	0	0	0	0	0	0	0	0	2	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	2	0	0	2
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	0	0	0	0	1	0	0	0	0	14	0	0	15
				0.00%	100.00%	0.00%				100.00%	0.00%	0.00%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	9	0	0	9
PEAK HR FACTOR :	0.000			0.000			0.000			0.750			0.750

CONTROL : Signalized



# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5826-001

Day: Wednesday

City: San Fernando Valley

HEAVY TRUCKS

Date: 12/7/2016

AM													
NS/EW Streets:	Hayvenhurst Ave			Hayvenhurst Ave			US 101 Fwy N(W) Off Ramp			US 101 Fwy N(W) Off Ramp			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	3	0	0	4	0	0	0	0	1.5	0	0.5	
7:00 AM	0	2	0	0	4	0	0	0	0	3	0	0	9
7:15 AM	0	1	0	0	4	0	0	0	0	1	0	0	6
7:30 AM	0	1	0	0	3	0	0	0	0	1	0	0	5
7:45 AM	0	1	0	0	3	0	0	0	0	5	0	0	9
8:00 AM	0	2	0	0	2	0	0	0	0	2	0	1	7
8:15 AM	0	2	0	0	4	0	0	0	0	4	0	2	12
8:30 AM	0	2	0	0	6	0	0	0	0	2	0	0	10
8:45 AM	0	1	0	0	3	0	0	0	0	1	0	0	5
9:00 AM	0	2	0	0	6	0	0	0	0	1	0	2	11
9:15 AM	0	4	0	0	4	0	0	0	0	1	0	0	9
9:30 AM	0	3	0	0	8	0	0	0	0	1	0	0	12
9:45 AM	0	4	0	0	9	0	0	0	0	2	0	1	16
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	0	25	0	0	56	0	0	0	0	24	0	6	111
	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%				80.00%	0.00%	20.00%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	0	6	0	0	12	0	0	0	0	12	0	3	33
PEAK HR FACTOR :	0.750			0.750			0.000			0.625			0.688

CONTROL : Signalized



# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5826-001

Day: Wednesday

City: San Fernando Valley

HEAVY TRUCKS

Date: 12/7/2016

PM													
NS/EW Streets:	Hayvenhurst Ave			Hayvenhurst Ave			US 101 Fwy N(W) Off Ramp			US 101 Fwy N(W) Off Ramp			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	3	0	0	4	0	0	0	0	1.5	0	0.5	
3:00 PM	0	3	0	0	0	0	0	0	0	2	0	0	5
3:15 PM	0	5	0	0	2	0	0	0	0	0	0	0	7
3:30 PM	0	1	0	0	5	0	0	0	0	0	0	0	6
3:45 PM	0	4	0	0	1	0	0	0	0	1	0	0	6
4:00 PM	0	0	0	0	0	0	0	0	0	2	0	0	2
4:15 PM	0	2	0	0	0	0	0	0	0	1	0	0	3
4:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	2
4:45 PM	0	3	0	0	1	0	0	0	0	0	0	0	4
5:00 PM	0	1	0	0	4	0	0	0	0	0	0	1	6
5:15 PM	0	3	0	0	1	0	0	0	0	0	0	0	4
5:30 PM	0	3	0	0	1	0	0	0	0	0	0	1	5
5:45 PM	0	2	0	0	1	0	0	0	0	0	0	0	3
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	0	29	0	0	16	0	0	0	0	6	0	2	53
	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%				75.00%	0.00%	25.00%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	0	9	0	0	7	0	0	0	0	0	0	2	18
PEAK HR FACTOR :	0.750			0.438			0.000			0.500			0.750

CONTROL : Signalized





City Of Los Angeles  
Department Of Transportation  
MANUAL TRAFFIC COUNT SUMMARY

STREET:  
**North/South** Hayvenhurst Ave

**East/West** US 101 Fwy S(E) On Ramp

**Day:** Wednesday **Date:** December 7, 2016 **Weather:** SUNNY

**Hours:** 7-10 & 3-6 **Cekrs:** NDS

**School Day:** YES **District:** **I/S CODE**

	N/B	S/B	E/B	W/B
DUAL-WHEELED	68	104	41	0
BIKES	7	7	1	0
BUSES	7	17	14	0

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	140	9.45	613	7.45	198	7.00	0	0.00
PM PK 15 MIN	471	17.15	260	15.45	248	17.00	0	0.00
AM PK HOUR	506	9.00	2387	7.30	697	7.00	0	0.00
PM PK HOUR	1745	16.45	1010	15.15	749	17.00	0	0.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	42	218	162	422
8-9	30	267	115	412
9-10	68	299	139	506
15-16	126	833	412	1371
16-17	173	987	421	1581
17-18	193	1054	483	1730
TOTAL	632	3658	1732	6022

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	316	1585	400	2301
8-9	119	1593	428	2140
9-10	111	1444	294	1849
15-16	74	666	237	977
16-17	72	595	244	911
17-18	98	602	256	956
TOTAL	790	6485	1859	9134

TOTAL

N-S
2723
2552
2355
2348
2492
2686
15156

XING S/L

Ped	Sch
16	2
2	0
1	0
0	3
6	0
60	2
85	7

XING N/L

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

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	94	446	157	697
8-9	119	291	271	681
9-10	97	199	324	620
15-16	154	295	100	549
16-17	164	353	90	607
17-18	198	452	99	749
TOTAL	826	2036	1041	3903

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	0	0	0
8-9	0	0	0	0
9-10	0	0	0	0
15-16	0	0	0	0
16-17	0	0	0	0
17-18	0	0	0	0
TOTAL	0	0	0	0

TOTAL

E-W
697
681
620
549
607
749
3903

XING W/L

Ped	Sch
2	0
0	0
3	0
0	1
7	0
66	2
78	3

XING E/L

Ped	Sch
1	0
4	0
2	0
0	0
2	0
1	0
10	0



# ITM Peak Hour Summary

Prepared by:

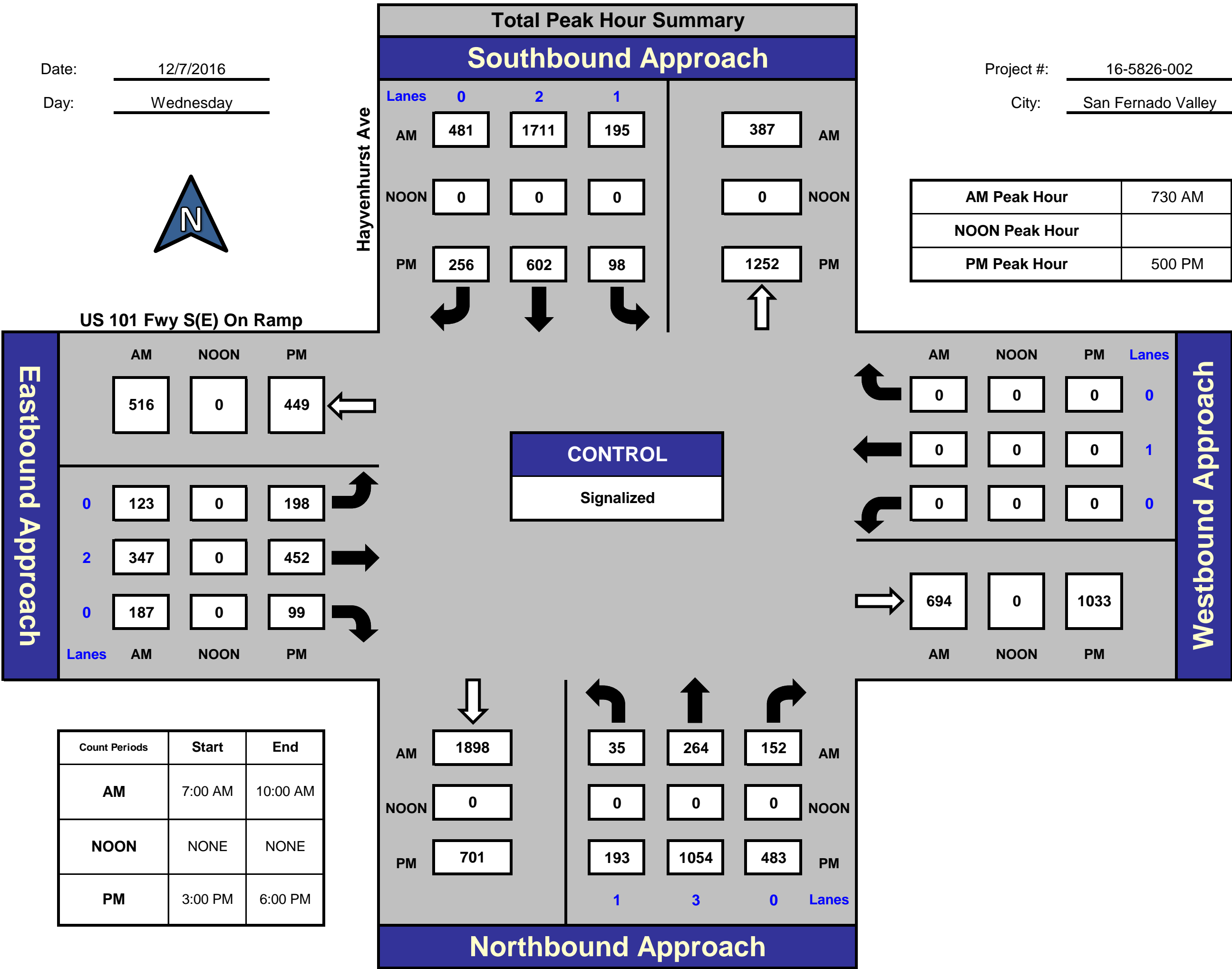


National Data & Surveying Services

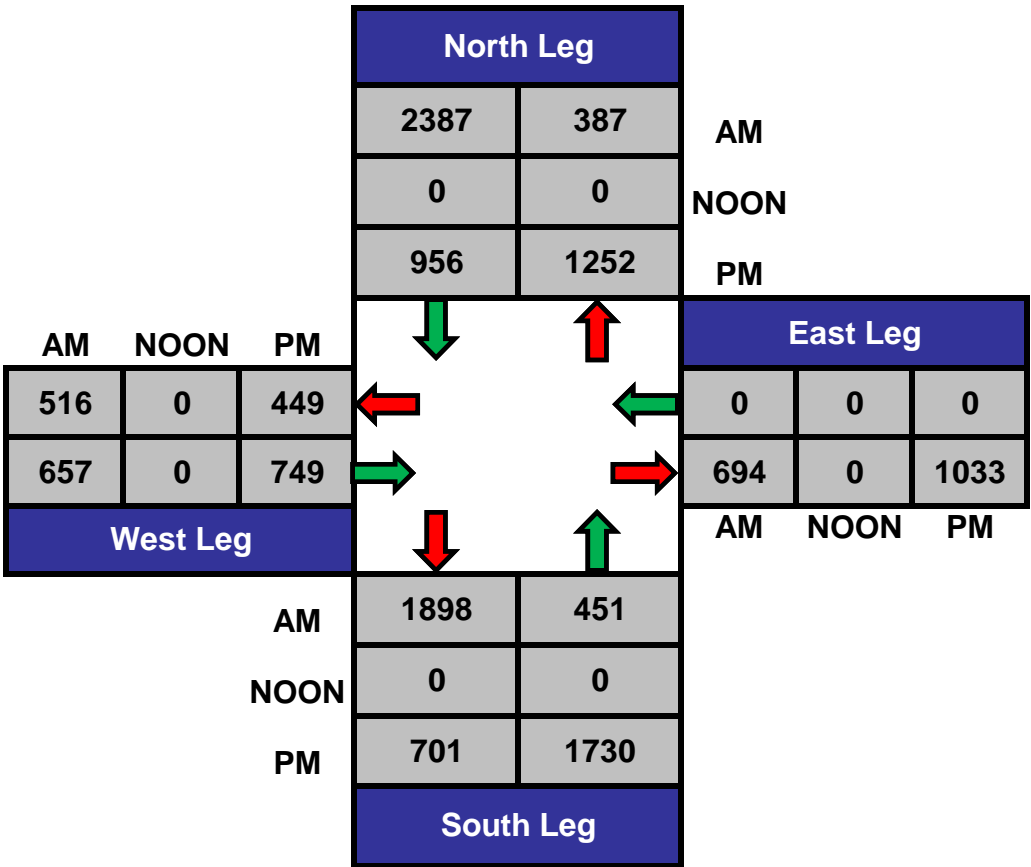
## Hayvenhurst Ave and US 101 Fwy S(E) On Ramp , San Fernando Valley

Date: 12/7/2016  
Day: Wednesday

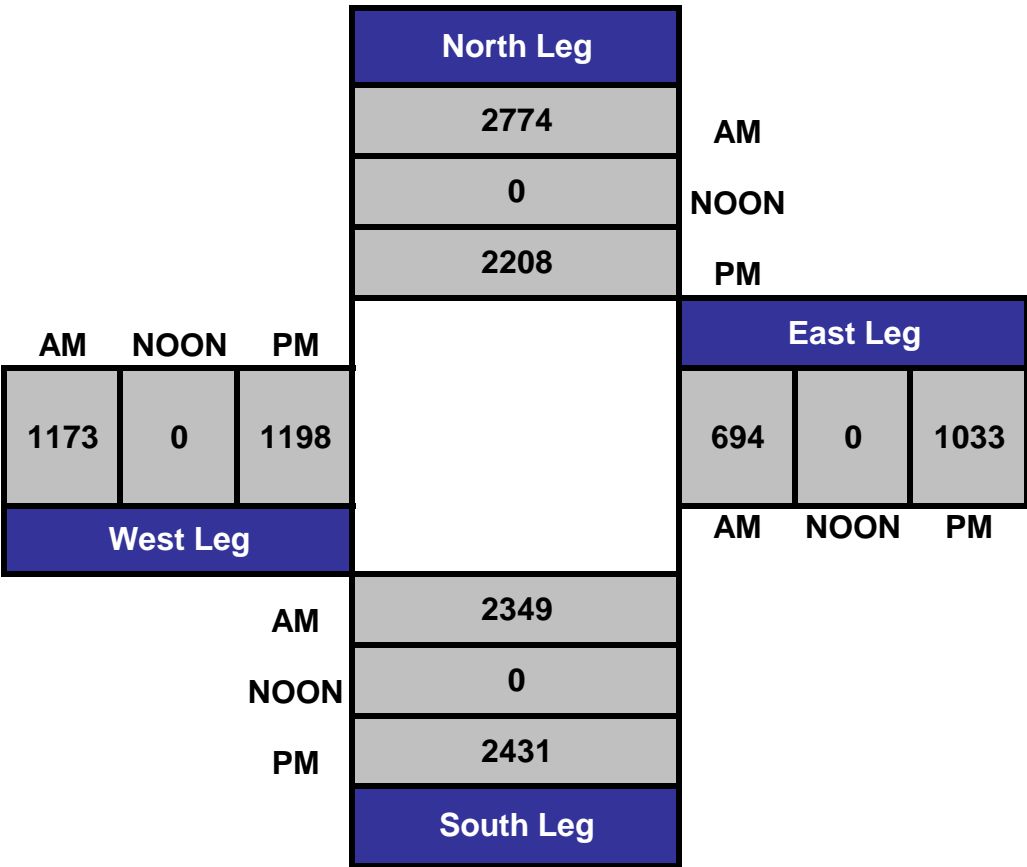
Project #: 16-5826-002  
City: San Fernando Valley



### Total Ins & Outs



### Total Volume Per Leg





# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5826-002

Day: Wednesday

City: San Fernando Valley

Date: 12/7/2016

TOTALS

AM

NS/EW Streets:		Hayvenhurst Ave			Hayvenhurst Ave			US 101 Fwy S(E) On Ramp			US 101 Fwy S(E) On Ramp			
		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
		1	3	0	1	2	0	0	2	0	0	1	0	
7:00 AM		13	36	29	114	381	61	16	141	41	0	0	0	832
7:15 AM		6	45	42	83	357	96	23	124	42	0	0	0	818
7:30 AM		10	72	44	60	427	109	28	95	40	0	0	0	885
7:45 AM		13	65	47	59	420	134	27	86	34	0	0	0	885
8:00 AM		8	53	30	35	443	105	39	91	38	0	0	0	842
8:15 AM		4	74	31	41	421	133	29	75	75	0	0	0	883
8:30 AM		9	76	31	24	386	110	29	59	84	0	0	0	808
8:45 AM		9	64	23	19	343	80	22	66	74	0	0	0	700
9:00 AM		15	58	33	22	395	87	28	56	97	0	0	0	791
9:15 AM		21	70	34	27	365	72	28	51	67	0	0	0	735
9:30 AM		14	88	33	38	328	59	19	55	78	0	0	0	712
9:45 AM		18	83	39	24	356	76	22	37	82	0	0	0	737
TOTAL VOLUMES :		NL 140	NT 784	NR 416	SL 546	ST 4622	SR 1122	EL 310	ET 936	ER 752	WL 0	WT 0	WR 0	TOTAL 9628
APPROACH %'s :		10.45%	58.51%	31.04%	8.68%	73.48%	17.84%	15.52%	46.85%	37.64%	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :		730 AM												TOTAL
PEAK HR VOL :		35	264	152	195	1711	481	123	347	187	0	0	0	3495
PEAK HR FACTOR :		0.895			0.973			0.918			0.000			0.987

CONTROL : Signalized



# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5826-002

Day: Wednesday

City: San Fernando Valley

TOTALS

Date: 12/7/2016

PM														
NS/EW Streets:	Hayvenhurst Ave			Hayvenhurst Ave			US 101 Fwy S(E) On Ramp			US 101 Fwy S(E) On Ramp				
NORTHBOUND				SOUTHBOUND			EASTBOUND			WESTBOUND				
LANES:	NL 1	NT 3	NR 0	SL 1	ST 2	SR 0	EL 0	ET 2	ER 0	WL 0	WT 1	WR 0	TOTAL	
3:00 PM	42	203	106	18	146	56	37	71	24	0	0	0	703	
3:15 PM	33	203	103	22	166	51	30	78	15	0	0	0	701	
3:30 PM	34	229	105	17	165	76	40	74	26	0	0	0	766	
3:45 PM	17	198	98	17	189	54	47	72	35	0	0	0	727	
4:00 PM	37	261	98	16	170	67	61	89	25	0	0	0	824	
4:15 PM	35	241	95	18	143	65	41	84	25	0	0	0	747	
4:30 PM	45	251	112	20	144	55	32	87	22	0	0	0	768	
4:45 PM	56	234	116	18	138	57	30	93	18	0	0	0	760	
5:00 PM	46	267	120	23	166	54	85	145	18	0	0	0	924	
5:15 PM	54	288	129	21	155	62	49	101	30	0	0	0	889	
5:30 PM	47	264	124	28	124	66	35	104	30	0	0	0	822	
5:45 PM	46	235	110	26	157	74	29	102	21	0	0	0	800	
TOTAL VOLUMES :	NL 492	NT 2874	NR 1316	SL 244	ST 1863	SR 737	EL 516	ET 1100	ER 289	WL 0	WT 0	WR 0	TOTAL 9431	
APPROACH %'s :	10.51%	61.38%	28.11%	8.58%	65.51%	25.91%	27.09%	57.74%	15.17%	#DIV/0!	#DIV/0!	#DIV/0!		
PEAK HR START TIME :	500 PM													TOTAL
PEAK HR VOL :	193	1054	483	98	602	256	198	452	99	0	0	0	3435	
PEAK HR FACTOR :	0.918			0.930			0.755			0.000			0.929	

CONTROL : Signalized



# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5826-002

Day: Wednesday

City: San Fernando Valley

CARS

Date: 12/7/2016

AM

NS/EW Streets:	Hayvenhurst Ave			Hayvenhurst Ave			US 101 Fwy S(E) On Ramp			US 101 Fwy S(E) On Ramp			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 3	NR 0	SL 1	ST 2	SR 0	EL 0	ET 2	ER 0	WL 0	WT 1	WR 0	TOTAL
7:00 AM	12	36	27	113	373	61	14	138	41	0	0	0	815
7:15 AM	6	44	40	83	354	94	23	122	40	0	0	0	806
7:30 AM	9	72	44	60	422	108	27	95	40	0	0	0	877
7:45 AM	13	64	44	58	415	132	27	84	34	0	0	0	871
8:00 AM	8	53	29	34	440	105	37	90	38	0	0	0	834
8:15 AM	4	73	30	41	417	132	28	73	75	0	0	0	873
8:30 AM	9	75	29	24	378	109	28	58	84	0	0	0	794
8:45 AM	9	62	22	19	339	78	22	65	73	0	0	0	689
9:00 AM	15	57	31	21	391	87	27	56	97	0	0	0	782
9:15 AM	21	68	33	27	358	72	25	50	65	0	0	0	719
9:30 AM	14	85	31	38	323	56	19	54	77	0	0	0	697
9:45 AM	18	82	38	24	346	75	20	36	82	0	0	0	721
TOTAL VOLUMES :	NL 138	NT 771	NR 398	SL 542	ST 4556	SR 1109	EL 297	ET 921	ER 746	WL 0	WT 0	WR 0	TOTAL 9478
APPROACH %'s :	10.56%	58.99%	30.45%	8.73%	73.40%	17.87%	15.12%	46.89%	37.98%				
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	34	262	147	193	1694	477	119	342	187	0	0	0	3455
PEAK HR FACTOR :	0.886			0.977			0.920			0.000			0.985

CONTROL : Signalized



# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5826-002

Day: Wednesday

City: San Fernando Valley

CARS

Date: 12/7/2016

PM													
NS/EW Streets:	Hayvenhurst Ave			Hayvenhurst Ave			US 101 Fwy S(E) On Ramp			US 101 Fwy S(E) On Ramp			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 3	NR 0	SL 1	ST 2	SR 0	EL 0	ET 2	ER 0	WL 0	WT 1	WR 0	TOTAL
3:00 PM	42	202	104	18	144	55	37	70	24	0	0	0	696
3:15 PM	33	200	103	22	165	51	29	78	15	0	0	0	696
3:30 PM	32	228	105	17	159	76	40	74	26	0	0	0	757
3:45 PM	17	196	97	17	186	53	46	71	35	0	0	0	718
4:00 PM	37	261	98	16	168	67	60	89	25	0	0	0	821
4:15 PM	34	238	93	18	142	64	41	83	24	0	0	0	737
4:30 PM	44	249	112	20	143	55	32	86	21	0	0	0	762
4:45 PM	56	233	114	18	136	56	29	91	17	0	0	0	750
5:00 PM	46	265	119	23	163	52	85	145	17	0	0	0	915
5:15 PM	54	285	127	21	152	60	47	101	29	0	0	0	876
5:30 PM	46	262	122	28	122	64	35	103	29	0	0	0	811
5:45 PM	45	232	109	26	157	72	29	101	20	0	0	0	791
TOTAL VOLUMES :	NL 486	NT 2851	NR 1303	SL 244	ST 1837	SR 725	EL 510	ET 1092	ER 282	WL 0	WT 0	WR 0	TOTAL 9330
APPROACH %'s :	10.47%	61.44%	28.08%	8.70%	65.47%	25.84%	27.07%	57.96%	14.97%				
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	191	1044	477	98	594	248	196	450	95	0	0	0	3393
PEAK HR FACTOR :	0.918			0.922			0.750			0.000			0.927

CONTROL : Signalized



# PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 16-5826-002  
 N/S Street: Hayvenhurst Ave  
 E/W Street: US 101 Fwy S(E) On Ramp  
 DATE: 12/7/2016  
 CITY: San Fernando Valley

DAY: Wednesday

## A M

### Adult Pedestrians

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	0	5	0	0	0	0
7:15 AM	0	0	0	2	1	0	1	0
7:30 AM	0	0	1	2	0	0	0	1
7:45 AM	0	0	0	6	0	0	0	0
8:00 AM	0	0	0	1	1	0	0	0
8:15 AM	0	0	0	0	0	2	0	0
8:30 AM	0	0	0	1	0	1	0	0
8:45 AM	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	1	1
9:15 AM	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	1	0	0	0
9:45 AM	0	0	0	1	1	0	1	0
<b>TOTALS</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>18</b>	<b>4</b>	<b>3</b>	<b>3</b>	<b>2</b>

### School-Aged Pedestrians

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	0	2	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0
<b>TOTALS</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

## P M

### Adult Pedestrians

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0
4:15 PM	0	0	2	0	1	0	1	1
4:30 PM	0	0	0	0	0	1	0	0
4:45 PM	0	0	4	0	0	0	0	5
5:00 PM	0	0	20	0	0	0	0	21
5:15 PM	0	0	6	0	0	0	0	9
5:30 PM	0	0	10	2	1	0	1	14
5:45 PM	0	0	22	0	0	0	0	21
<b>TOTALS</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>71</b>

### School-Aged Pedestrians

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	0	0	2	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0
3:45 PM	0	0	1	0	0	0	0	1
4:00 PM	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0
5:00 PM	0	0	2	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0
<b>TOTALS</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>



# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5826-002

Day: Wednesday

City: San Fernando Valley

BIKES

Date: 12/7/2016

AM														
NS/EW Streets:	Hayvenhurst Ave			Hayvenhurst Ave			US 101 Fwy S(E) On Ramp			US 101 Fwy S(E) On Ramp				
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND				
LANES:	NL 1	NT 3	NR 0	SL 1	ST 2	SR 0	EL 0	ET 2	ER 0	WL 0	WT 1	WR 0	TOTAL	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	
7:15 AM	0	1	0	0	0	0	0	0	0	0	0	0		
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0		
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	
8:00 AM	0	0	0	0	1	0	0	0	0	0	0	0		
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0		
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	
8:45 AM	0	0	0	0	1	0	0	0	0	0	0	0		
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0		
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	
9:30 AM	0	1	0	0	0	1	0	0	0	0	0	0		
9:45 AM	0	1	0	0	0	0	0	0	0	0	0	0		
9:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	
TOTAL VOLUMES :	NL 0	NT 3	NR 0	SL 0	ST 2	SR 1	EL 0	ET 0	ER 0	WL 0	WT 0	WR 0	TOTAL 6	
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	66.67%	33.33%								
PEAK HR START TIME :	730 AM													TOTAL
PEAK HR VOL :	0	0	0	0	1	0	0	0	0	0	0	0	1	
PEAK HR FACTOR :	0.000			0.250			0.000			0.000			0.250	

CONTROL : Signalized



# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5826-002

Day: Wednesday

City: San Fernando Valley

BIKES

Date: 12/7/2016

PM														
NS/EW Streets:	Hayvenhurst Ave			Hayvenhurst Ave			US 101 Fwy S(E) On Ramp			US 101 Fwy S(E) On Ramp				
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND				
LANES:	NL 1	NT 3	NR 0	SL 1	ST 2	SR 0	EL 0	ET 2	ER 0	WL 0	WT 1	WR 0	TOTAL	
3:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0		
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0		
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0		
4:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	
4:15 PM	0	1	0	0	0	0	1	0	0	0	0	0	2	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0		
4:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	2	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0		
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0		
5:30 PM	0	0	0	0	2	0	0	0	0	0	0	0	2	
5:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	
TOTAL VOLUMES :	NL 0	NT 4	NR 0	SL 0	ST 4	SR 0	EL 1	ET 0	ER 0	WL 0	WT 0	WR 0	TOTAL 9	
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	100.00%	0.00%	0.00%					
PEAK HR START TIME :	500 PM													TOTAL
PEAK HR VOL :	0	0	0	0	3	0	0	0	0	0	0	0	3	
PEAK HR FACTOR :	0.000			0.375			0.000			0.000			0.375	

CONTROL : Signalized



# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5826-002

Day: Wednesday

City: San Fernando Valley

BUSES

Date: 12/7/2016

AM													
NS/EW Streets:	Hayvenhurst Ave			Hayvenhurst Ave			US 101 Fwy S(E) On Ramp			US 101 Fwy S(E) On Ramp			
NORTHBOUND				SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 3	NR 0	SL 1	ST 2	SR 0	EL 0	ET 2	ER 0	WL 0	WT 1	WR 0	TOTAL
7:00 AM	0	0	1	0	0	0	0	2	0	0	0	0	3
7:15 AM	0	0	1	0	0	0	0	2	1	0	0	0	4
7:30 AM	0	0	0	0	1	1	0	0	0	0	0	0	2
7:45 AM	0	0	2	0	0	0	0	2	0	0	0	0	4
8:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	2	0	0	0	0	2
8:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	1	0	0	0	0	0	1	0	0	0	0	2
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 AM	0	1	0	0	0	0	0	1	0	0	0	0	2
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	
TOTAL VOLUMES :	NL 0	NT 2	NR 5	SL 0	ST 1	SR 1	EL 0	ET 11	ER 1	WL 0	WT 0	WR 0	TOTAL 21
APPROACH %'s :	0.00%	28.57%	71.43%	0.00%	50.00%	50.00%	0.00%	91.67%	8.33%				
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	0	0	2	0	1	1	0	5	0	0	0	0	9
PEAK HR FACTOR :	0.250			0.250			0.625			0.000			0.563

CONTROL : Signalized



# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5826-002

Day: Wednesday

City: San Fernando Valley

BUSES

Date: 12/7/2016

PM													
NS/EW Streets:	Hayvenhurst Ave			Hayvenhurst Ave			US 101 Fwy S(E) On Ramp			US 101 Fwy S(E) On Ramp			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 3	NR 0	SL 1	ST 2	SR 0	EL 0	ET 2	ER 0	WL 0	WT 1	WR 0	TOTAL
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
3:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
3:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	1
4:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	2	0	0	0	0	0	0	2
5:15 PM	0	0	0	0	1	2	0	0	0	0	0	0	3
5:30 PM	0	0	0	0	0	2	0	1	1	0	0	0	4
5:45 PM	0	0	0	0	0	2	0	0	0	0	0	0	2
TOTAL VOLUMES :	NL 0	NT 0	NR 0	SL 0	ST 4	SR 11	EL 0	ET 1	ER 1	WL 0	WT 0	WR 0	TOTAL 17
APPROACH %'s :				0.00%	26.67%	73.33%	0.00%	50.00%	50.00%				
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	0	0	0	0	1	8	0	1	1	0	0	0	11
PEAK HR FACTOR :	0.000			0.750			0.250			0.000			0.688

CONTROL : Signalized



# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5826-002

Day: Wednesday

City: San Fernando Valley

HEAVY TRUCKS

Date: 12/7/2016

AM													
NS/EW Streets:	Hayvenhurst Ave			Hayvenhurst Ave			US 101 Fwy S(E) On Ramp			US 101 Fwy S(E) On Ramp			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	1	3	0	1	2	0	0	2	0	0	1	0	
7:00 AM	1	0	1	1	8	0	2	1	0	0	0	0	14
7:15 AM	0	1	1	0	3	2	0	0	1	0	0	0	8
7:30 AM	1	0	0	0	4	0	1	0	0	0	0	0	6
7:45 AM	0	1	1	1	5	2	0	0	0	0	0	0	10
8:00 AM	0	0	1	1	3	0	2	0	0	0	0	0	7
8:15 AM	0	1	1	0	4	1	1	0	0	0	0	0	8
8:30 AM	0	1	1	0	8	1	1	1	0	0	0	0	13
8:45 AM	0	1	1	0	4	2	0	0	1	0	0	0	9
9:00 AM	0	1	2	1	4	0	1	0	0	0	0	0	9
9:15 AM	0	1	1	0	7	0	3	0	2	0	0	0	14
9:30 AM	0	3	2	0	5	3	0	1	1	0	0	0	15
9:45 AM	0	1	1	0	10	1	2	1	0	0	0	0	16
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	2	11	13	4	65	12	13	4	5	0	0	0	129
	7.69%	42.31%	50.00%	4.94%	80.25%	14.81%	59.09%	18.18%	22.73%				
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	1	2	3	2	16	3	4	0	0	0	0	0	31
PEAK HR FACTOR :	0.750			0.656			0.500			0.000			0.775

CONTROL : Signalized



# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5826-002

Day: Wednesday

City: San Fernando Valley

HEAVY TRUCKS

Date: 12/7/2016

PM														
NS/EW Streets:	Hayvenhurst Ave			Hayvenhurst Ave			US 101 Fwy S(E) On Ramp			US 101 Fwy S(E) On Ramp				
NORTHBOUND				SOUTHBOUND			EASTBOUND			WESTBOUND				
LANES:	NL 1	NT 3	NR 0	SL 1	ST 2	SR 0	EL 0	ET 2	ER 0	WL 0	WT 1	WR 0	TOTAL	
3:00 PM	0	1	2	0	2	1	0	1	0	0	0	0	7	
3:15 PM	0	3	0	0	1	0	1	0	0	0	0	0	5	
3:30 PM	2	1	0	0	5	0	0	0	0	0	0	0	8	
3:45 PM	0	2	1	0	3	0	1	1	0	0	0	0	8	
4:00 PM	0	0	0	0	1	0	1	0	0	0	0	0	2	
4:15 PM	1	3	2	0	1	0	0	1	1	0	0	0	9	
4:30 PM	1	2	0	0	0	0	0	1	1	0	0	0	5	
4:45 PM	0	1	2	0	2	0	1	2	1	0	0	0	9	
5:00 PM	0	2	1	0	3	0	0	0	1	0	0	0	7	
5:15 PM	0	3	2	0	2	0	2	0	1	0	0	0	10	
5:30 PM	1	2	2	0	2	0	0	0	0	0	0	0	7	
5:45 PM	1	3	1	0	0	0	0	1	1	0	0	0	7	
TOTAL VOLUMES :	NL 6	NT 23	NR 13	SL 0	ST 22	SR 1	EL 6	ET 7	ER 6	WL 0	WT 0	WR 0	TOTAL 84	
APPROACH %'s :	14.29%	54.76%	30.95%	0.00%	95.65%	4.35%	31.58%	36.84%	31.58%					
PEAK HR START TIME :	500 PM													TOTAL
PEAK HR VOL :	2	10	6	0	7	0	2	1	3	0	0	0	31	
PEAK HR FACTOR :	0.900			0.583			0.500			0.000			0.775	

CONTROL : Signalized





City Of Los Angeles  
Department Of Transportation  
MANUAL TRAFFIC COUNT SUMMARY

STREET:  
**North/South** Hayvenhurst Ave

**East/West** Ventura Blvd

**Day:** Wednesday **Date:** December 7, 2016 **Weather:** SUNNY

**Hours:** 7-10 & 3-6 **Chekr:** NDS

**School Day:** YES **District:**  **I/S CODE**

	N/B	S/B	E/B	W/B
DUAL-WHEELED	47	80	109	106
BIKES	3	1	9	9
BUSES	0	7	70	75
	N/B TIME	S/B TIME	E/B TIME	W/B TIME
AM PK 15 MIN	104 8.15	387 9.00	580 7.15	247 9.30
PM PK 15 MIN	223 16.00	182 15.45	419 15.45	566 17.30
AM PK HOUR	401 8.00	1492 7.30	2272 7.00	942 9.00
PM PK HOUR	786 16.00	672 17.00	1457 15.15	2177 17.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	111	188	50	349
8-9	120	203	78	401
9-10	120	194	60	374
15-16	197	404	80	681
16-17	236	462	88	786
17-18	207	387	101	695
TOTAL	991	1838	457	3286

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	868	458	124	1450
8-9	912	423	131	1466
9-10	802	452	202	1456
15-16	223	175	229	627
16-17	213	169	233	615
17-18	242	162	268	672
TOTAL	3260	1839	1187	6286

TOTAL

N-S
1799
1867
1830
1308
1401
1367
9572

XING S/L

Ped	Sch
23	0
41	0
27	0
55	3
58	5
49	1
253	9

XING N/L

Ped	Sch
27	0
72	0
83	0
116	0
49	1
45	0
392	1

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	115	2020	137	2272
8-9	109	1733	99	1941
9-10	142	1251	136	1529
15-16	240	1051	134	1425
16-17	209	1013	113	1335
17-18	183	1167	93	1443
TOTAL	998	8235	712	9945

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	35	434	122	591
8-9	38	492	113	643
9-10	57	716	169	942
15-16	67	1353	516	1936
16-17	48	1388	629	2065
17-18	44	1477	656	2177
TOTAL	289	5860	2205	8354

TOTAL

E-W
2863
2584
2471
3361
3400
3620
18299

XING W/L

Ped	Sch
26	0
53	0
36	0
67	8
52	5
54	0
288	13

XING E/L

Ped	Sch
0	0
0	0
1	0
2	0
1	0
3	0
7	0



# ITM Peak Hour Summary

Prepared by:

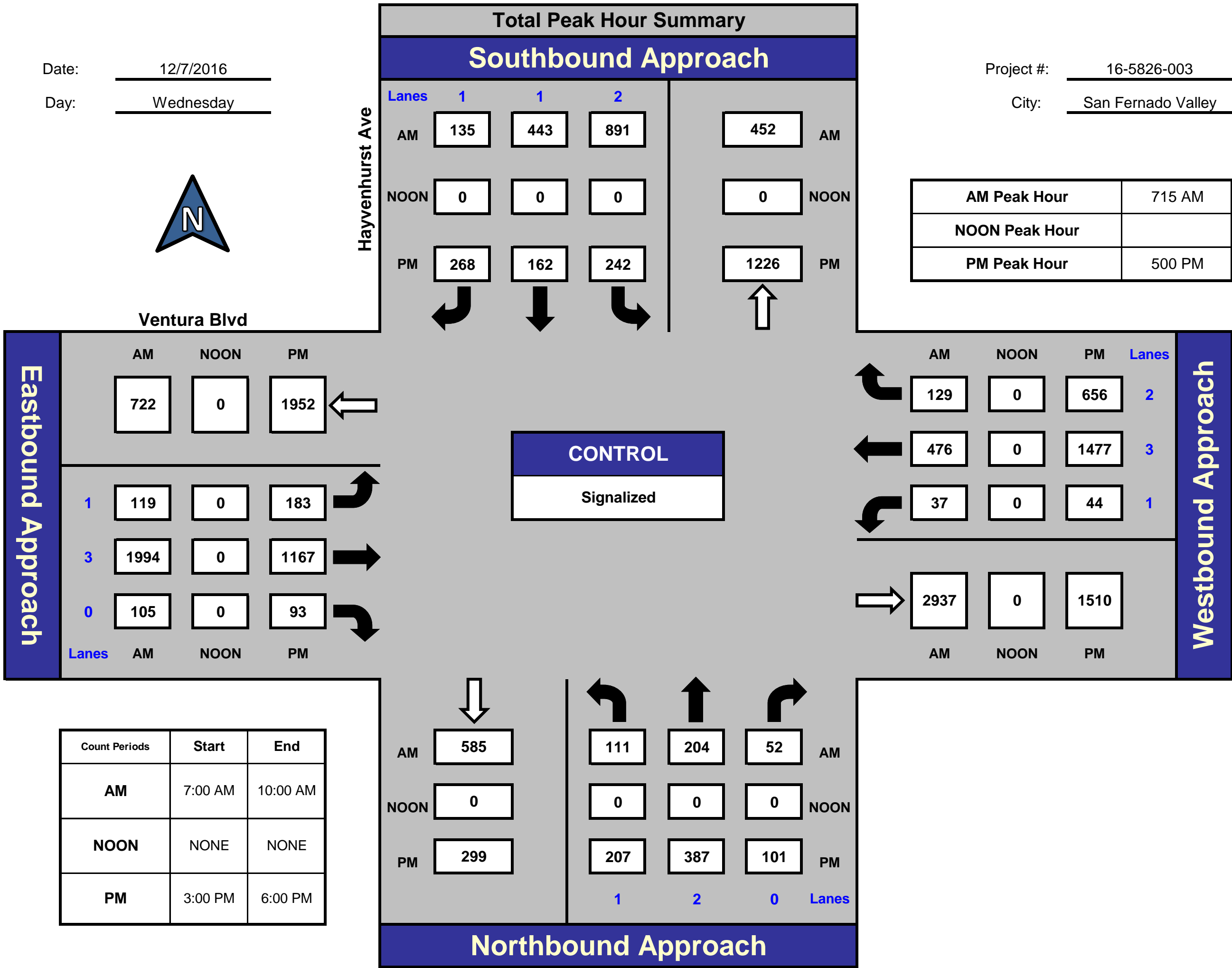


National Data & Surveying Services

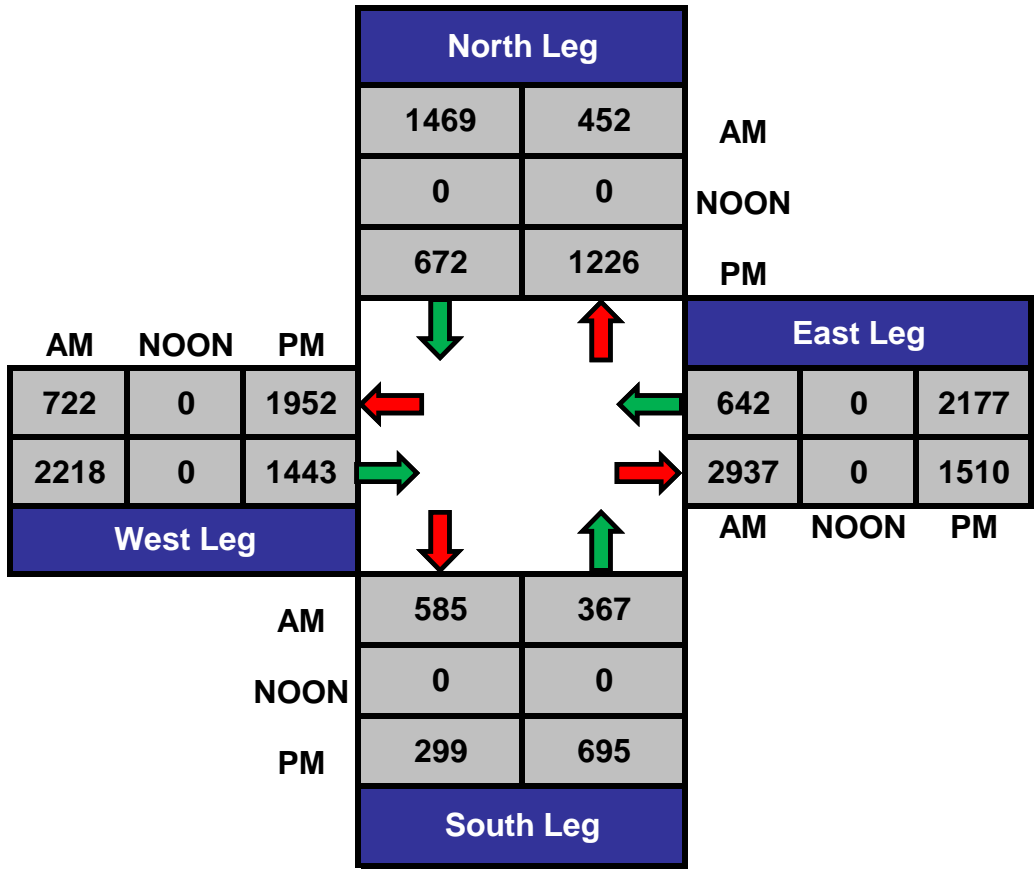
## Hayvenhurst Ave and Ventura Blvd , San Fernando Valley

Date: 12/7/2016  
Day: Wednesday

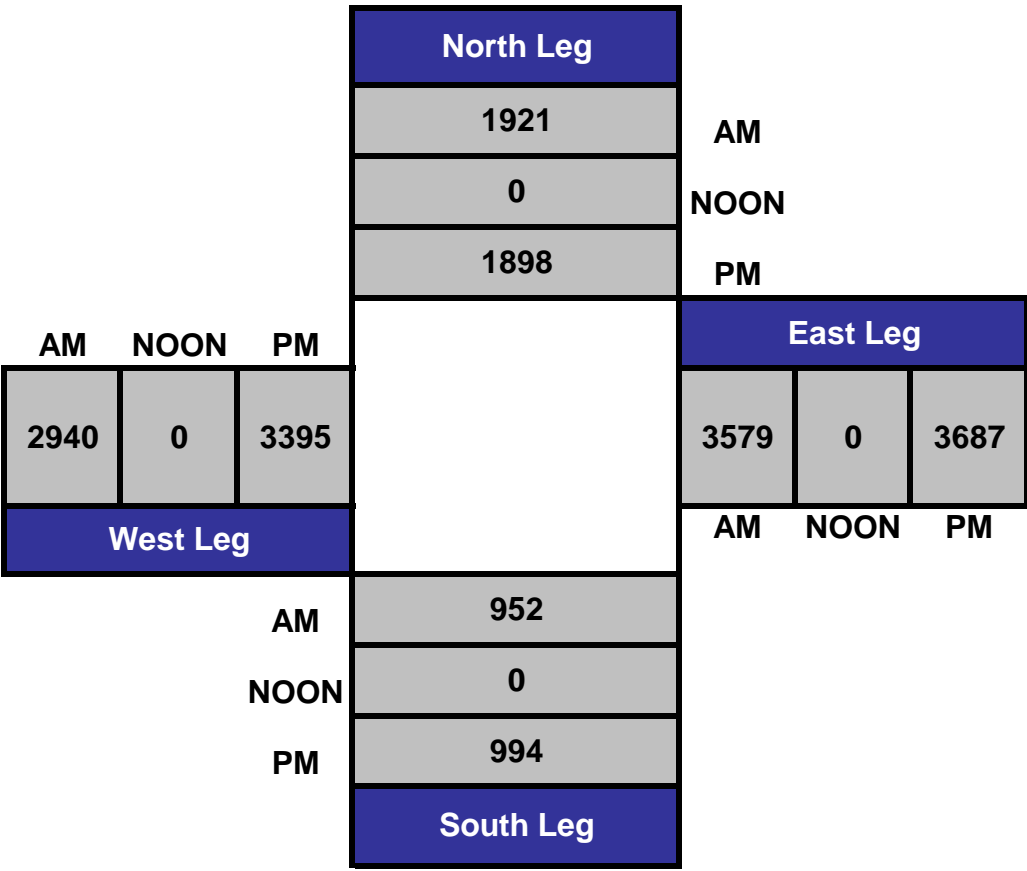
Project #: 16-5826-003  
City: San Fernando Valley



### Total Ins & Outs



### Total Volume Per Leg





# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5826-003

Day: Wednesday

City: San Fernando Valley

Date: 12/7/2016

TOTALS

AM

NS/EW Streets:		Hayvenhurst Ave			Hayvenhurst Ave			Ventura Blvd			Ventura Blvd			
		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:		NL 1	NT 2	NR 0	SL 2	ST 1	SR 1	EL 1	ET 3	ER 0	WL 1	WT 3	WR 2	TOTAL
7:00 AM		28	38	14	211	121	22	23	501	48	7	95	24	1132
7:15 AM		29	45	14	220	104	26	23	524	33	11	91	19	1139
7:30 AM		29	57	8	224	120	35	35	476	32	7	103	40	1166
7:45 AM		25	48	14	213	113	41	34	519	24	10	145	39	1225
8:00 AM		28	54	16	234	106	33	27	475	16	9	137	31	1166
8:15 AM		28	52	24	233	110	30	27	423	15	10	107	30	1089
8:30 AM		31	54	19	221	102	42	24	404	35	8	129	29	1098
8:45 AM		33	43	19	224	105	26	31	431	33	11	119	23	1098
9:00 AM		32	52	11	225	115	47	27	342	43	15	150	46	1105
9:15 AM		29	44	17	213	113	53	33	308	28	13	197	31	1079
9:30 AM		33	50	13	172	110	55	43	325	36	15	187	45	1084
9:45 AM		26	48	19	192	114	47	39	276	29	14	182	47	1033
TOTAL VOLUMES :		NL 351	NT 585	NR 188	SL 2582	ST 1333	SR 457	EL 366	ET 5004	ER 372	WL 130	WT 1642	WR 404	TOTAL 13414
APPROACH %'s :		31.23%	52.05%	16.73%	59.06%	30.49%	10.45%	6.37%	87.15%	6.48%	5.97%	75.46%	18.57%	
PEAK HR START TIME :		715 AM												TOTAL
PEAK HR VOL :		111	204	52	891	443	135	119	1994	105	37	476	129	4696
PEAK HR FACTOR :		0.936			0.969			0.956			0.827			0.958

CONTROL : Signalized



# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5826-003

Day: Wednesday

City: San Fernando Valley

TOTALS

Date: 12/7/2016

PM													
NS/EW Streets:	Hayvenhurst Ave			Hayvenhurst Ave			Ventura Blvd			Ventura Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 2	ST 1	SR 1	EL 1	ET 3	ER 0	WL 1	WT 3	WR 2	TOTAL
3:00 PM	47	112	19	50	40	58	51	249	28	17	320	131	1122
3:15 PM	45	97	16	42	47	50	60	236	35	13	345	128	1114
3:30 PM	55	110	16	59	46	53	51	265	31	21	372	132	1211
3:45 PM	50	85	29	72	42	68	78	301	40	16	316	125	1222
4:00 PM	71	130	22	58	52	64	58	266	36	17	340	171	1285
4:15 PM	53	119	23	50	37	56	47	235	35	9	339	142	1145
4:30 PM	54	110	15	49	37	63	47	254	20	12	359	159	1179
4:45 PM	58	103	28	56	43	50	57	258	22	10	350	157	1192
5:00 PM	49	102	28	51	50	78	48	305	26	12	353	186	1288
5:15 PM	53	100	24	77	29	72	41	296	18	4	364	154	1232
5:30 PM	52	97	31	54	33	46	44	270	25	19	373	174	1218
5:45 PM	53	88	18	60	50	72	50	296	24	9	387	142	1249
TOTAL VOLUMES :	NL 640	NT 1253	NR 269	SL 678	ST 506	SR 730	EL 632	ET 3231	ER 340	WL 159	WT 4218	WR 1801	TOTAL 14457
APPROACH %'s :	29.60%	57.96%	12.44%	35.42%	26.44%	38.14%	15.04%	76.87%	8.09%	2.57%	68.27%	29.15%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	207	387	101	242	162	268	183	1167	93	44	1477	656	4987
PEAK HR FACTOR :	0.965			0.923			0.952			0.962			0.968

CONTROL : Signalized



# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5826-003

Day: Wednesday

City: San Fernando Valley

CARS

Date: 12/7/2016

AM

NS/EW Streets:		Hayvenhurst Ave			Hayvenhurst Ave			Ventura Blvd			Ventura Blvd			
		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:		NL 1	NT 2	NR 0	SL 2	ST 1	SR 1	EL 1	ET 3	ER 0	WL 1	WT 3	WR 2	TOTAL
7:00 AM		27	38	14	209	119	19	22	490	44	7	87	22	1098
7:15 AM		28	44	14	217	102	26	22	509	31	10	81	18	1102
7:30 AM		29	57	7	221	119	34	35	465	31	7	95	38	1138
7:45 AM		24	48	14	211	109	40	33	515	23	10	141	38	1206
8:00 AM		26	54	16	233	105	33	26	467	16	9	132	31	1148
8:15 AM		28	51	24	232	108	30	27	417	15	10	103	30	1075
8:30 AM		31	53	18	215	101	42	24	396	32	8	119	28	1067
8:45 AM		33	42	19	222	103	26	31	420	32	11	113	22	1074
9:00 AM		31	48	11	222	115	46	27	339	43	15	141	44	1082
9:15 AM		29	44	17	210	112	52	33	303	28	12	192	30	1062
9:30 AM		32	48	12	168	108	54	43	320	34	15	179	43	1056
9:45 AM		25	47	19	190	110	47	38	270	28	14	178	46	1012
TOTAL VOLUMES :		NL 343	NT 574	NR 185	SL 2550	ST 1311	SR 449	EL 361	ET 4911	ER 357	WL 128	WT 1561	WR 390	TOTAL 13120
APPROACH %'s :		31.13%	52.09%	16.79%	59.16%	30.42%	10.42%	6.41%	87.24%	6.34%	6.16%	75.08%	18.76%	
PEAK HR START TIME :		715 AM												TOTAL
PEAK HR VOL :		107	203	51	882	435	133	116	1956	101	36	449	125	4594
PEAK HR FACTOR :		0.940			0.969			0.951			0.807			0.952

CONTROL : Signalized



# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5826-003

Day: Wednesday

City: San Fernando Valley

CARS

Date: 12/7/2016

PM													
NS/EW Streets:	Hayvenhurst Ave			Hayvenhurst Ave			Ventura Blvd			Ventura Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 2	ST 1	SR 1	EL 1	ET 3	ER 0	WL 1	WT 3	WR 2	TOTAL
3:00 PM	47	112	19	50	40	58	51	244	28	16	314	129	1108
3:15 PM	44	95	16	41	47	50	60	229	34	13	340	126	1095
3:30 PM	55	110	16	59	45	51	51	263	31	21	368	131	1201
3:45 PM	49	84	28	70	42	66	78	292	39	16	309	125	1198
4:00 PM	70	130	22	58	52	63	58	260	36	16	331	170	1266
4:15 PM	53	117	23	49	36	55	47	233	35	9	335	139	1131
4:30 PM	54	109	15	49	36	63	47	250	20	12	353	158	1166
4:45 PM	55	101	28	54	43	49	56	252	22	10	345	156	1171
5:00 PM	49	100	28	50	49	76	48	299	26	11	349	186	1271
5:15 PM	53	99	24	76	27	72	40	289	18	4	360	154	1216
5:30 PM	52	93	31	54	33	45	44	267	25	19	360	173	1196
5:45 PM	53	85	18	59	50	72	49	292	24	9	386	141	1238
TOTAL VOLUMES :	NL 634	NT 1235	NR 268	SL 669	ST 500	SR 720	EL 629	ET 3170	ER 338	WL 156	WT 4150	WR 1788	TOTAL 14257
APPROACH %'s :	29.67%	57.79%	12.54%	35.42%	26.47%	38.12%	15.20%	76.63%	8.17%	2.56%	68.10%	29.34%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	207	377	101	239	159	265	181	1147	93	43	1455	654	4921
PEAK HR FACTOR :	0.968			0.916			0.952			0.975			0.968

CONTROL : Signalized



# PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 16-5826-003  
 N/S Street: Hayvenhurst Ave  
 E/W Street: Ventura Blvd  
 DATE: 12/7/2016  
 CITY: San Fernando Valley

DAY: Wednesday

## A M

### Adult Pedestrians

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	4	1	2	5	0	0	5	3
7:15 AM	3	1	3	3	0	0	4	3
7:30 AM	4	3	2	0	0	0	0	3
7:45 AM	1	10	6	2	0	0	0	8
8:00 AM	8	4	1	4	0	0	2	6
8:15 AM	9	12	10	2	0	0	3	11
8:30 AM	6	12	8	3	0	0	1	13
8:45 AM	8	13	7	6	0	0	7	10
9:00 AM	4	8	1	5	0	0	4	4
9:15 AM	12	16	2	2	0	0	4	4
9:30 AM	5	13	6	5	0	0	4	8
9:45 AM	13	12	4	2	1	0	2	6
<b>TOTALS</b>	<b>77</b>	<b>105</b>	<b>52</b>	<b>39</b>	<b>1</b>	<b>0</b>	<b>36</b>	<b>79</b>

### School-Aged Pedestrians

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0
<b>TOTALS</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

## P M

### Adult Pedestrians

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	15	16	12	5	1	0	5	11
3:15 PM	11	20	9	7	0	0	8	19
3:30 PM	14	9	6	7	0	0	3	9
3:45 PM	16	15	3	6	1	0	7	5
4:00 PM	14	4	13	6	0	0	9	6
4:15 PM	9	6	11	3	0	0	8	9
4:30 PM	6	7	6	5	0	0	8	4
4:45 PM	2	1	10	4	1	0	5	3
5:00 PM	2	4	9	7	0	2	1	6
5:15 PM	6	8	5	4	0	0	5	7
5:30 PM	6	6	2	15	1	0	22	4
5:45 PM	2	11	7	0	0	0	1	8
<b>TOTALS</b>	<b>103</b>	<b>107</b>	<b>93</b>	<b>69</b>	<b>4</b>	<b>2</b>	<b>82</b>	<b>91</b>

### School-Aged Pedestrians

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	0	0	0	0	0	0	1	0
3:15 PM	0	0	0	2	0	0	4	2
3:30 PM	0	0	0	0	0	0	0	0
3:45 PM	0	0	1	0	0	0	0	1
4:00 PM	0	0	0	0	0	0	0	0
4:15 PM	1	0	1	0	0	0	2	1
4:30 PM	0	0	4	0	0	0	1	1
4:45 PM	0	0	0	0	0	0	0	0
5:00 PM	0	0	1	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0
<b>TOTALS</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>5</b>



# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5826-003

Day: Wednesday

City: San Fernando Valley

BIKES

Date: 12/7/2016

NS/EW Streets:		AM												
		Hayvenhurst Ave			Hayvenhurst Ave			Ventura Blvd			Ventura Blvd			
		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
		1	2	0	2	1	1	1	3	0	1	3	2	
7:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	2
7:15 AM		0	0	0	0	0	0	0	2	0	0	0	0	
7:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM		0	0	0	0	0	0	0	1	0	0	0	0	1
8:00 AM		0	0	0	0	0	0	0	1	0	0	0	0	1
8:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	1
8:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM		0	0	0	0	0	0	0	0	0	0	1	0	
9:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	2
9:15 AM		0	0	0	0	0	0	0	0	0	0	2	0	
9:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	
9:45 AM		0	1	0	0	0	0	0	0	0	0	0	0	1
TOTAL VOLUMES :		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :		0	1	0	0	0	0	0	4	0	0	3	0	8
		0.00%	100.00%	0.00%				0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	
PEAK HR START TIME :		715 AM												TOTAL
PEAK HR VOL :		0	0	0	0	0	0	0	4	0	0	0	0	4
PEAK HR FACTOR :		0.000			0.000			0.500			0.000			0.500

CONTROL : Signalized



# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5826-003

Day: Wednesday

City: San Fernando Valley

BIKES

Date: 12/7/2016

PM													
NS/EW Streets:	Hayvenhurst Ave			Hayvenhurst Ave			Ventura Blvd			Ventura Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 2	ST 1	SR 1	EL 1	ET 3	ER 0	WL 1	WT 3	WR 2	TOTAL
3:00 PM	1	0	0	0	0	0	0	0	0	0	0	1	2
3:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
3:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
3:45 PM	0	0	0	0	0	0	0	0	0	0	1	2	3
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
4:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
5:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
TOTAL VOLUMES :	NL 1	NT 0	NR 1	SL 0	ST 1	SR 0	EL 0	ET 5	ER 0	WL 0	WT 3	WR 3	TOTAL 14
APPROACH %'s :	50.00%	0.00%	50.00%	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	0.00%	50.00%	50.00%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	0	0	1	0	1	0	0	0	0	0	1	0	3
PEAK HR FACTOR :	0.250			0.250			0.000			0.250			0.750

CONTROL : Signalized



# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5826-003

Day: Wednesday

City: San Fernando Valley

BUSES

Date: 12/7/2016

AM													
NS/EW Streets:	Hayvenhurst Ave			Hayvenhurst Ave			Ventura Blvd			Ventura Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 2	ST 1	SR 1	EL 1	ET 3	ER 0	WL 1	WT 3	WR 2	TOTAL
7:00 AM	0	0	0	0	0	0	1	3	0	0	1	1	6
7:15 AM	0	0	0	1	0	0	1	4	0	0	3	0	9
7:30 AM	0	0	0	0	0	0	0	2	0	0	4	1	7
7:45 AM	0	0	0	1	0	0	1	1	0	0	4	0	7
8:00 AM	0	0	0	0	0	0	0	2	0	0	3	0	5
8:15 AM	0	0	0	0	0	0	0	1	0	0	2	0	3
8:30 AM	0	0	0	0	0	0	0	3	0	0	3	0	6
8:45 AM	0	0	0	0	0	0	0	4	0	0	4	1	9
9:00 AM	0	0	0	0	0	0	0	2	0	0	3	1	6
9:15 AM	0	0	0	0	0	0	0	3	0	0	2	0	5
9:30 AM	0	0	0	0	0	0	0	3	0	0	4	0	7
9:45 AM	0	0	0	0	0	0	0	2	0	0	2	0	4
TOTAL VOLUMES :	NL 0	NT 0	NR 0	SL 2	ST 0	SR 0	EL 3	ET 30	ER 0	WL 0	WT 35	WR 4	TOTAL 74
APPROACH %'s :				100.00%	0.00%	0.00%	9.09%	90.91%	0.00%	0.00%	89.74%	10.26%	
PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	0	0	0	2	0	0	2	9	0	0	14	1	28
PEAK HR FACTOR :	0.000			0.500			0.550			0.750			0.778

CONTROL : Signalized



# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5826-003

Day: Wednesday

City: San Fernando Valley

BUSES

Date: 12/7/2016

PM													
NS/EW Streets:	Hayvenhurst Ave			Hayvenhurst Ave			Ventura Blvd			Ventura Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 2	ST 1	SR 1	EL 1	ET 3	ER 0	WL 1	WT 3	WR 2	TOTAL
3:00 PM	0	0	0	0	0	0	0	2	0	0	4	0	6
3:15 PM	0	0	0	0	0	0	0	5	0	0	2	0	7
3:30 PM	0	0	0	0	0	0	0	1	0	0	3	0	4
3:45 PM	0	0	0	1	0	0	0	5	0	0	3	0	9
4:00 PM	0	0	0	0	0	0	0	3	0	0	1	0	4
4:15 PM	0	0	0	1	0	0	0	2	0	0	3	0	6
4:30 PM	0	0	0	0	0	0	0	3	0	0	2	0	5
4:45 PM	0	0	0	1	0	0	0	5	0	0	5	0	11
5:00 PM	0	0	0	0	0	0	0	3	0	0	3	0	6
5:15 PM	0	0	0	1	0	0	0	3	0	0	0	0	4
5:30 PM	0	0	0	0	0	0	0	3	0	0	7	1	11
5:45 PM	0	0	0	1	0	0	0	2	0	0	1	1	5
TOTAL VOLUMES :	NL 0	NT 0	NR 0	SL 5	ST 0	SR 0	EL 0	ET 37	ER 0	WL 0	WT 34	WR 2	TOTAL 78
APPROACH %'s :				100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	94.44%	5.56%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	0	0	0	2	0	0	0	11	0	0	11	2	26
PEAK HR FACTOR :	0.000			0.500			0.917			0.406			0.591

CONTROL : Signalized



# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5826-003

Day: Wednesday

City: San Fernando Valley

HEAVY TRUCKS

Date: 12/7/2016

AM													
NS/EW Streets:	Hayvenhurst Ave			Hayvenhurst Ave			Ventura Blvd			Ventura Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	1	2	0	2	1	1	1	3	0	1	3	2	
7:00 AM	1	0	0	2	2	3	0	8	4	0	7	1	28
7:15 AM	1	1	0	2	2	0	0	11	2	1	7	1	28
7:30 AM	0	0	1	3	1	1	0	9	1	0	4	1	21
7:45 AM	1	0	0	1	4	1	0	3	1	0	0	1	12
8:00 AM	2	0	0	1	1	0	1	6	0	0	2	0	13
8:15 AM	0	1	0	1	2	0	0	5	0	0	2	0	11
8:30 AM	0	1	1	6	1	0	0	5	3	0	7	1	25
8:45 AM	0	1	0	2	2	0	0	7	1	0	2	0	15
9:00 AM	1	4	0	3	0	1	0	1	0	0	6	1	17
9:15 AM	0	0	0	3	1	1	0	2	0	1	3	1	12
9:30 AM	1	2	1	4	2	1	0	2	2	0	4	2	21
9:45 AM	1	1	0	2	4	0	1	4	1	0	2	1	17
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	8	11	3	30	22	8	2	63	15	2	46	10	220
	36.36%	50.00%	13.64%	50.00%	36.67%	13.33%	2.50%	78.75%	18.75%	3.45%	79.31%	17.24%	
PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	4	1	1	7	8	2	1	29	4	1	13	3	74
PEAK HR FACTOR :	0.750			0.708			0.654			0.472			0.661

CONTROL : Signalized



# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5826-003

Day: Wednesday

City: San Fernando Valley

HEAVY TRUCKS

Date: 12/7/2016

PM													
NS/EW Streets:	Hayvenhurst Ave			Hayvenhurst Ave			Ventura Blvd			Ventura Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 2	ST 1	SR 1	EL 1	ET 3	ER 0	WL 1	WT 3	WR 2	TOTAL
3:00 PM	0	0	0	0	0	0	0	3	0	1	2	2	8
3:15 PM	1	2	0	1	0	0	0	2	1	0	3	2	12
3:30 PM	0	0	0	0	1	2	0	1	0	0	1	1	6
3:45 PM	1	1	1	1	0	2	0	4	1	0	4	0	15
4:00 PM	1	0	0	0	0	1	0	3	0	1	8	1	15
4:15 PM	0	2	0	0	1	1	0	0	0	0	1	3	8
4:30 PM	0	1	0	0	1	0	0	1	0	0	4	1	8
4:45 PM	3	2	0	1	0	1	1	1	0	0	0	1	10
5:00 PM	0	2	0	1	1	2	0	3	0	1	1	0	11
5:15 PM	0	1	0	0	2	0	1	4	0	0	4	0	12
5:30 PM	0	4	0	0	0	1	0	0	0	0	6	0	11
5:45 PM	0	3	0	0	0	0	1	2	0	0	0	0	6
TOTAL VOLUMES :	NL 6	NT 18	NR 1	SL 4	ST 6	SR 10	EL 3	ET 24	ER 2	WL 3	WT 34	WR 11	TOTAL 122
APPROACH %'s :	24.00%	72.00%	4.00%	20.00%	30.00%	50.00%	10.34%	82.76%	6.90%	6.25%	70.83%	22.92%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	0	10	0	1	3	3	2	9	0	1	11	0	40
PEAK HR FACTOR :	0.625			0.438			0.550			0.500			0.833

CONTROL : Signalized





City Of Los Angeles  
Department Of Transportation  
MANUAL TRAFFIC COUNT SUMMARY

STREET:  
**North/South** Libbit Ave

**East/West** Ventura Blvd

**Day:** Wednesday **Date:** December 7, 2016 **Weather:** SUNNY

**Hours:** 7-10 & 3-6 **Cekrs:** NDS

**School Day:** YES **District:** **I/S CODE**

	N/B	S/B	E/B	W/B
DUAL- WHEELED	6	16	120	100
BIKES	2	1	9	8
BUSES	0	0	74	76
	N/B TIME	S/B TIME	E/B TIME	W/B TIME
AM PK 15 MIN	36 8.45	68 9.00	780 7.45	256 9.45
PM PK 15 MIN	59 15.15	93 17.00	378 17.00	530 16.30
AM PK HOUR	121 8.30	229 9.00	2998 7.00	952 9.00
PM PK HOUR	172 17.00	322 16.45	1465 17.00	2063 16.30

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	19	9	36	64
8-9	24	18	71	113
9-10	28	13	63	104
15-16	73	25	72	170
16-17	51	20	57	128
17-18	87	28	57	172
TOTAL	282	113	356	751

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	21	10	42	73
8-9	106	23	57	186
9-10	123	20	86	229
15-16	69	10	132	211
16-17	85	19	159	263
17-18	80	34	181	295
TOTAL	484	116	657	1257

TOTAL

N-S
137
299
333
381
391
467
2008

XING S/L

Ped	Sch
9	0
16	0
21	2
48	0
32	2
23	0
149	4

XING N/L

Ped	Sch
21	0
48	0
76	0
73	0
43	0
23	0
284	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	117	2836	45	2998
8-9	176	2525	58	2759
9-10	128	1880	54	2062
15-16	68	1180	57	1305
16-17	45	1215	55	1315
17-18	51	1362	52	1465
TOTAL	585	10998	321	11904

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	26	517	28	571
8-9	25	540	70	635
9-10	37	836	79	952
15-16	60	1742	89	1891
16-17	72	1864	106	2042
17-18	70	1868	81	2019
TOTAL	290	7367	453	8110

TOTAL

E-W
3569
3394
3014
3196
3357
3484
20014

XING W/L

Ped	Sch
9	0
10	0
15	0
19	0
12	0
8	0
73	0

XING E/L

Ped	Sch
15	0
24	0
24	0
40	1
29	1
30	0
162	2



# ITM Peak Hour Summary

Prepared by:

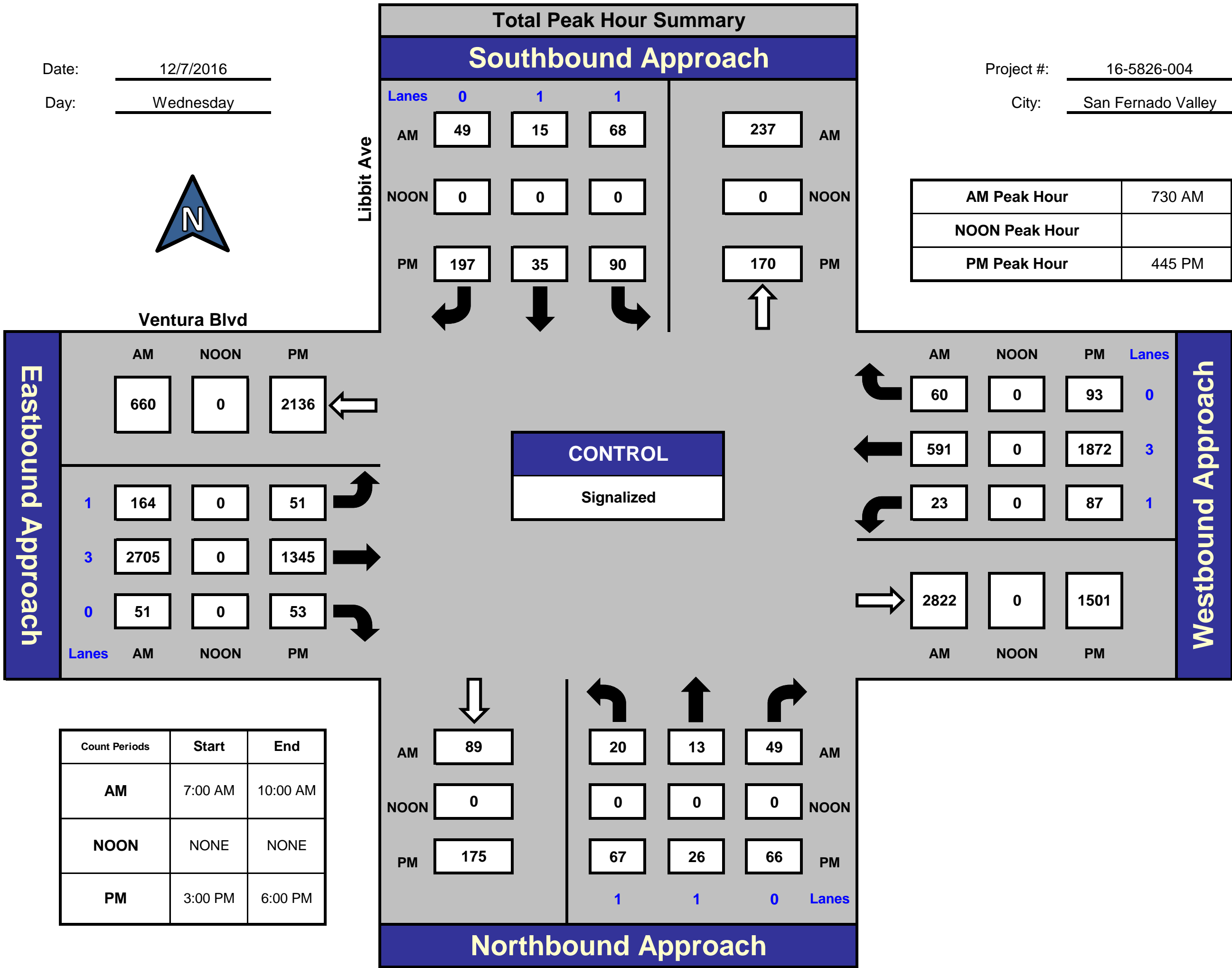


National Data & Surveying Services

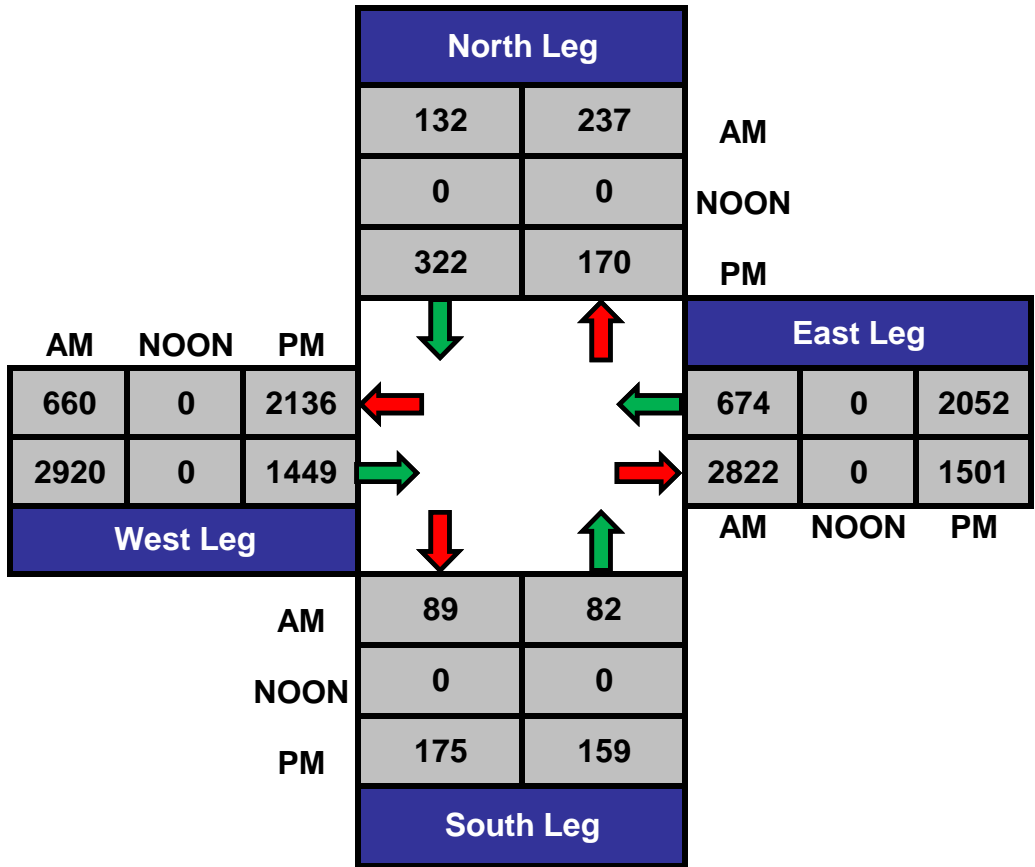
## Libbit Ave and Ventura Blvd , San Fernando Valley

Date: 12/7/2016  
Day: Wednesday

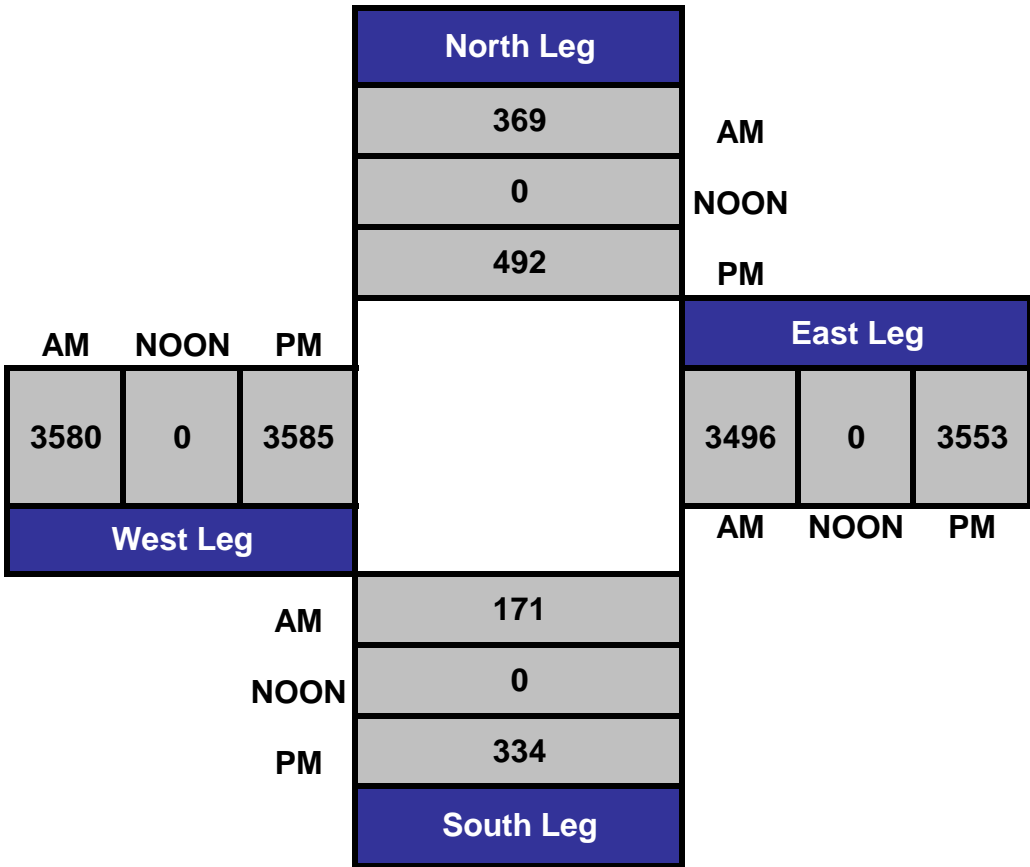
Project #: 16-5826-004  
City: San Fernando Valley



### Total Ins & Outs



### Total Volume Per Leg





# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5826-004

Day: Wednesday

City: San Fernando Valley

Date: 12/7/2016

TOTALS

AM

NS/EW Streets:		Libbit Ave			Libbit Ave			Ventura Blvd			Ventura Blvd			
		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:		NL 1	NT 1	NR 0	SL 1	ST 1	SR 0	EL 1	ET 3	ER 0	WL 1	WT 3	WR 0	TOTAL
7:00 AM		8	0	5	2	3	13	20	704	7	10	100	8	880
7:15 AM		3	2	13	1	3	7	23	715	8	2	96	3	876
7:30 AM		3	5	8	5	0	10	38	690	13	10	148	7	937
7:45 AM		5	2	10	13	4	12	36	727	17	4	173	10	1013
8:00 AM		5	1	15	24	3	14	39	656	11	5	143	20	936
8:15 AM		7	5	16	26	8	13	51	632	10	4	127	23	922
8:30 AM		9	5	14	35	4	18	46	613	17	10	143	13	927
8:45 AM		3	7	26	21	8	12	40	624	20	6	127	14	908
9:00 AM		7	1	18	37	5	26	34	527	11	9	210	19	904
9:15 AM		6	4	21	31	7	14	39	466	11	4	196	13	812
9:30 AM		9	2	12	28	5	22	32	441	18	12	213	20	814
9:45 AM		6	6	12	27	3	24	23	446	14	12	217	27	817
TOTAL VOLUMES :		NL 71	NT 40	NR 170	SL 250	ST 53	SR 185	EL 421	ET 7241	ER 157	WL 88	WT 1893	WR 177	TOTAL 10746
APPROACH %'s :		25.27%	14.23%	60.50%	51.23%	10.86%	37.91%	5.38%	92.61%	2.01%	4.08%	87.72%	8.20%	
PEAK HR START TIME :		730 AM												TOTAL
PEAK HR VOL :		20	13	49	68	15	49	164	2705	51	23	591	60	3808
PEAK HR FACTOR :		0.732			0.702			0.936			0.901			0.940

CONTROL : Signalized



# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5826-004

Day: Wednesday

City: San Fernando Valley

TOTALS

Date: 12/7/2016

PM													
NS/EW Streets:	Libbit Ave			Libbit Ave			Ventura Blvd			Ventura Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 1	NR 0	SL 1	ST 1	SR 0	EL 1	ET 3	ER 0	WL 1	WT 3	WR 0	TOTAL
3:00 PM	14	6	12	13	1	38	14	295	15	14	400	21	843
3:15 PM	24	10	25	19	2	36	20	287	18	18	460	17	936
3:30 PM	15	6	16	18	2	29	16	269	14	16	437	28	866
3:45 PM	20	3	19	19	5	29	18	329	10	12	445	23	932
4:00 PM	12	7	13	21	4	44	11	332	13	18	464	29	968
4:15 PM	22	2	12	21	7	34	11	279	11	11	450	21	881
4:30 PM	13	5	15	22	4	40	11	279	19	14	493	23	938
4:45 PM	4	6	17	21	4	41	12	325	12	29	457	33	961
5:00 PM	37	6	14	25	10	58	13	355	10	18	460	12	1018
5:15 PM	11	6	21	29	12	47	12	345	17	18	475	31	1024
5:30 PM	15	8	14	15	9	51	14	320	14	22	480	17	979
5:45 PM	24	8	8	11	3	25	12	342	11	12	453	21	930
TOTAL VOLUMES :	NL 211	NT 73	NR 186	SL 234	ST 63	SR 472	EL 164	ET 3757	ER 164	WL 202	WT 5474	WR 276	TOTAL 11276
APPROACH %'s :	44.89%	15.53%	39.57%	30.43%	8.19%	61.38%	4.01%	91.97%	4.01%	3.39%	91.97%	4.64%	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	67	26	66	90	35	197	51	1345	53	87	1872	93	3982
PEAK HR FACTOR :	0.697			0.866			0.958			0.979			0.972

CONTROL : Signalized



# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5826-004

Day: Wednesday

City: San Fernando Valley

CARS

Date: 12/7/2016

AM

NS/EW Streets:		Libbit Ave			Libbit Ave			Ventura Blvd			Ventura Blvd			
		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:		NL 1	NT 1	NR 0	SL 1	ST 1	SR 0	EL 1	ET 3	ER 0	WL 1	WT 3	WR 0	TOTAL
7:00 AM		8	0	5	2	3	13	20	691	7	10	91	7	857
7:15 AM		3	2	13	1	3	7	23	699	8	2	88	2	851
7:30 AM		3	5	8	5	0	10	37	676	13	10	140	7	914
7:45 AM		5	2	10	12	4	12	36	721	17	4	169	10	1002
8:00 AM		5	1	15	24	3	14	39	647	11	5	139	20	923
8:15 AM		7	5	16	26	8	13	51	627	10	4	122	23	912
8:30 AM		8	5	14	34	4	18	45	601	17	10	135	13	904
8:45 AM		3	7	26	21	8	12	39	614	20	6	120	14	890
9:00 AM		7	1	17	37	5	25	33	524	10	9	199	19	886
9:15 AM		6	4	21	31	7	14	38	459	11	4	187	13	795
9:30 AM		9	2	12	27	5	22	32	433	18	12	207	20	799
9:45 AM		5	6	12	26	3	24	23	437	14	12	211	27	800
TOTAL VOLUMES :		NL 69	NT 40	NR 169	SL 246	ST 53	SR 184	EL 416	ET 7129	ER 156	WL 88	WT 1808	WR 175	TOTAL 10533
APPROACH %'s :		24.82%	14.39%	60.79%	50.93%	10.97%	38.10%	5.40%	92.57%	2.03%	4.25%	87.30%	8.45%	
PEAK HR START TIME :		730 AM												TOTAL
PEAK HR VOL :		20	13	49	67	15	49	163	2671	51	23	570	60	3751
PEAK HR FACTOR :		0.732			0.697			0.932			0.892			0.936

CONTROL : Signalized



# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5826-004

Day: Wednesday

City: San Fernando Valley

CARS

Date: 12/7/2016

PM													
NS/EW Streets:	Libbit Ave			Libbit Ave			Ventura Blvd			Ventura Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 1	NR 0	SL 1	ST 1	SR 0	EL 1	ET 3	ER 0	WL 1	WT 3	WR 0	TOTAL
3:00 PM	13	6	12	12	1	38	13	293	15	14	393	21	831
3:15 PM	24	10	25	17	2	36	20	278	18	18	453	16	917
3:30 PM	15	6	16	18	2	29	16	265	14	15	432	26	854
3:45 PM	20	3	19	19	5	27	17	319	10	12	438	22	911
4:00 PM	12	7	12	20	4	43	11	326	13	18	452	29	947
4:15 PM	22	2	12	21	7	33	11	275	11	11	444	20	869
4:30 PM	13	5	15	21	4	40	11	275	19	14	485	23	925
4:45 PM	4	6	17	21	4	41	12	315	12	29	451	33	945
5:00 PM	37	6	14	25	10	57	13	350	10	18	453	12	1005
5:15 PM	11	6	20	29	12	47	11	337	17	18	470	30	1008
5:30 PM	15	8	14	15	9	50	14	317	14	22	472	17	967
5:45 PM	24	8	8	11	3	25	12	334	11	12	449	21	918
TOTAL VOLUMES :	NL 210	NT 73	NR 184	SL 229	ST 63	SR 466	EL 161	ET 3684	ER 164	WL 201	WT 5392	WR 270	TOTAL 11097
APPROACH %'s :	44.97%	15.63%	39.40%	30.21%	8.31%	61.48%	4.02%	91.89%	4.09%	3.43%	91.97%	4.61%	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	67	26	65	90	35	195	50	1319	53	87	1846	92	3925
PEAK HR FACTOR :	0.693			0.870			0.953			0.977			0.973

CONTROL : Signalized



# PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 16-5826-004  
 N/S Street: Libbit Ave  
 E/W Street: Ventura Blvd  
 DATE: 12/7/2016  
 CITY: San Fernando Valley

DAY: Wednesday

## A M

### Adult Pedestrians

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	2	1	0	0	1	0	0	0
7:15 AM	2	1	0	2	6	0	2	0
7:30 AM	5	2	1	2	0	1	2	1
7:45 AM	5	3	2	2	3	4	3	1
8:00 AM	2	7	0	2	3	0	2	1
8:15 AM	5	6	2	3	4	3	3	0
8:30 AM	9	7	2	1	3	4	0	2
8:45 AM	6	6	2	4	7	0	2	0
9:00 AM	6	8	3	0	4	1	4	3
9:15 AM	9	4	5	2	1	4	0	3
9:30 AM	18	5	3	4	4	4	2	0
9:45 AM	18	8	2	2	3	3	0	3
<b>TOTALS</b>	<b>87</b>	<b>58</b>	<b>22</b>	<b>24</b>	<b>39</b>	<b>24</b>	<b>20</b>	<b>14</b>

### School-Aged Pedestrians

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0
9:30 AM	0	0	1	1	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0
<b>TOTALS</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

## P M

### Adult Pedestrians

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	20	10	8	11	5	5	2	1
3:15 PM	10	8	3	3	3	4	3	2
3:30 PM	5	8	5	5	3	4	4	2
3:45 PM	5	7	8	5	7	9	3	2
4:00 PM	9	6	2	8	1	3	3	0
4:15 PM	7	6	8	3	5	6	1	3
4:30 PM	4	2	1	6	1	7	3	2
4:45 PM	3	6	1	3	2	4	0	0
5:00 PM	3	2	7	3	5	4	1	0
5:15 PM	9	1	6	3	2	4	0	5
5:30 PM	1	2	0	0	0	4	0	0
5:45 PM	3	2	1	3	2	9	2	0
<b>TOTALS</b>	<b>79</b>	<b>60</b>	<b>50</b>	<b>53</b>	<b>36</b>	<b>63</b>	<b>22</b>	<b>17</b>

### School-Aged Pedestrians

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	1	0	0
3:45 PM	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	1	0	0	0
4:30 PM	0	0	0	2	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0
<b>TOTALS</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>



# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5826-004

Day: Wednesday

City: San Fernando Valley

BIKES

Date: 12/7/2016

AM														
NS/EW Streets:	Libbit Ave			Libbit Ave			Ventura Blvd			Ventura Blvd				
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND				
LANES:	NL 1	NT 1	NR 0	SL 1	ST 1	SR 0	EL 1	ET 3	ER 0	WL 1	WT 3	WR 0	TOTAL	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	
7:15 AM	0	0	0	0	0	0	0	1	0	0	0	0		
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0		
7:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	
8:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0		
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0		
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0		
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	
9:15 AM	0	0	0	0	0	0	0	0	0	0	2	0		
9:30 AM	0	0	0	0	0	0	0	0	0	0	1	0		
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	
TOTAL VOLUMES : APPROACH %'s :	NL 0	NT 0	NR 0	SL 0	ST 0	SR 0	EL 0 0.00%	ET 3 100.00%	ER 0 0.00%	WL 0 0.00%	WT 3 100.00%	WR 0 0.00%	TOTAL 6	
PEAK HR START TIME :	730 AM													TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	2	0	0	0	0	2	
PEAK HR FACTOR :	0.000			0.000			0.500			0.000			0.500	

CONTROL : Signalized



# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5826-004

Day: Wednesday

City: San Fernando Valley

BIKES

Date: 12/7/2016

PM														
NS/EW Streets:	Libbit Ave			Libbit Ave			Ventura Blvd			Ventura Blvd				
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND				
LANES:	NL 1	NT 1	NR 0	SL 1	ST 1	SR 0	EL 1	ET 3	ER 0	WL 1	WT 3	WR 0	TOTAL	
3:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	
3:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	
3:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	
3:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	
4:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	
4:15 PM	0	0	0	0	0	0	0	1	0	0	1	0	2	
4:30 PM	0	0	0	0	0	0	0	1	0	0	1	0	2	
4:45 PM	0	1	0	0	0	0	0	1	0	0	0	0	2	
5:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0		
5:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	1	
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	
TOTAL VOLUMES :	NL 0	NT 2	NR 0	SL 1	ST 0	SR 0	EL 0	ET 6	ER 0	WL 0	WT 5	WR 0	TOTAL 14	
APPROACH %'s :	0.00%	100.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%		
PEAK HR START TIME :	445 PM													TOTAL
PEAK HR VOL :	0	1	0	1	0	0	0	2	0	0	0	0	4	
PEAK HR FACTOR :	0.250			0.250			0.500			0.000			0.500	

CONTROL : Signalized



# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5826-004

Day: Wednesday

City: San Fernando Valley

BUSES

Date: 12/7/2016

AM														
NS/EW Streets:	Libbit Ave			Libbit Ave			Ventura Blvd			Ventura Blvd				
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND				
LANES:	NL 1	NT 1	NR 0	SL 1	ST 1	SR 0	EL 1	ET 3	ER 0	WL 1	WT 3	WR 0	TOTAL	
7:00 AM	0	0	0	0	0	0	0	3	0	0	3	0	6	
7:15 AM	0	0	0	0	0	0	0	5	0	0	2	0	7	
7:30 AM	0	0	0	0	0	0	0	2	0	0	6	0	8	
7:45 AM	0	0	0	0	0	0	0	2	0	0	3	0	5	
8:00 AM	0	0	0	0	0	0	0	2	0	0	3	0	5	
8:15 AM	0	0	0	0	0	0	0	2	0	0	2	0	4	
8:30 AM	0	0	0	0	0	0	0	3	0	0	3	0	6	
8:45 AM	0	0	0	0	0	0	0	3	0	0	5	0	8	
9:00 AM	0	0	0	0	0	0	0	2	0	0	4	0	6	
9:15 AM	0	0	0	0	0	0	0	3	0	0	2	0	5	
9:30 AM	0	0	0	0	0	0	0	3	0	0	4	0	7	
9:45 AM	0	0	0	0	0	0	0	2	0	0	2	0	4	
TOTAL VOLUMES : APPROACH %'s :	NL 0	NT 0	NR 0	SL 0	ST 0	SR 0	EL 0 0.00%	ET 32 100.00%	ER 0 0.00%	WL 0 0.00%	WT 39 100.00%	WR 0 0.00%	TOTAL 71	
PEAK HR START TIME :	730 AM													TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	8	0	0	14	0	22	
PEAK HR FACTOR :	0.000			0.000			1.000			0.583			0.688	

CONTROL : Signalized



# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5826-004

Day: Wednesday

City: San Fernando Valley

BUSES

Date: 12/7/2016

PM														
NS/EW Streets:	Libbit Ave			Libbit Ave			Ventura Blvd			Ventura Blvd				
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND				
LANES:	NL 1	NT 1	NR 0	SL 1	ST 1	SR 0	EL 1	ET 3	ER 0	WL 1	WT 3	WR 0	TOTAL	
3:00 PM	0	0	0	0	0	0	0	1	0	0	3	0	4	
3:15 PM	0	0	0	0	0	0	0	5	0	0	2	0	7	
3:30 PM	0	0	0	0	0	0	0	2	0	1	3	0	6	
3:45 PM	0	0	0	0	0	0	0	4	0	0	3	0	7	
4:00 PM	0	0	0	0	0	0	0	4	0	0	3	0	7	
4:15 PM	0	0	0	0	0	0	0	3	0	0	1	0	4	
4:30 PM	0	0	0	0	0	0	0	2	0	0	3	0	5	
4:45 PM	0	0	0	0	0	0	0	8	0	0	5	0	13	
5:00 PM	0	0	0	0	0	0	0	2	0	0	2	0	4	
5:15 PM	0	0	0	0	0	0	0	4	0	0	5	0	9	
5:30 PM	0	0	0	0	0	0	0	3	0	0	3	0	6	
5:45 PM	0	0	0	0	0	0	0	4	0	0	3	0	7	
TOTAL VOLUMES :	NL 0	NT 0	NR 0	SL 0	ST 0	SR 0	EL 0	ET 42	ER 0	WL 1	WT 36	WR 0	TOTAL 79	
APPROACH %'s :							0.00%	100.00%	0.00%	2.70%	97.30%	0.00%		
PEAK HR START TIME :	445 PM													TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	17	0	0	15	0	32	
PEAK HR FACTOR :	0.000			0.000			0.531			0.750			0.615	

CONTROL : Signalized



# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5826-004

Day: Wednesday

City: San Fernando Valley

HEAVY TRUCKS

Date: 12/7/2016

AM													
NS/EW Streets:	Libbit Ave			Libbit Ave			Ventura Blvd			Ventura Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	1	1	0	1	1	0	1	3	0	1	3	0	
7:00 AM	0	0	0	0	0	0	0	10	0	0	6	1	17
7:15 AM	0	0	0	0	0	0	0	11	0	0	6	1	18
7:30 AM	0	0	0	0	0	0	1	12	0	0	2	0	15
7:45 AM	0	0	0	1	0	0	0	4	0	0	1	0	6
8:00 AM	0	0	0	0	0	0	0	7	0	0	1	0	8
8:15 AM	0	0	0	0	0	0	0	3	0	0	3	0	6
8:30 AM	1	0	0	1	0	0	1	9	0	0	5	0	17
8:45 AM	0	0	0	0	0	0	1	7	0	0	2	0	10
9:00 AM	0	0	1	0	0	1	1	1	1	0	7	0	12
9:15 AM	0	0	0	0	0	0	1	4	0	0	7	0	12
9:30 AM	0	0	0	1	0	0	0	5	0	0	2	0	8
9:45 AM	1	0	0	1	0	0	0	7	0	0	4	0	13
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	2	0	1	4	0	1	5	80	1	0	46	2	142
	66.67%	0.00%	33.33%	80.00%	0.00%	20.00%	5.81%	93.02%	1.16%	0.00%	95.83%	4.17%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	0	0	0	1	0	0	1	26	0	0	7	0	35
PEAK HR FACTOR :	0.000			0.250			0.519			0.583			0.583

CONTROL : Signalized



# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5826-004

Day: Wednesday

City: San Fernando Valley

HEAVY TRUCKS

Date: 12/7/2016

PM													
NS/EW Streets:	Libbit Ave			Libbit Ave			Ventura Blvd			Ventura Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	1	1	0	1	1	0	1	3	0	1	3	0	
3:00 PM	1	0	0	1	0	0	1	1	0	0	4	0	8
3:15 PM	0	0	0	2	0	0	0	4	0	0	5	1	12
3:30 PM	0	0	0	0	0	0	0	2	0	0	2	2	6
3:45 PM	0	0	0	0	0	2	1	6	0	0	4	1	14
4:00 PM	0	0	1	1	0	1	0	2	0	0	9	0	14
4:15 PM	0	0	0	0	0	1	0	1	0	0	5	1	8
4:30 PM	0	0	0	1	0	0	0	2	0	0	5	0	8
4:45 PM	0	0	0	0	0	0	0	2	0	0	1	0	3
5:00 PM	0	0	0	0	0	1	0	3	0	0	5	0	9
5:15 PM	0	0	1	0	0	0	1	4	0	0	0	1	7
5:30 PM	0	0	0	0	0	1	0	0	0	0	5	0	6
5:45 PM	0	0	0	0	0	0	0	4	0	0	1	0	5
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	1	0	2	5	0	6	3	31	0	0	46	6	100
	33.33%	0.00%	66.67%	45.45%	0.00%	54.55%	8.82%	91.18%	0.00%	0.00%	88.46%	11.54%	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	0	0	1	0	0	2	1	9	0	0	11	1	25
PEAK HR FACTOR :	0.250			0.500			0.500			0.600			0.694

CONTROL : Signalized





City Of Los Angeles  
Department Of Transportation  
MANUAL TRAFFIC COUNT SUMMARY

STREET:  
**North/South** Woodley Ave

**East/West** Ventura Blvd

**Day:** Wednesday **Date:** December 7, 2016 **Weather:** SUNNY

**Hours:** 7-10 & 3-6 **Chekr:** NDS

**School Day:** YES **District:**  **I/S CODE**

	N/B	S/B	E/B	W/B
DUAL-WHEELED	14	10	111	88
BIKES	4	2	11	9
BUSES	0	0	73	76
	N/B TIME	S/B TIME	E/B TIME	W/B TIME
AM PK 15 MIN	44 8.30	50 9.45	721 7.15	261 9.30
PM PK 15 MIN	63 16.30	81 16.45	414 17.00	495 16.30
AM PK HOUR	156 8.30	154 9.00	2740 7.00	1010 9.00
PM PK HOUR	222 17.00	268 16.30	1559 16.45	1867 16.30

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	45	13	30	88
8-9	51	23	68	142
9-10	60	33	48	141
15-16	90	15	60	165
16-17	87	44	53	184
17-18	92	41	89	222
TOTAL	425	169	348	942

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	25	11	28	64
8-9	43	14	45	102
9-10	41	21	92	154
15-16	110	17	102	229
16-17	111	24	130	265
17-18	115	27	86	228
TOTAL	445	114	483	1042

TOTAL

N-S
152
244
295
394
449
450
1984

XING S/L

Ped	Sch
8	0
35	0
88	0
106	0
76	0
47	0
360	0

XING N/L

Ped	Sch
59	0
81	0
110	0
124	0
79	0
49	0
502	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	76	2608	56	2740
8-9	105	2271	60	2436
9-10	131	1651	46	1828
15-16	86	1141	82	1309
16-17	65	1236	73	1374
17-18	78	1380	84	1542
TOTAL	541	10287	401	11229

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	20	515	42	577
8-9	38	629	66	733
9-10	38	862	110	1010
15-16	45	1582	112	1739
16-17	43	1626	100	1769
17-18	64	1628	132	1824
TOTAL	248	6842	562	7652

TOTAL

E-W
3317
3169
2838
3048
3143
3366
18881

XING W/L

Ped	Sch
17	0
40	0
71	0
107	3
60	1
48	0
343	4

XING E/L

Ped	Sch
32	0
32	0
79	0
79	0
38	0
27	0
287	0



# ITM Peak Hour Summary

Prepared by:

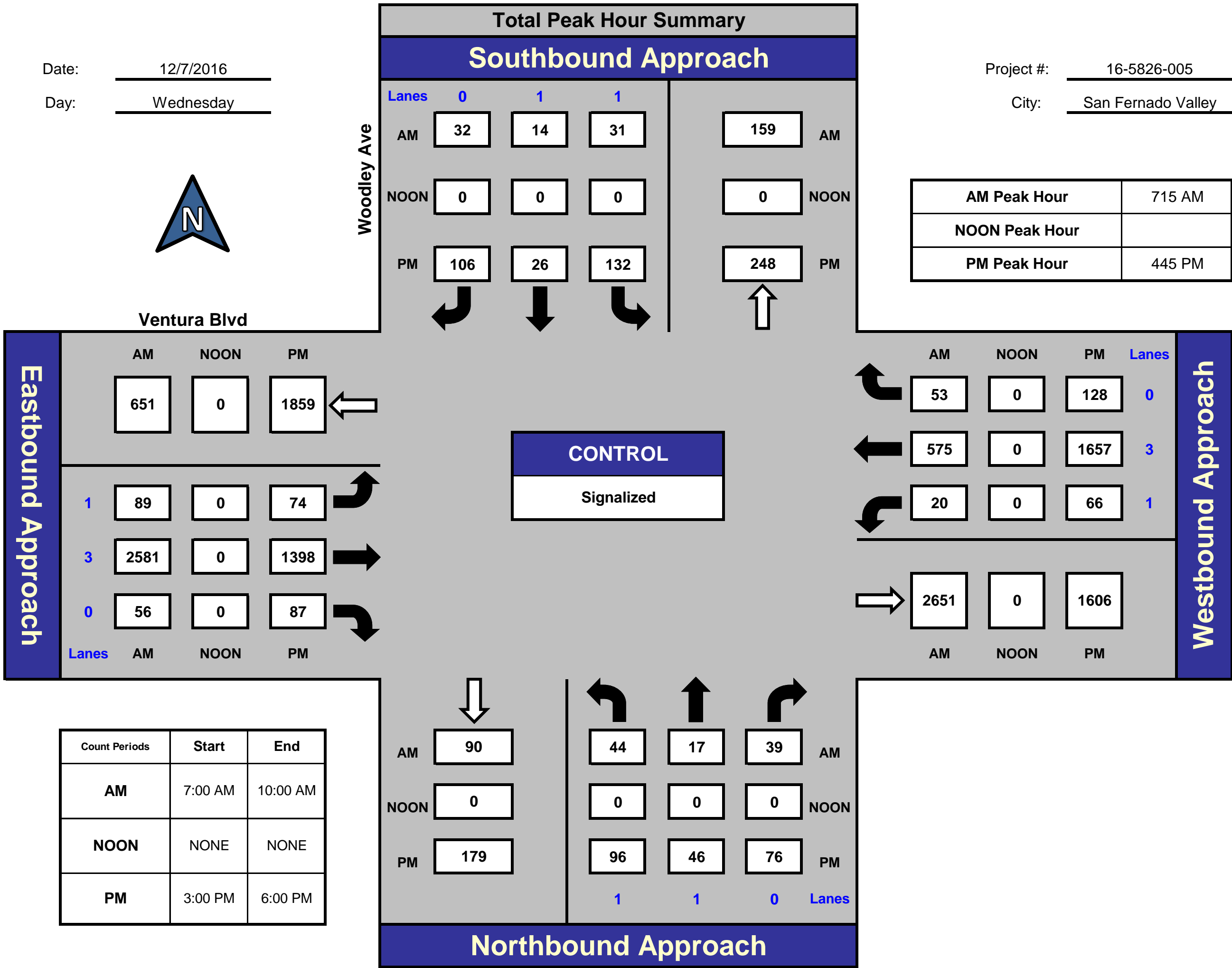


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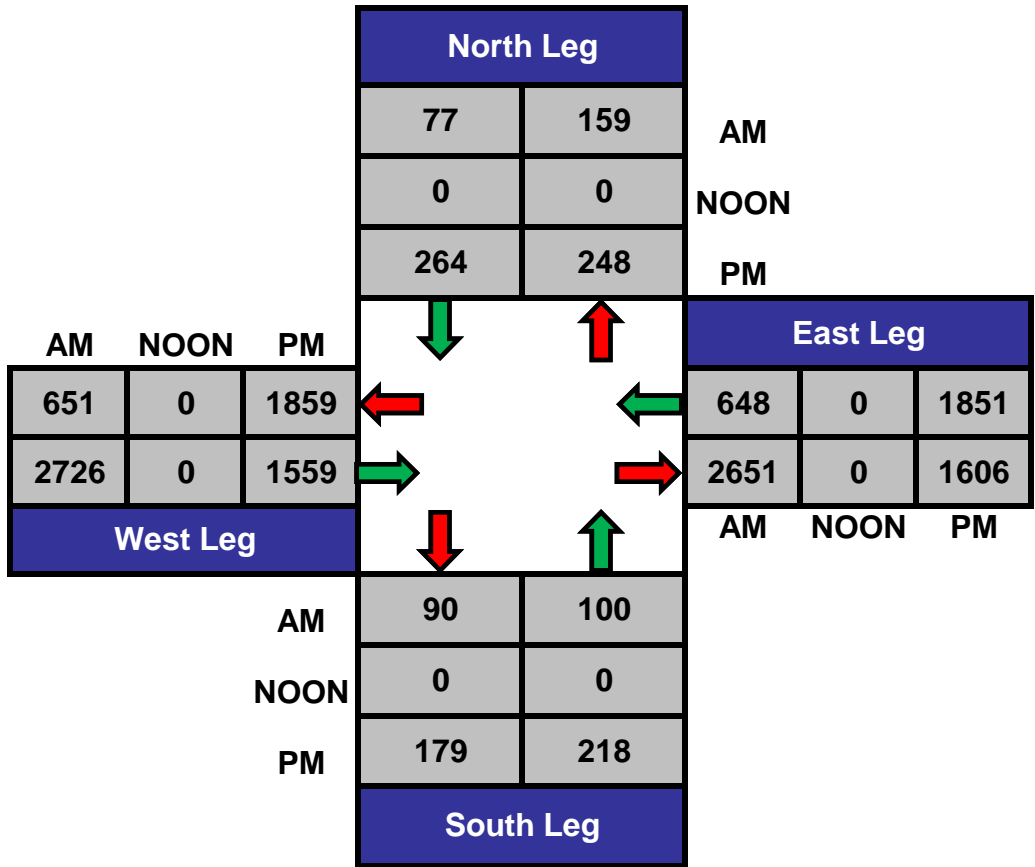
## Woodley Ave and Ventura Blvd , San Fernando Valley

Date: 12/7/2016  
Day: Wednesday

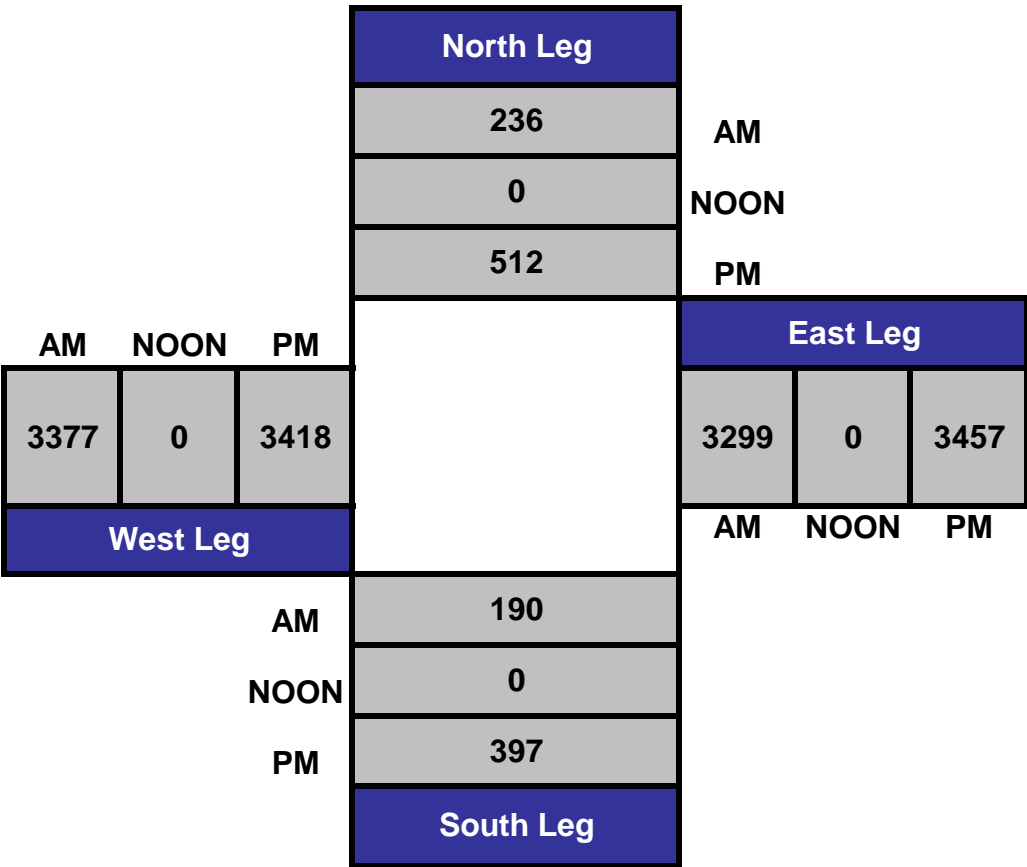
Project #: 16-5826-005  
City: San Fernando Valley



### Total Ins & Outs



### Total Volume Per Leg





# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5826-005

Day: Wednesday

City: San Fernando Valley

TOTALS

Date: 12/7/2016

AM													
NS/EW Streets:	Woodley Ave			Woodley Ave			Ventura Blvd			Ventura Blvd			
NORTHBOUND				SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	1	1	0	1	1	0	1	3	0	1	3	0	
7:00 AM	13	2	7	8	0	6	9	653	15	6	102	7	828
7:15 AM	6	2	10	6	4	4	22	684	15	3	98	6	860
7:30 AM	12	6	4	3	3	8	22	631	12	6	141	13	861
7:45 AM	14	3	9	8	4	10	23	640	14	5	174	16	920
8:00 AM	12	6	16	14	3	10	22	626	15	6	162	18	910
8:15 AM	11	4	13	11	2	13	24	557	8	9	148	16	816
8:30 AM	16	5	23	2	5	12	26	533	18	10	163	15	828
8:45 AM	12	8	16	16	4	10	33	555	19	13	156	17	859
9:00 AM	23	5	15	13	4	12	31	477	13	7	227	15	842
9:15 AM	9	12	12	6	5	21	32	422	10	9	204	34	776
9:30 AM	15	6	6	8	4	31	31	389	11	10	228	23	762
9:45 AM	13	10	15	14	8	28	37	363	12	12	203	38	753
TOTAL VOLUMES :	NL 156	NT 69	NR 146	SL 109	ST 46	SR 165	EL 312	ET 6530	ER 162	WL 96	WT 2006	WR 218	TOTAL 10015
APPROACH %'s :	42.05%	18.60%	39.35%	34.06%	14.38%	51.56%	4.45%	93.23%	2.31%	4.14%	86.47%	9.40%	
PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	44	17	39	31	14	32	89	2581	56	20	575	53	3551
PEAK HR FACTOR :	0.735			0.713			0.945			0.831			0.965

CONTROL : Signalized



# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5826-005

Day: Wednesday

City: San Fernando Valley

TOTALS

Date: 12/7/2016

PM													
NS/EW Streets:	Woodley Ave			Woodley Ave			Ventura Blvd			Ventura Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 1	NR 0	SL 1	ST 1	SR 0	EL 1	ET 3	ER 0	WL 1	WT 3	WR 0	TOTAL
3:00 PM	19	3	15	31	4	19	19	282	26	10	374	32	834
3:15 PM	23	4	18	23	2	26	26	294	18	15	413	23	885
3:30 PM	23	2	8	29	5	20	17	257	22	7	389	27	806
3:45 PM	25	6	19	27	6	37	24	308	16	13	406	30	917
4:00 PM	17	5	13	22	10	33	22	323	17	6	381	18	867
4:15 PM	17	8	18	28	2	28	9	282	24	19	385	20	840
4:30 PM	35	14	14	19	7	35	18	299	12	10	448	37	948
4:45 PM	18	17	8	42	5	34	16	332	20	8	412	25	937
5:00 PM	21	12	23	29	5	31	17	368	29	16	413	31	995
5:15 PM	28	11	18	31	11	19	20	354	24	22	406	39	983
5:30 PM	29	6	27	30	5	22	21	344	14	20	426	33	977
5:45 PM	14	12	21	25	6	14	20	314	17	6	383	29	861
TOTAL VOLUMES :	NL 269	NT 100	NR 202	SL 336	ST 68	SR 318	EL 229	ET 3757	ER 239	WL 152	WT 4836	WR 344	TOTAL 10850
APPROACH %'s :	47.11%	17.51%	35.38%	46.54%	9.42%	44.04%	5.42%	88.92%	5.66%	2.85%	90.70%	6.45%	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	96	46	76	132	26	106	74	1398	87	66	1657	128	3892
PEAK HR FACTOR :	0.879			0.815			0.941			0.966			0.978

CONTROL : Signalized



# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5826-005

Day: Wednesday

City: San Fernando Valley

CARS

Date: 12/7/2016

AM

NS/EW Streets:		Woodley Ave			Woodley Ave			Ventura Blvd			Ventura Blvd			
		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:		NL 1	NT 1	NR 0	SL 1	ST 1	SR 0	EL 1	ET 3	ER 0	WL 1	WT 3	WR 0	TOTAL
7:00 AM		13	1	7	8	0	5	9	644	15	6	94	7	809
7:15 AM		6	2	9	5	4	4	22	668	15	3	89	6	833
7:30 AM		11	6	4	3	3	8	22	620	10	6	134	13	840
7:45 AM		14	3	9	8	4	10	23	631	14	5	169	16	906
8:00 AM		12	6	16	14	3	10	22	618	15	5	158	18	897
8:15 AM		10	4	13	11	2	13	24	554	8	7	143	16	805
8:30 AM		16	5	23	2	5	12	25	520	17	10	155	15	805
8:45 AM		11	8	16	16	4	10	33	547	19	13	150	17	844
9:00 AM		23	5	15	13	4	12	31	470	13	7	218	14	825
9:15 AM		9	12	12	5	5	20	32	416	10	9	198	34	762
9:30 AM		15	6	6	7	4	31	31	382	11	10	221	21	745
9:45 AM		13	10	15	14	8	28	37	356	12	12	197	38	740
TOTAL VOLUMES :		NL 153	NT 68	NR 145	SL 106	ST 46	SR 163	EL 311	ET 6426	ER 159	WL 93	WT 1926	WR 215	TOTAL 9811
APPROACH %'s :		41.80%	18.58%	39.62%	33.65%	14.60%	51.75%	4.51%	93.18%	2.31%	4.16%	86.21%	9.62%	
PEAK HR START TIME :		715 AM												TOTAL
PEAK HR VOL :		43	17	38	30	14	32	89	2537	54	19	550	53	3476
PEAK HR FACTOR :		0.721			0.704			0.950			0.818			0.959

CONTROL : Signalized



# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5826-005

Day: Wednesday

City: San Fernando Valley

CARS

Date: 12/7/2016

PM													
NS/EW Streets:	Woodley Ave			Woodley Ave			Ventura Blvd			Ventura Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 1	NR 0	SL 1	ST 1	SR 0	EL 1	ET 3	ER 0	WL 1	WT 3	WR 0	TOTAL
3:00 PM	17	3	15	31	4	19	19	280	26	10	370	30	824
3:15 PM	23	4	18	23	2	26	26	284	18	15	407	23	869
3:30 PM	23	2	8	29	5	20	17	253	22	7	383	27	796
3:45 PM	25	5	18	27	6	37	24	301	15	13	400	30	901
4:00 PM	17	5	12	22	10	32	22	312	17	6	370	17	842
4:15 PM	17	8	18	28	2	27	9	279	24	19	376	20	827
4:30 PM	34	13	14	19	7	34	18	295	12	10	442	37	935
4:45 PM	18	17	8	41	5	34	15	322	20	8	406	25	919
5:00 PM	20	12	23	29	5	30	17	364	28	16	408	31	983
5:15 PM	28	11	18	31	11	19	20	347	24	22	398	39	968
5:30 PM	29	6	26	30	5	22	21	340	14	20	421	33	967
5:45 PM	14	12	21	25	6	14	20	307	17	6	380	29	851
TOTAL VOLUMES :	NL 265	NT 98	NR 199	SL 335	ST 68	SR 314	EL 228	ET 3684	ER 237	WL 152	WT 4761	WR 341	TOTAL 10682
APPROACH %'s :	47.15%	17.44%	35.41%	46.72%	9.48%	43.79%	5.50%	88.79%	5.71%	2.89%	90.62%	6.49%	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	95	46	75	131	26	105	73	1373	86	66	1633	128	3837
PEAK HR FACTOR :	0.885			0.819			0.936			0.964			0.976

CONTROL : Signalized







# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5826-005

Day: Wednesday

City: San Fernando Valley

BIKES

Date: 12/7/2016

AM													
NS/EW Streets:	Woodley Ave			Woodley Ave			Ventura Blvd			Ventura Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 1	NR 0	SL 1	ST 1	SR 0	EL 1	ET 3	ER 0	WL 1	WT 3	WR 0	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM	0	0	0	1	0	0	0	0	0	0	1	0	2
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
9:30 AM	1	0	0	0	0	0	0	0	0	0	0	0	1
9:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
TOTAL VOLUMES :	NL 1	NT 0	NR 0	SL 1	ST 0	SR 0	EL 0	ET 3	ER 0	WL 0	WT 3	WR 0	TOTAL 8
APPROACH %'s :	100.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	
PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	3	0	0	0	0	3
PEAK HR FACTOR :	0.000			0.000			0.750			0.000			0.750

CONTROL : Signalized



# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5826-005

Day: Wednesday

City: San Fernando Valley

BIKES

Date: 12/7/2016

PM													
NS/EW Streets:	Woodley Ave			Woodley Ave			Ventura Blvd			Ventura Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 1	NR 0	SL 1	ST 1	SR 0	EL 1	ET 3	ER 0	WL 1	WT 3	WR 0	TOTAL
3:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
3:15 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	
3:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
4:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
4:15 PM	1	0	0	0	0	0	0	1	0	0	1	0	3
4:30 PM	1	0	0	0	0	0	0	1	0	0	0	0	2
4:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
5:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 PM	0	0	0	0	0	0	0	0	1	0	2	0	3
TOTAL VOLUMES :	NL 2	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 7	ER 1	WL 0	WT 6	WR 0	TOTAL 18
APPROACH %'s :	66.67%	33.33%	0.00%	0.00%	100.00%	0.00%	0.00%	87.50%	12.50%	0.00%	100.00%	0.00%	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	0	1	0	0	1	0	0	3	0	0	0	0	5
PEAK HR FACTOR :	0.250			0.250			0.375			0.000			0.625

CONTROL : Signalized



# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5826-005

Day: Wednesday

City: San Fernando Valley

BUSES

Date: 12/7/2016

AM														
NS/EW Streets:	Woodley Ave			Woodley Ave			Ventura Blvd			Ventura Blvd				
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND				
LANES:	NL 1	NT 1	NR 0	SL 1	ST 1	SR 0	EL 1	ET 3	ER 0	WL 1	WT 3	WR 0	TOTAL	
7:00 AM	0	0	0	0	0	0	0	1	0	0	3	0	4	
7:15 AM	0	0	0	0	0	0	0	6	0	0	2	0	8	
7:30 AM	0	0	0	0	0	0	0	2	0	0	5	0	7	
7:45 AM	0	0	0	0	0	0	0	3	0	0	4	0	7	
8:00 AM	0	0	0	0	0	0	0	2	0	0	3	0	5	
8:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	2	
8:30 AM	0	0	0	0	0	0	0	4	0	0	3	0	7	
8:45 AM	0	0	0	0	0	0	0	4	0	0	5	0	9	
9:00 AM	0	0	0	0	0	0	0	2	0	0	4	0	6	
9:15 AM	0	0	0	0	0	0	0	3	0	0	2	0	5	
9:30 AM	0	0	0	0	0	0	0	3	0	0	4	0	7	
9:45 AM	0	0	0	0	0	0	0	1	0	0	2	0	3	
TOTAL VOLUMES : APPROACH %'s :	NL 0	NT 0	NR 0	SL 0	ST 0	SR 0	EL 0 0.00%	ET 31 100.00%	ER 0 0.00%	WL 0 0.00%	WT 39 100.00%	WR 0 0.00%	TOTAL 70	
PEAK HR START TIME :	715 AM													TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	13	0	0	14	0	27	
PEAK HR FACTOR :	0.000			0.000			0.542			0.700			0.844	

CONTROL : Signalized



# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5826-005

Day: Wednesday

City: San Fernando Valley

BUSES

Date: 12/7/2016

PM														
NS/EW Streets:	Woodley Ave			Woodley Ave			Ventura Blvd			Ventura Blvd				
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND				
LANES:	NL 1	NT 1	NR 0	SL 1	ST 1	SR 0	EL 1	ET 3	ER 0	WL 1	WT 3	WR 0	TOTAL	
3:00 PM	0	0	0	0	0	0	0	2	0	0	3	0	5	
3:15 PM	0	0	0	0	0	0	0	4	0	0	2	0	6	
3:30 PM	0	0	0	0	0	0	0	2	0	0	4	0	6	
3:45 PM	0	0	0	0	0	0	0	5	0	0	3	0	8	
4:00 PM	0	0	0	0	0	0	0	4	0	0	3	0	7	
4:15 PM	0	0	0	0	0	0	0	2	0	0	2	0	4	
4:30 PM	0	0	0	0	0	0	0	2	0	0	4	0	6	
4:45 PM	0	0	0	0	0	0	0	8	0	0	4	0	12	
5:00 PM	0	0	0	0	0	0	0	2	0	0	2	0	4	
5:15 PM	0	0	0	0	0	0	0	4	0	0	4	0	8	
5:30 PM	0	0	0	0	0	0	0	3	0	0	3	0	6	
5:45 PM	0	0	0	0	0	0	0	4	0	0	3	0	7	
TOTAL VOLUMES :	NL 0	NT 0	NR 0	SL 0	ST 0	SR 0	EL 0	ET 42	ER 0	WL 0	WT 37	WR 0	TOTAL 79	
APPROACH %'s :							0.00%	100.00%	0.00%	0.00%	100.00%	0.00%		
PEAK HR START TIME :	445 PM													TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	17	0	0	13	0	30	
PEAK HR FACTOR :	0.000			0.000			0.531			0.813			0.625	

CONTROL : Signalized



# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5826-005

Day: Wednesday

City: San Fernando Valley

HEAVY TRUCKS

Date: 12/7/2016

AM													
NS/EW Streets:	Woodley Ave			Woodley Ave			Ventura Blvd			Ventura Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	1	1	0	1	1	0	1	3	0	1	3	0	
7:00 AM	0	1	0	0	0	1	0	8	0	0	5	0	15
7:15 AM	0	0	1	1	0	0	0	10	0	0	7	0	19
7:30 AM	1	0	0	0	0	0	0	9	2	0	2	0	14
7:45 AM	0	0	0	0	0	0	0	6	0	0	1	0	7
8:00 AM	0	0	0	0	0	0	0	6	0	1	1	0	8
8:15 AM	1	0	0	0	0	0	0	3	0	2	3	0	9
8:30 AM	0	0	0	0	0	0	1	9	1	0	5	0	16
8:45 AM	1	0	0	0	0	0	0	4	0	0	1	0	6
9:00 AM	0	0	0	0	0	0	0	5	0	0	5	1	11
9:15 AM	0	0	0	1	0	1	0	3	0	0	4	0	9
9:30 AM	0	0	0	1	0	0	0	4	0	0	3	2	10
9:45 AM	0	0	0	0	0	0	0	6	0	0	4	0	10
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	3	1	1	3	0	2	1	73	3	3	41	3	134
	60.00%	20.00%	20.00%	60.00%	0.00%	40.00%	1.30%	94.81%	3.90%	6.38%	87.23%	6.38%	
PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	1	0	1	1	0	0	0	31	2	1	11	0	48
PEAK HR FACTOR :	0.500			0.250			0.750			0.429			0.632

CONTROL : Signalized



# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5826-005

Day: Wednesday

City: San Fernando Valley

HEAVY TRUCKS

Date: 12/7/2016

PM													
NS/EW Streets:	Woodley Ave			Woodley Ave			Ventura Blvd			Ventura Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	1	1	0	1	1	0	1	3	0	1	3	0	
3:00 PM	2	0	0	0	0	0	0	0	0	0	1	2	5
3:15 PM	0	0	0	0	0	0	0	6	0	0	4	0	10
3:30 PM	0	0	0	0	0	0	0	2	0	0	2	0	4
3:45 PM	0	1	1	0	0	0	0	2	1	0	3	0	8
4:00 PM	0	0	1	0	0	1	0	7	0	0	8	1	18
4:15 PM	0	0	0	0	0	1	0	1	0	0	7	0	9
4:30 PM	1	1	0	0	0	1	0	2	0	0	2	0	7
4:45 PM	0	0	0	1	0	0	1	2	0	0	2	0	6
5:00 PM	1	0	0	0	0	1	0	2	1	0	3	0	8
5:15 PM	0	0	0	0	0	0	0	3	0	0	4	0	7
5:30 PM	0	0	1	0	0	0	0	1	0	0	2	0	4
5:45 PM	0	0	0	0	0	0	0	3	0	0	0	0	3
TOTAL VOLUMES :	NL 4	NT 2	NR 3	SL 1	ST 0	SR 4	EL 1	ET 31	ER 2	WL 0	WT 38	WR 3	TOTAL 89
APPROACH %'s :	44.44%	22.22%	33.33%	20.00%	0.00%	80.00%	2.94%	91.18%	5.88%	0.00%	92.68%	7.32%	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	1	0	1	1	0	1	1	8	1	0	11	0	25
PEAK HR FACTOR :	0.500			0.500			0.833			0.688			0.781

CONTROL : Signalized





<b>North/South</b>	<u>Haskell Ave</u>
--------------------	--------------------

**East/West**                  Ventura Blvd

Day: Wednesday Date: December 7, 2016 Weather: SUNNY

**Hours:** 7-10 & 3-6 **Chehrs:** NDS

School Day: YES District: I/S CODE

	<u>N/B</u>	<u>S/B</u>	<u>E/B</u>	<u>W/E</u>
<b>DUAL- WHEELED</b>	5	27	113	84
<b>BIKES</b>	0	2	10	10
<b>BUSES</b>	0	0	73	76

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	28	7.15	176	9.30	535	7.15	312	9.00
PM PK 15 MIN	27	15.45	113	15.00	536	17.15	470	17.15
AM PK HOUR	97	7.00	668	9.00	2052	7.00	1094	9.00
PM PK HOUR	94	15.15	412	15.00	2011	16.45	1777	16.30

## XING N/L

Hours	Lt	Th	Rt	Total
7-8	29	8	60	97
8-9	24	4	61	89
9-10	31	9	50	90
15-16	31	10	46	87
16-17	26	9	41	76
17-18	22	15	39	76
<b>TOTAL</b>	163	55	297	515

Hours	Lt	Th	Rt	Total
7-8	441	19	104	564
8-9	350	22	156	528
9-10	432	21	215	668
15-16	198	15	199	412
16-17	145	14	130	289
17-18	125	11	113	249
<b>TOTAL</b>	1691	102	917	2710

N-S	Ped	Sch	Ped	Sch
661	24	1	14	0
617	29	1	23	1
758	31	1	14	5
499	40	2	19	6
365	27	0	10	1
325	18	0	19	0

3225	169	5	99	13
------	-----	---	----	----

## XING E/L

Hours	Lt	Th	Rt	Total
7-8	58	1993	1	2052
8-9	33	1727	1	1761
9-10	31	1406	1	1438
15-16	63	1517	1	1581
16-17	60	1729	1	1790
17-18	56	1950	2	2008
<b>TOTAL</b>	301	10322	7	10630

Hours	Lt	Th	Rt	Total
7-8	26	562	73	661
8-9	29	748	44	821
9-10	27	1010	57	1094
15-16	26	1443	179	1648
16-17	23	1354	296	1673
17-18	16	1407	310	1733
<b>TOTAL</b>	147	6524	959	7630

E-W	Ped	Sch	Ped	Sch
2713	23	4	0	0
2582	8	1	0	0
2532	8	2	0	0
3229	11	10	0	0
3463	8	2	0	0
3741	12	0	0	0
18260	70	19	0	0



# ITM Peak Hour Summary

Prepared by:

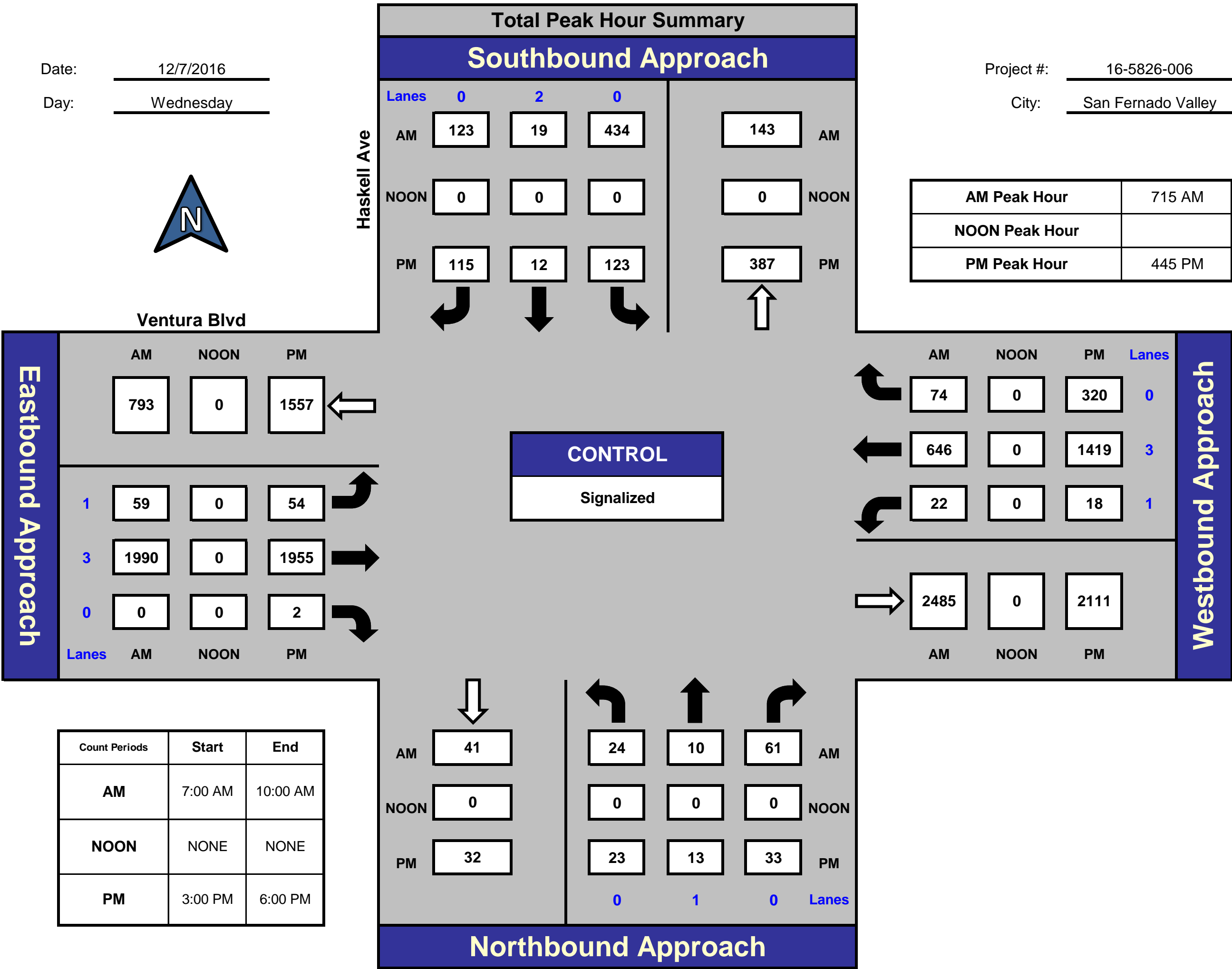


National Data & Surveying Services

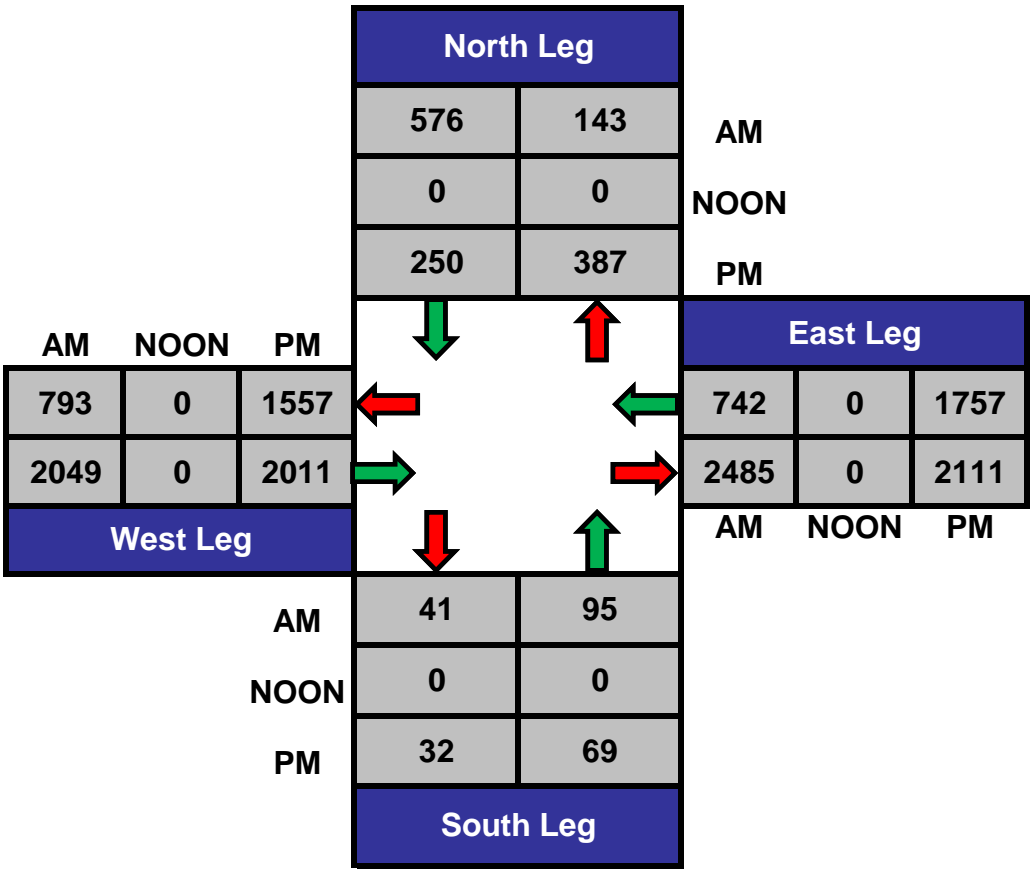
## Haskell Ave and Ventura Blvd , San Fernando Valley

Date: 12/7/2016  
Day: Wednesday

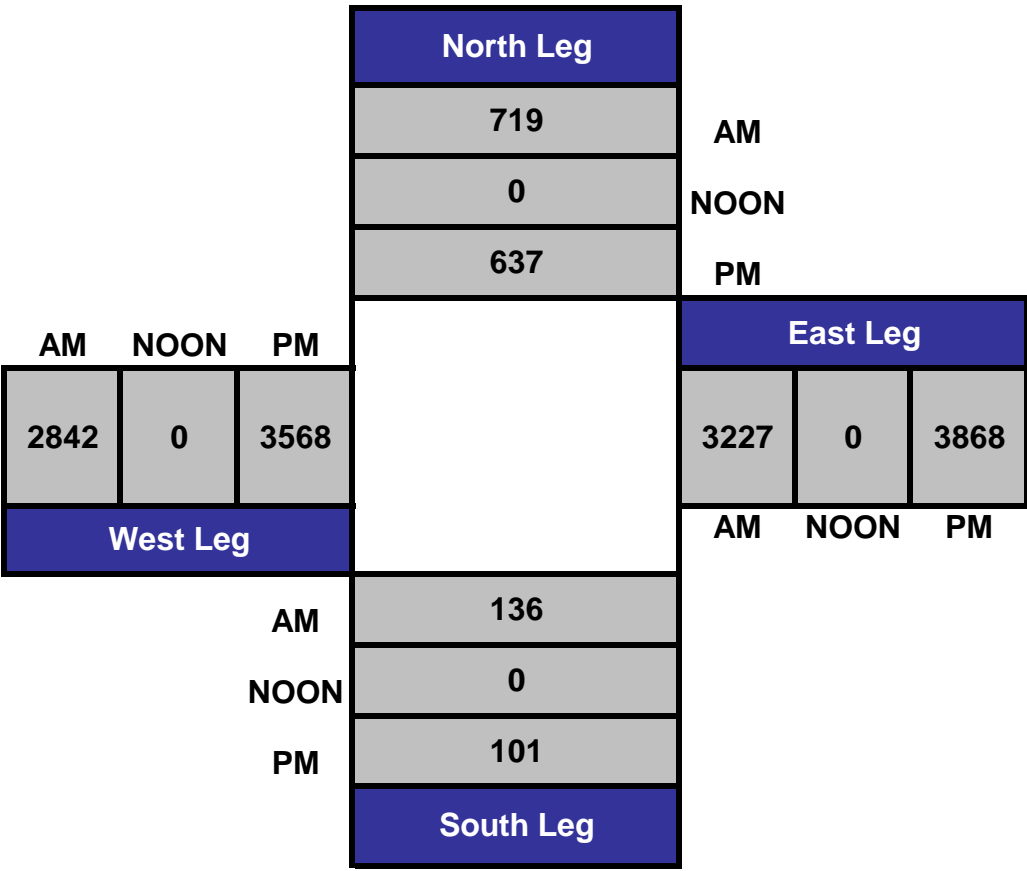
Project #: 16-5826-006  
City: San Fernando Valley



### Total Ins & Outs



### Total Volume Per Leg





# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5826-006

Day: Wednesday

City: San Fernando Valley

Date: 12/7/2016

TOTALS

AM

NS/EW Streets:		Haskell Ave			Haskell Ave			Ventura Blvd			Ventura Blvd			
		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:		NL 0	NT 1	NR 0	SL 0	ST 2	SR 0	EL 1	ET 3	ER 0	WL 1	WT 3	WR 0	TOTAL
7:00 AM		9	0	14	115	6	17	11	473	1	9	84	12	751
7:15 AM		3	2	23	112	3	21	10	525	0	5	138	22	864
7:30 AM		10	2	9	114	5	25	22	499	0	7	150	21	864
7:45 AM		7	4	14	100	5	41	15	496	0	5	190	18	895
8:00 AM		4	2	15	108	6	36	12	470	0	5	168	13	839
8:15 AM		10	2	13	82	3	38	3	407	1	9	183	8	759
8:30 AM		5	0	15	80	6	40	8	421	0	6	179	13	773
8:45 AM		5	0	18	80	7	42	10	429	0	9	218	10	828
9:00 AM		9	2	15	105	5	53	5	382	1	3	293	16	889
9:15 AM		12	0	10	107	9	53	9	329	0	10	232	19	790
9:30 AM		5	3	10	124	4	48	6	359	0	8	243	9	819
9:45 AM		5	4	15	96	3	61	11	336	0	6	242	13	792
TOTAL VOLUMES :		NL 84	NT 21	NR 171	SL 1223	ST 62	SR 475	EL 122	ET 5126	ER 3	WL 82	WT 2320	WR 174	TOTAL 9863
APPROACH %'s :		30.43%	7.61%	61.96%	69.49%	3.52%	26.99%	2.32%	97.62%	0.06%	3.18%	90.06%	6.75%	
PEAK HR START TIME :		715 AM												TOTAL
PEAK HR VOL :		24	10	61	434	19	123	59	1990	0	22	646	74	3462
PEAK HR FACTOR :		0.848			0.960			0.957			0.871			0.967

CONTROL : Signalized



# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5826-006

Day: Wednesday

City: San Fernando Valley

TOTALS

Date: 12/7/2016

PM													
NS/EW Streets:	Haskell Ave			Haskell Ave			Ventura Blvd			Ventura Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 0	NT 1	NR 0	SL 0	ST 2	SR 0	EL 1	ET 3	ER 0	WL 1	WT 3	WR 0	TOTAL
3:00 PM	6	2	9	57	4	52	15	394	0	6	368	43	956
3:15 PM	11	2	9	49	6	37	18	366	0	4	349	51	902
3:30 PM	9	3	9	39	5	55	18	368	1	7	323	29	866
3:45 PM	5	3	19	53	0	55	12	389	0	9	403	56	1004
4:00 PM	3	3	18	44	3	29	17	448	0	4	299	80	948
4:15 PM	5	1	10	32	2	46	13	401	1	8	329	66	914
4:30 PM	12	2	8	37	3	20	13	429	0	6	371	73	974
4:45 PM	6	3	5	32	6	35	17	451	0	5	355	77	992
5:00 PM	5	8	8	42	2	31	11	511	1	6	338	76	1039
5:15 PM	6	1	11	25	0	23	14	521	1	3	384	83	1072
5:30 PM	6	1	9	24	4	26	12	472	0	4	342	84	984
5:45 PM	5	5	11	34	5	33	19	446	0	3	343	67	971
TOTAL VOLUMES :	NL 79	NT 34	NR 126	SL 468	ST 40	SR 442	EL 179	ET 5196	ER 4	WL 65	WT 4204	WR 785	TOTAL 11622
APPROACH %'s :	33.05%	14.23%	52.72%	49.26%	4.21%	46.53%	3.33%	96.60%	0.07%	1.29%	83.18%	15.53%	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	23	13	33	123	12	115	54	1955	2	18	1419	320	4087
PEAK HR FACTOR :	0.821			0.833			0.938			0.935			0.953

CONTROL : Signalized



# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5826-006

Day: Wednesday

City: San Fernando Valley

CARS

Date: 12/7/2016

AM													
NS/EW Streets:	Haskell Ave			Haskell Ave			Ventura Blvd			Ventura Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	1	0	0	2	0	1	3	0	1	3	0	
7:00 AM	9	0	14	113	6	15	9	465	1	9	74	10	725
7:15 AM	3	2	23	111	3	21	10	509	0	5	131	22	840
7:30 AM	10	2	9	114	5	24	21	488	0	7	142	21	843
7:45 AM	6	4	13	99	5	41	15	488	0	4	187	18	880
8:00 AM	4	2	15	107	6	35	12	459	0	5	161	13	819
8:15 AM	10	2	13	81	3	38	3	404	1	9	176	8	748
8:30 AM	5	0	15	80	6	40	7	409	0	6	172	13	753
8:45 AM	5	0	18	78	7	42	10	421	0	9	215	10	815
9:00 AM	9	2	15	105	5	53	5	377	1	3	279	16	870
9:15 AM	12	0	10	106	9	51	8	322	0	10	226	18	772
9:30 AM	5	3	10	123	4	46	6	350	0	8	236	9	800
9:45 AM	5	4	15	93	3	60	11	329	0	6	238	12	776
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	83	21	170	1210	62	466	117	5021	3	81	2237	170	9641
	30.29%	7.66%	62.04%	69.62%	3.57%	26.81%	2.28%	97.67%	0.06%	3.26%	89.91%	6.83%	
PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	23	10	60	431	19	121	58	1944	0	21	621	74	3382
PEAK HR FACTOR :	0.830			0.965			0.964			0.856			0.961

CONTROL : Signalized



# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5826-006

Day: Wednesday

City: San Fernando Valley

CARS

Date: 12/7/2016

PM													
NS/EW Streets:	Haskell Ave			Haskell Ave			Ventura Blvd			Ventura Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 0	NT 1	NR 0	SL 0	ST 2	SR 0	EL 1	ET 3	ER 0	WL 1	WT 3	WR 0	TOTAL
3:00 PM	5	2	9	57	4	52	15	390	0	6	363	42	945
3:15 PM	11	2	9	48	6	37	18	357	0	4	341	50	883
3:30 PM	9	3	9	39	5	55	18	365	1	7	316	29	856
3:45 PM	5	3	19	52	0	54	10	378	0	9	396	56	982
4:00 PM	3	3	18	43	3	29	17	437	0	4	289	80	926
4:15 PM	5	1	10	32	2	46	13	397	1	8	324	65	904
4:30 PM	12	2	8	37	3	20	13	424	0	6	366	73	964
4:45 PM	6	3	5	31	6	35	17	443	0	5	349	77	977
5:00 PM	4	8	8	42	2	31	11	510	1	6	335	76	1034
5:15 PM	6	1	11	25	0	23	14	513	1	3	378	83	1058
5:30 PM	6	1	8	24	4	26	12	467	0	4	338	84	974
5:45 PM	5	5	11	34	5	33	19	441	0	3	340	67	963
TOTAL VOLUMES :	NL 77	NT 34	NR 125	SL 464	ST 40	SR 441	EL 177	ET 5122	ER 4	WL 65	WT 4135	WR 782	TOTAL 11466
APPROACH %'s :	32.63%	14.41%	52.97%	49.10%	4.23%	46.67%	3.34%	96.59%	0.08%	1.30%	83.00%	15.70%	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	22	13	32	122	12	115	54	1933	2	18	1400	320	4043
PEAK HR FACTOR :	0.838			0.830			0.942			0.936			0.955

CONTROL : Signalized



# PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 16-5826-006  
 N/S Street: Haskell Ave  
 E/W Street: Ventura Blvd  
 DATE: 12/7/2016  
 CITY: San Fernando Valley

DAY: Wednesday

## A M

### Adult Pedestrians

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	1	2	2	1	0	0	0	2
7:15 AM	1	2	5	3	0	0	2	1
7:30 AM	0	2	3	3	0	0	0	5
7:45 AM	1	5	1	6	0	0	6	7
8:00 AM	0	5	3	4	0	0	1	1
8:15 AM	0	12	1	2	0	0	1	2
8:30 AM	1	3	0	10	0	0	0	3
8:45 AM	1	1	2	7	0	0	0	0
9:00 AM	1	4	3	3	0	0	0	2
9:15 AM	1	2	2	2	0	0	0	0
9:30 AM	3	2	3	6	0	0	0	1
9:45 AM	1	0	6	6	0	0	4	1
<b>TOTALS</b>	<b>11</b>	<b>40</b>	<b>31</b>	<b>53</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>25</b>

### School-Aged Pedestrians

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	0	0	0	0	0	1
7:15 AM	0	0	1	0	0	0	0	2
7:30 AM	0	0	0	0	0	0	1	0
7:45 AM	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0
8:15 AM	0	1	0	0	0	0	0	0
8:30 AM	0	0	0	1	0	0	1	0
8:45 AM	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0
9:15 AM	0	0	1	0	0	0	0	1
9:30 AM	2	2	0	0	0	0	0	0
9:45 AM	0	1	0	0	0	0	0	1
<b>TOTALS</b>	<b>2</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>5</b>

## P M

### Adult Pedestrians

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	2	1	3	2	0	0	1	3
3:15 PM	2	3	8	6	0	0	1	3
3:30 PM	1	2	4	5	0	0	0	0
3:45 PM	3	5	4	8	0	0	3	0
4:00 PM	3	1	3	8	0	0	0	0
4:15 PM	0	2	6	2	0	0	2	3
4:30 PM	1	3	4	2	0	0	1	0
4:45 PM	0	0	1	1	0	0	2	0
5:00 PM	4	1	5	3	0	0	2	2
5:15 PM	7	1	3	3	0	0	1	0
5:30 PM	3	1	3	0	0	0	1	2
5:45 PM	1	1	1	0	0	0	1	3
<b>TOTALS</b>	<b>27</b>	<b>21</b>	<b>45</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>16</b>

### School-Aged Pedestrians

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	1	0	0	0	0	0	0	0
3:15 PM	0	2	2	0	0	0	3	5
3:30 PM	1	1	0	0	0	0	0	0
3:45 PM	1	0	0	0	0	0	2	0
4:00 PM	1	0	0	0	0	0	1	0
4:15 PM	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	1	0
5:00 PM	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0
<b>TOTALS</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>5</b>



# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5826-006

Day: Wednesday

City: San Fernando Valley

BIKES

Date: 12/7/2016

AM													
NS/EW Streets:	Haskell Ave			Haskell Ave			Ventura Blvd			Ventura Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	1	0	0	2	0	1	3	0	1	3	0	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
8:15 AM	0	0	0	0	0	1	0	0	0	0	1	0	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
8:45 AM	0	0	0	0	0	0	1	0	0	0	2	0	3
9:00 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
9:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
9:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
9:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	0	0	0	0	0	1	1	3	0	0	9	0	14
				0.00%	0.00%	100.00%	25.00%	75.00%	0.00%	0.00%	100.00%	0.00%	
PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	2	0	0	0	0	2
PEAK HR FACTOR :	0.000			0.000			0.500			0.000			0.500

CONTROL : Signalized



# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5826-006

Day: Wednesday

City: San Fernando Valley

BIKES

Date: 12/7/2016

PM													
NS/EW Streets:	Haskell Ave			Haskell Ave			Ventura Blvd			Ventura Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	1	0	0	2	0	1	3	0	1	3	0	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
3:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	1	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	2	0	0	1	0	3
4:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	0	0	0	1	0	0	0	6	0	0	1	0	8
				100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	3	0	0	0	0	3
PEAK HR FACTOR :	0.000			0.000			0.750			0.000			0.750

CONTROL : Signalized



# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5826-006

Day: Wednesday

City: San Fernando Valley

BUSES

Date: 12/7/2016

AM													
NS/EW Streets:	Haskell Ave			Haskell Ave			Ventura Blvd			Ventura Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	1	0	0	2	0	1	3	0	1	3	0	
7:00 AM	0	0	0	0	0	0	0	2	0	0	3	0	5
7:15 AM	0	0	0	0	0	0	0	3	0	0	1	0	4
7:30 AM	0	0	0	0	0	0	0	4	0	0	6	0	10
7:45 AM	0	0	0	0	0	0	0	2	0	0	3	0	5
8:00 AM	0	0	0	0	0	0	0	2	0	0	4	0	6
8:15 AM	0	0	0	0	0	0	0	1	0	0	3	0	4
8:30 AM	0	0	0	0	0	0	0	4	0	0	3	0	7
8:45 AM	0	0	0	0	0	0	0	4	0	0	3	0	7
9:00 AM	0	0	0	0	0	0	0	2	0	0	5	0	7
9:15 AM	0	0	0	0	0	0	0	2	0	0	3	0	5
9:30 AM	0	0	0	0	0	0	0	4	0	0	3	0	7
9:45 AM	0	0	0	0	0	0	0	1	0	0	2	0	3
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	0	0	0	0	0	0	0	31	0	0	39	0	70
							0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	
PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	11	0	0	14	0	25
PEAK HR FACTOR :	0.000			0.000			0.688			0.583			0.625

CONTROL : Signalized



# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5826-006

Day: Wednesday

City: San Fernando Valley

BUSES

Date: 12/7/2016

PM													
NS/EW Streets:	Haskell Ave			Haskell Ave			Ventura Blvd			Ventura Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	1	0	0	2	0	1	3	0	1	3	0	
3:00 PM	0	0	0	0	0	0	0	2	0	0	3	0	5
3:15 PM	0	0	0	0	0	0	0	4	0	0	3	0	7
3:30 PM	0	0	0	0	0	0	0	2	0	0	3	0	5
3:45 PM	0	0	0	0	0	0	0	6	0	0	3	0	9
4:00 PM	0	0	0	0	0	0	0	3	0	0	4	0	7
4:15 PM	0	0	0	0	0	0	0	3	0	0	0	0	3
4:30 PM	0	0	0	0	0	0	0	2	0	0	4	0	6
4:45 PM	0	0	0	0	0	0	0	8	0	0	5	0	13
5:00 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
5:15 PM	0	0	0	0	0	0	0	4	0	0	5	0	9
5:30 PM	0	0	0	0	0	0	0	3	0	0	3	0	6
5:45 PM	0	0	0	0	0	0	0	4	0	0	3	0	7
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	0	0	0	0	0	0	0	42	0	0	37	0	79
							0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	16	0	0	14	0	30
PEAK HR FACTOR :	0.000			0.000			0.500			0.700			0.577

CONTROL : Signalized



# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5826-006

Day: Wednesday

City: San Fernando Valley

HEAVY TRUCKS

Date: 12/7/2016

AM													
NS/EW Streets:	Haskell Ave			Haskell Ave			Ventura Blvd			Ventura Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	1	0	0	2	0	1	3	0	1	3	0	
7:00 AM	0	0	0	2	0	2	2	6	0	0	7	2	21
7:15 AM	0	0	0	1	0	0	0	13	0	0	6	0	20
7:30 AM	0	0	0	0	0	1	1	7	0	0	2	0	11
7:45 AM	1	0	1	1	0	0	0	6	0	1	0	0	10
8:00 AM	0	0	0	1	0	1	0	9	0	0	3	0	14
8:15 AM	0	0	0	1	0	0	0	2	0	0	4	0	7
8:30 AM	0	0	0	0	0	0	1	8	0	0	4	0	13
8:45 AM	0	0	0	2	0	0	0	4	0	0	0	0	6
9:00 AM	0	0	0	0	0	0	0	3	0	0	9	0	12
9:15 AM	0	0	0	1	0	2	1	5	0	0	3	1	13
9:30 AM	0	0	0	1	0	2	0	5	0	0	4	0	12
9:45 AM	0	0	0	3	0	1	0	6	0	0	2	1	13
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	1	0	1	13	0	9	5	74	0	1	44	4	152
	50.00%	0.00%	50.00%	59.09%	0.00%	40.91%	6.33%	93.67%	0.00%	2.04%	89.80%	8.16%	
PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	1	0	1	3	0	2	1	35	0	1	11	0	55
PEAK HR FACTOR :	0.250			0.625			0.692			0.500			0.688

CONTROL : Signalized



# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5826-006

Day: Wednesday

City: San Fernando Valley

HEAVY TRUCKS

Date: 12/7/2016

PM													
NS/EW Streets:	Haskell Ave			Haskell Ave			Ventura Blvd			Ventura Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	1	0	0	2	0	1	3	0	1	3	0	
3:00 PM	1	0	0	0	0	0	0	2	0	0	2	1	6
3:15 PM	0	0	0	1	0	0	0	5	0	0	5	1	12
3:30 PM	0	0	0	0	0	0	0	1	0	0	4	0	5
3:45 PM	0	0	0	1	0	1	2	5	0	0	4	0	13
4:00 PM	0	0	0	1	0	0	0	8	0	0	6	0	15
4:15 PM	0	0	0	0	0	0	0	1	0	0	5	1	7
4:30 PM	0	0	0	0	0	0	0	3	0	0	1	0	4
4:45 PM	0	0	0	1	0	0	0	0	0	0	1	0	2
5:00 PM	1	0	0	0	0	0	0	0	0	0	2	0	3
5:15 PM	0	0	0	0	0	0	0	4	0	0	1	0	5
5:30 PM	0	0	1	0	0	0	0	2	0	0	1	0	4
5:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	2	0	1	4	0	1	2	32	0	0	32	3	77
	66.67%	0.00%	33.33%	80.00%	0.00%	20.00%	5.88%	94.12%	0.00%	0.00%	91.43%	8.57%	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	1	0	1	1	0	0	0	6	0	0	5	0	14
PEAK HR FACTOR :	0.500			0.250			0.375			0.625			0.700

CONTROL : Signalized





<b>North/South</b>	I-405 SB On_Off Ramp
--------------------	----------------------

**East/West**                  Ventura Blvd

Day: Wednesday Date: December 7, 2016 Weather: SUNNY

Hours: 7-10 & 3-6 Chekrs: NDS

School Day: YES District: I/S CODE

	<u>N/B</u>	<u>S/B</u>	<u>E/B</u>	<u>W/B</u>
<b>DUAL- WHEELED</b>	25	2	119	115
<b>BIKES</b>	2	2	10	9
<b>BUSES</b>	1	0	74	77

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	109	7.30	34	9.45	553	7.30	495	9.00
PM PK 15 MIN	122	17.30	96	15.30	595	17.00	465	15.45
AM PK HOUR	419	7.30	105	9.00	2153	7.15	1826	9.00
PM PK HOUR	449	17.00	334	17.00	2179	16.45	1760	16.30

## XING N/L

Hours	Lt	Th	Rt	Total
7-8	29	319	53	401
8-9	37	261	70	368
9-10	37	48	83	168
15-16	121	25	169	315
16-17	148	28	247	423
17-18	155	24	270	449
<b>TOTAL</b>	527	705	892	2124

Hours	Lt	Th	Rt	Total
7-8	15	6	2	23
8-9	34	4	1	39
9-10	79	22	4	105
15-16	233	32	27	292
16-17	220	15	19	254
17-18	299	17	18	334
<b>TOTAL</b>	880	96	71	1047

N-S	Ped	Sch	Ped	Sch
424	21	0	17	0
407	19	2	45	0
273	12	0	23	0
607	19	1	32	0
677	9	3	31	6
783	18	0	18	0
3171	98	6	166	6

## XING E/L

Hours	Lt	Th	Rt	Total
7-8	286	1463	397	2146
8-9	299	1242	339	1880
9-10	243	1215	231	1689
15-16	192	1626	65	1883
16-17	206	1752	53	2011
17-18	184	1941	48	2173
TOTAL	1410	9239	1133	11782

Hours	Lt	Th	Rt	Total
7-8	53	630	436	1119
8-9	75	763	419	1257
9-10	117	1158	551	1826
15-16	67	1442	234	1743
16-17	62	1360	200	1622
17-18	51	1428	254	1733
<b>TOTAL</b>	425	6781	2094	9300

E-W	Ped	Sch	Ped	Sch
3265	4	0	0	0
3137	13	0	0	0
3515	8	0	0	0
3626	8	0	0	0
3633	9	0	0	0
3906	8	2	0	0
21082	50	2	0	0



# ITM Peak Hour Summary

Prepared by:

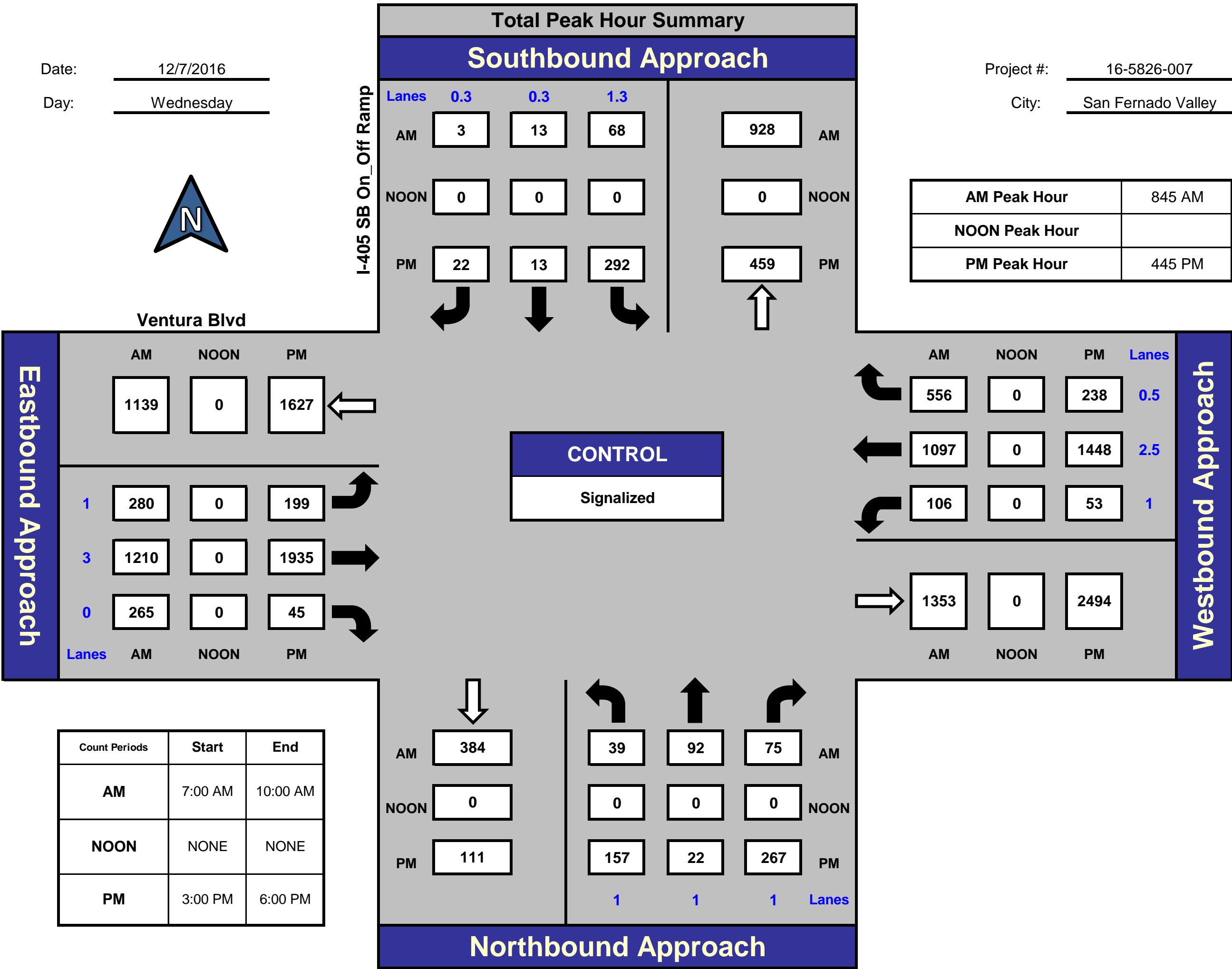


National Data & Surveying Services

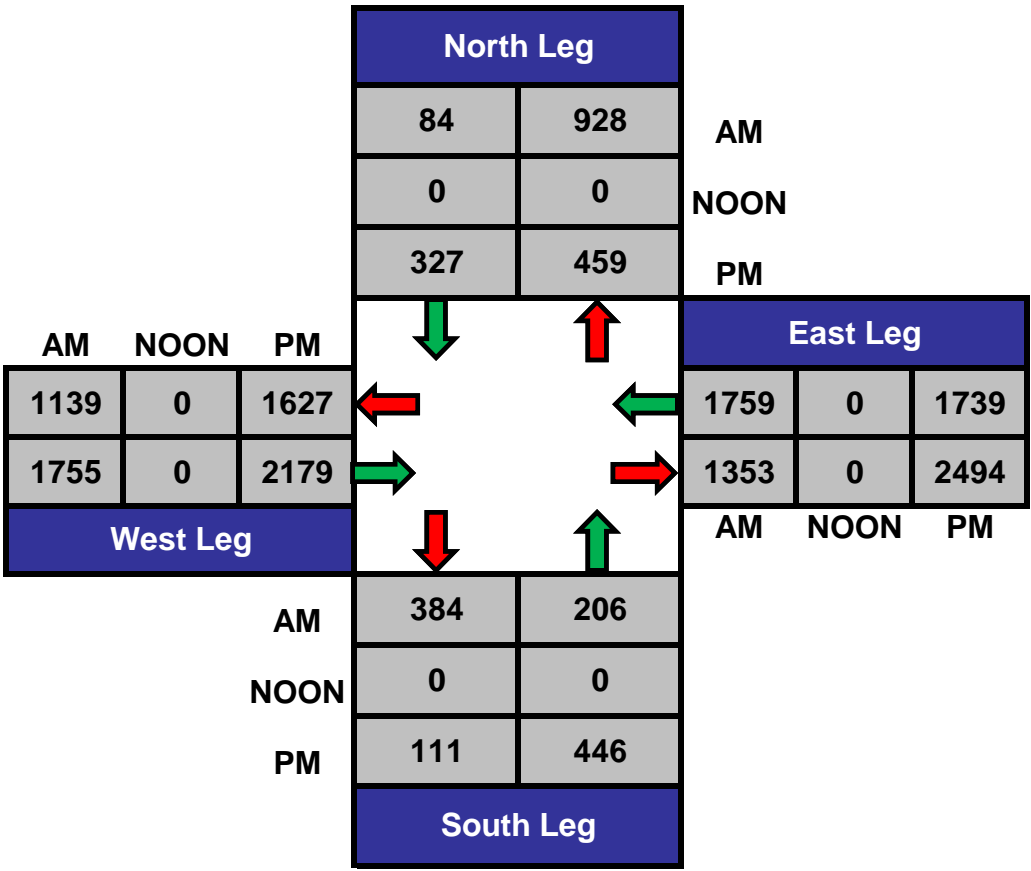
## I-405 SB On Off Ramp and Ventura Blvd , San Fernando Valley

Date: 12/7/2016  
Day: Wednesday

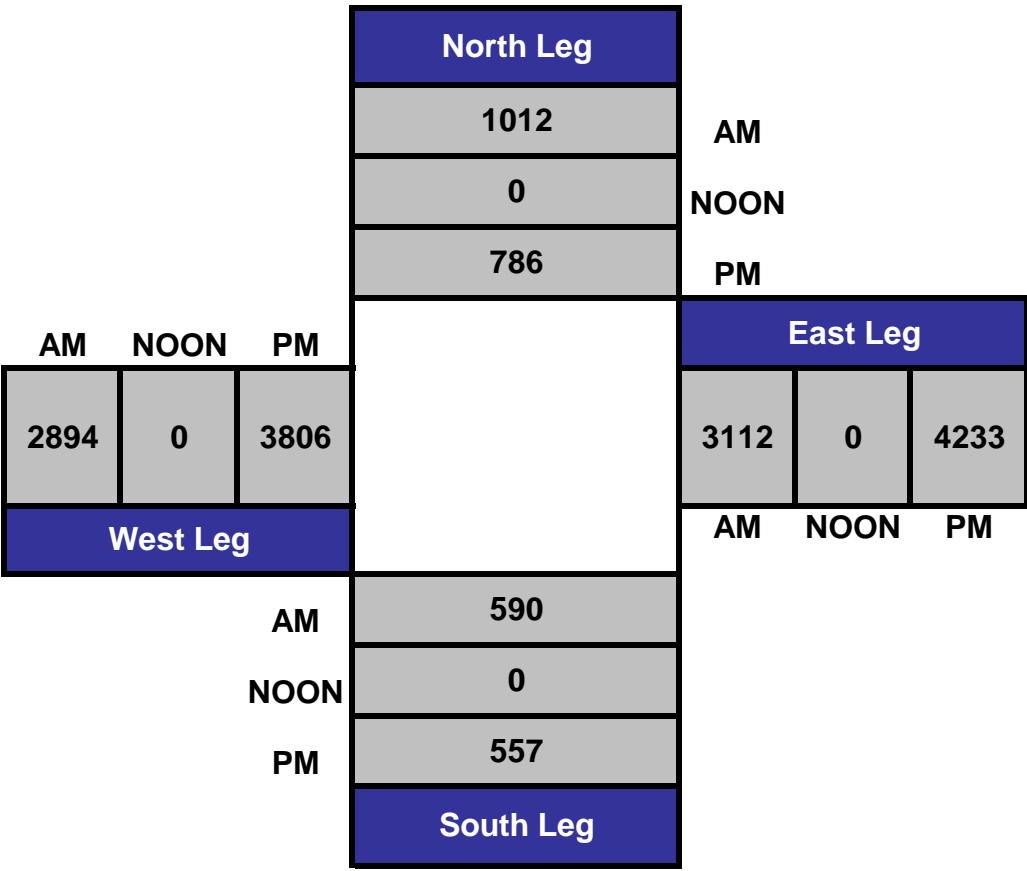
Project #: 16-5826-007  
City: San Fernando Valley



### Total Ins & Outs



### Total Volume Per Leg





# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5826-007

Day: Wednesday

City: San Fernando Valley

Date: 12/7/2016

TOTALS

AM

NS/EW Streets:		I-405 SB On_Off Ramp			I-405 SB On_Off Ramp			Ventura Blvd			Ventura Blvd			
		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:		NL 1	NT 1	NR 1	SL 1.3	ST 0.3	SR 0.3	EL 1	ET 3	ER 0	WL 1	WT 2.5	WR 0.5	TOTAL
7:00 AM		4	78	9	4	2	0	72	311	135	15	121	90	841
7:15 AM		9	75	15	4	2	0	71	376	100	13	143	118	926
7:30 AM		8	85	16	2	1	1	72	397	84	10	174	111	961
7:45 AM		8	81	13	5	1	1	71	379	78	15	192	117	961
8:00 AM		10	75	21	4	2	0	65	371	89	12	165	99	913
8:15 AM		7	76	19	9	0	0	73	268	93	20	192	98	855
8:30 AM		9	62	15	8	2	1	86	294	76	25	177	107	862
8:45 AM		11	48	15	13	0	0	75	309	81	18	229	115	914
9:00 AM		12	16	18	18	3	1	74	299	59	28	306	161	995
9:15 AM		8	18	16	20	4	2	65	283	61	32	300	147	956
9:30 AM		8	10	26	17	6	0	66	319	64	28	262	133	939
9:45 AM		9	4	23	24	9	1	38	314	47	29	290	110	898
TOTAL VOLUMES :		NL 103	NT 628	NR 206	SL 128	ST 32	SR 7	EL 828	ET 3920	ER 967	WL 245	WT 2551	WR 1406	TOTAL 11021
APPROACH %'s :		10.99%	67.02%	21.99%	76.65%	19.16%	4.19%	14.49%	68.59%	16.92%	5.83%	60.71%	33.46%	
PEAK HR START TIME :		845 AM												TOTAL
PEAK HR VOL :		39	92	75	68	13	3	280	1210	265	106	1097	556	3804
PEAK HR FACTOR :		0.696			0.808			0.944			0.888			0.956

CONTROL : Signalized



# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5826-007

Day: Wednesday

City: San Fernando Valley

TOTALS

Date: 12/7/2016

PM													
NS/EW Streets:	I-405 SB On_Off Ramp			I-405 SB On_Off Ramp			Ventura Blvd			Ventura Blvd			
NORTHBOUND				SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 1	NR 1	SL 1.3	ST 0.3	SR 0.3	EL 1	ET 3	ER 0	WL 1	WT 2.5	WR 0.5	TOTAL
3:00 PM	35	7	40	44	7	7	55	393	14	14	352	55	1023
3:15 PM	29	5	33	52	7	5	35	408	15	21	352	70	1032
3:30 PM	22	8	55	78	9	9	51	402	20	15	335	64	1068
3:45 PM	35	5	41	59	9	6	51	423	16	17	403	45	1110
4:00 PM	45	7	50	46	7	6	49	426	14	19	283	44	996
4:15 PM	33	6	75	49	3	2	50	449	13	13	339	50	1082
4:30 PM	36	10	61	53	4	3	55	442	17	11	368	57	1117
4:45 PM	34	5	61	72	1	8	52	435	9	19	370	49	1115
5:00 PM	32	7	67	73	3	5	62	518	15	15	362	60	1219
5:15 PM	48	3	67	69	7	4	38	492	14	11	368	70	1191
5:30 PM	43	7	72	78	2	5	47	490	7	8	348	59	1166
5:45 PM	32	7	64	79	5	4	37	441	12	17	350	65	1113
TOTAL VOLUMES :	NL 424	NT 77	NR 686	SL 752	ST 64	SR 64	EL 582	ET 5319	ER 166	WL 180	WT 4230	WR 688	TOTAL 13232
APPROACH %'s :	35.72%	6.49%	57.79%	85.45%	7.27%	7.27%	9.59%	87.67%	2.74%	3.53%	82.97%	13.50%	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	157	22	267	292	13	22	199	1935	45	53	1448	238	4691
PEAK HR FACTOR :	0.914			0.962			0.916			0.968			0.962

CONTROL : Signalized



# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5826-007

Day: Wednesday

City: San Fernando Valley

CARS

Date: 12/7/2016

AM

NS/EW Streets:		I-405 SB On_Off Ramp			I-405 SB On_Off Ramp			Ventura Blvd			Ventura Blvd			
		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
		1	1	1	1.3	0.3	0.3	1	3	0	1	2.5	0.5	
7:00 AM		3	77	8	4	2	0	71	306	135	14	107	88	815
7:15 AM		8	71	15	4	2	0	70	363	99	13	139	117	901
7:30 AM		8	85	15	2	1	1	70	389	83	10	168	109	941
7:45 AM		8	81	13	5	1	1	71	368	78	15	189	117	947
8:00 AM		10	75	21	4	2	0	65	359	89	12	159	95	891
8:15 AM		7	76	18	9	0	0	71	267	93	20	186	95	842
8:30 AM		9	61	15	8	2	1	85	286	73	24	169	106	839
8:45 AM		11	48	15	13	0	0	72	301	80	18	225	112	895
9:00 AM		12	16	18	18	3	1	74	293	59	28	293	158	973
9:15 AM		8	18	16	20	4	2	64	280	60	32	292	142	938
9:30 AM		8	10	26	17	6	0	66	309	63	27	255	131	918
9:45 AM		9	4	21	24	9	1	38	305	47	29	281	106	874
TOTAL VOLUMES :		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :		101	622	201	128	32	7	817	3826	959	242	2463	1376	10774
		10.93%	67.32%	21.75%	76.65%	19.16%	4.19%	14.58%	68.30%	17.12%	5.93%	60.35%	33.72%	
PEAK HR START TIME :		845 AM												TOTAL
PEAK HR VOL :		39	92	75	68	13	3	276	1183	262	105	1065	543	3724
PEAK HR FACTOR :		0.696			0.808			0.950			0.894			0.957

CONTROL : Signalized



# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5826-007

Day: Wednesday

City: San Fernando Valley

CARS

Date: 12/7/2016

PM													
NS/EW Streets:	I-405 SB On_Off Ramp			I-405 SB On_Off Ramp			Ventura Blvd			Ventura Blvd			
NORTHBOUND				SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 1	NR 1	SL 1.3	ST 0.3	SR 0.3	EL 1	ET 3	ER 0	WL 1	WT 2.5	WR 0.5	TOTAL
3:00 PM	35	6	40	44	7	7	55	389	14	14	347	55	1013
3:15 PM	27	5	33	51	7	5	34	399	15	19	344	70	1009
3:30 PM	21	8	55	78	9	8	51	395	20	13	331	64	1053
3:45 PM	35	5	40	59	9	6	48	415	16	17	397	45	1092
4:00 PM	45	7	50	46	7	6	48	415	14	19	272	44	973
4:15 PM	31	6	74	49	3	2	50	445	13	13	336	50	1072
4:30 PM	36	10	60	53	4	3	54	438	17	11	363	56	1105
4:45 PM	34	5	59	72	1	8	52	428	9	19	364	49	1100
5:00 PM	32	7	66	73	3	5	62	515	15	15	360	60	1213
5:15 PM	48	3	66	69	7	4	38	486	14	11	362	70	1178
5:30 PM	43	7	72	78	2	5	47	484	7	8	343	57	1153
5:45 PM	32	7	64	79	5	4	37	436	12	17	347	65	1105
TOTAL VOLUMES :	NL 419	NT 76	NR 679	SL 751	ST 64	SR 63	EL 576	ET 5245	ER 166	WL 176	WT 4166	WR 685	TOTAL 13066
APPROACH %'s :	35.69%	6.47%	57.84%	85.54%	7.29%	7.18%	9.62%	87.61%	2.77%	3.50%	82.87%	13.63%	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	157	22	263	292	13	22	199	1913	45	53	1429	236	4644
PEAK HR FACTOR :	0.906			0.962			0.911			0.970			0.957

CONTROL : Signalized



# PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 16-5826-007  
 N/S Street: I-405 SB On\_Off Ramp  
 E/W Street: Ventura Blvd  
 DATE: 12/7/2016  
 CITY: San Fernando Valley

DAY: Wednesday

## A M

### Adult Pedestrians

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	2	0	0	3	0	0	0	0
7:15 AM	2	2	1	7	0	0	2	1
7:30 AM	0	3	4	4	0	0	0	0
7:45 AM	2	6	0	2	0	0	0	1
8:00 AM	5	8	3	4	0	0	3	2
8:15 AM	6	4	3	3	0	0	0	2
8:30 AM	6	6	0	3	0	0	3	0
8:45 AM	6	4	1	2	0	0	1	2
9:00 AM	5	3	1	2	0	0	2	0
9:15 AM	6	2	1	2	0	0	0	0
9:30 AM	3	2	2	1	0	0	0	2
9:45 AM	1	1	2	1	0	0	2	2
<b>TOTALS</b>	<b>44</b>	<b>41</b>	<b>18</b>	<b>34</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>12</b>

### School-Aged Pedestrians

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	2	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0
<b>TOTALS</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

## P M

### Adult Pedestrians

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	5	3	2	1	0	0	0	0
3:15 PM	2	3	1	3	0	0	0	0
3:30 PM	3	4	4	3	0	0	3	0
3:45 PM	2	10	3	2	0	0	1	4
4:00 PM	10	2	2	2	0	0	2	1
4:15 PM	4	2	0	2	0	0	3	0
4:30 PM	3	2	1	0	0	0	2	1
4:45 PM	4	4	1	1	0	0	0	0
5:00 PM	0	4	5	2	0	0	0	0
5:15 PM	4	2	3	0	0	0	0	2
5:30 PM	3	4	3	4	0	0	2	1
5:45 PM	1	0	1	0	0	0	2	1
<b>TOTALS</b>	<b>41</b>	<b>40</b>	<b>26</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>10</b>

### School-Aged Pedestrians

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	0	0	0	0	0	0	0	0
3:15 PM	0	0	1	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0
4:00 PM	0	1	0	0	0	0	0	0
4:15 PM	2	0	1	0	0	0	0	0
4:30 PM	0	1	0	0	0	0	0	0
4:45 PM	0	2	1	1	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	1	0
5:45 PM	0	0	0	0	0	0	1	0
<b>TOTALS</b>	<b>2</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>



# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5826-007

Day: Wednesday

City: San Fernando Valley

BIKES

Date: 12/7/2016

AM													
NS/EW Streets:	I-405 SB On_Off Ramp			I-405 SB On_Off Ramp			Ventura Blvd			Ventura Blvd			
NORTHBOUND				SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 1	NR 1	SL 1.3	ST 0.3	SR 0.3	EL 1	ET 3	ER 0	WL 1	WT 2.5	WR 0.5	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
8:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
9:00 AM	0	0	0	0	2	0	0	1	0	0	3	0	6
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	
9:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	1
9:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
TOTAL VOLUMES :	NL 0	NT 0	NR 1	SL 0	ST 2	SR 0	EL 0	ET 3	ER 0	WL 0	WT 7	WR 0	TOTAL 13
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	
PEAK HR START TIME :	845 AM												TOTAL
PEAK HR VOL :	0	0	1	0	2	0	0	1	0	0	4	0	8
PEAK HR FACTOR :	0.250			0.250			0.250			0.333			0.333

CONTROL : Signalized



# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5826-007

Day: Wednesday

City: San Fernando Valley

BIKES

Date: 12/7/2016

PM													
NS/EW Streets:	I-405 SB On_Off Ramp			I-405 SB On_Off Ramp			Ventura Blvd			Ventura Blvd			
NORTHBOUND				SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	1	1	1	1.3	0.3	0.3	1	3	0	1	2.5	0.5	
3:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
3:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
3:30 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
5:15 PM	1	0	0	0	0	0	0	1	0	0	1	0	3
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
TOTAL VOLUMES : APPROACH %'s :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	1	0	0	0	0	0	0	7	0	0	2	0	10
	100.00%	0.00%	0.00%				0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	1	0	0	0	0	0	0	2	0	0	1	0	4
PEAK HR FACTOR :	0.250			0.000			0.500			0.250			0.333

CONTROL : Signalized



# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5826-007

Day: Wednesday

City: San Fernando Valley

BUSES

Date: 12/7/2016

AM													
NS/EW Streets:	I-405 SB On_Off Ramp			I-405 SB On_Off Ramp			Ventura Blvd			Ventura Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 1	NR 1	SL 1.3	ST 0.3	SR 0.3	EL 1	ET 3	ER 0	WL 1	WT 2.5	WR 0.5	TOTAL
7:00 AM	0	0	0	0	0	0	0	2	0	0	3	0	5
7:15 AM	0	0	0	0	0	0	0	4	0	0	2	0	6
7:30 AM	0	0	0	0	0	0	0	3	0	0	4	0	7
7:45 AM	0	0	0	0	0	0	0	4	0	0	3	0	7
8:00 AM	0	0	0	0	0	0	0	2	0	0	3	0	5
8:15 AM	0	0	0	0	0	0	0	0	0	0	4	0	4
8:30 AM	0	0	0	0	0	0	0	4	0	0	3	0	7
8:45 AM	0	0	0	0	0	0	0	4	0	0	3	0	7
9:00 AM	0	0	0	0	0	0	0	2	0	0	5	0	7
9:15 AM	0	0	0	0	0	0	0	2	0	0	4	0	6
9:30 AM	0	0	0	0	0	0	0	4	0	0	2	0	6
9:45 AM	0	0	0	0	0	0	0	1	0	0	3	0	4
TOTAL VOLUMES : APPROACH %'s :	NL 0	NT 0	NR 0	SL 0	ST 0	SR 0	EL 0 0.00%	ET 32 100.00%	ER 0 0.00%	WL 0 0.00%	WT 39 100.00%	WR 0 0.00%	TOTAL 71
PEAK HR START TIME :	845 AM												TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	12	0	0	14	0	26
PEAK HR FACTOR :	0.000			0.000			0.750			0.700			0.929

CONTROL : Signalized



# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5826-007

Day: Wednesday

City: San Fernando Valley

BUSES

Date: 12/7/2016

PM													
NS/EW Streets:	I-405 SB On_Off Ramp			I-405 SB On_Off Ramp			Ventura Blvd			Ventura Blvd			
NORTHBOUND				SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 1	NR 1	SL 1.3	ST 0.3	SR 0.3	EL 1	ET 3	ER 0	WL 1	WT 2.5	WR 0.5	TOTAL
3:00 PM	0	0	0	0	0	0	0	2	0	0	3	0	5
3:15 PM	0	0	0	0	0	0	0	4	0	0	4	0	8
3:30 PM	0	0	0	0	0	0	0	3	0	0	3	0	6
3:45 PM	0	0	0	0	0	0	0	6	0	0	3	0	9
4:00 PM	0	0	0	0	0	0	0	4	0	0	4	0	8
4:15 PM	0	0	0	0	0	0	0	3	0	0	0	0	3
4:30 PM	0	0	0	0	0	0	0	2	0	0	4	0	6
4:45 PM	0	0	0	0	0	0	0	6	0	0	6	0	12
5:00 PM	0	0	1	0	0	0	0	3	0	0	0	0	4
5:15 PM	0	0	0	0	0	0	0	4	0	0	5	0	9
5:30 PM	0	0	0	0	0	0	0	2	0	0	2	1	5
5:45 PM	0	0	0	0	0	0	0	3	0	0	3	0	6
TOTAL VOLUMES : APPROACH %'s :	NL 0	NT 0	NR 1	SL 0	ST 0	SR 0	EL 0	ET 42	ER 0	WL 0	WT 37	WR 1	TOTAL 81
	0.00%	0.00%	100.00%				0.00%	100.00%	0.00%	0.00%	97.37%	2.63%	
PEAK HR START TIME :	445 PM												TOTAL
	0	0	1	0	0	0	0	15	0	0	13	1	30
PEAK HR FACTOR :	0.250		0.000				0.625			0.583			0.625

CONTROL : Signalized



# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5826-007

Day: Wednesday

City: San Fernando Valley

HEAVY TRUCKS

Date: 12/7/2016

AM													
NS/EW Streets:	I-405 SB On_Off Ramp			I-405 SB On_Off Ramp			Ventura Blvd			Ventura Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	1	1	1	1.3	0.3	0.3	1	3	0	1	2.5	0.5	
7:00 AM	1	1	1	0	0	0	1	3	0	1	11	2	21
7:15 AM	1	4	0	0	0	0	1	9	1	0	2	1	19
7:30 AM	0	0	1	0	0	0	2	5	1	0	2	2	13
7:45 AM	0	0	0	0	0	0	0	7	0	0	0	0	7
8:00 AM	0	0	0	0	0	0	0	10	0	0	3	4	17
8:15 AM	0	0	1	0	0	0	2	1	0	0	2	3	9
8:30 AM	0	1	0	0	0	0	1	4	3	1	5	1	16
8:45 AM	0	0	0	0	0	0	3	4	1	0	1	3	12
9:00 AM	0	0	0	0	0	0	0	4	0	0	8	3	15
9:15 AM	0	0	0	0	0	0	1	1	1	0	4	5	12
9:30 AM	0	0	0	0	0	0	0	6	1	1	5	2	15
9:45 AM	0	0	2	0	0	0	0	8	0	0	6	4	20
TOTAL VOLUMES :	NL 2	NT 6	NR 5	SL 0	ST 0	SR 0	EL 11	ET 62	ER 8	WL 3	WT 49	WR 30	TOTAL 176
APPROACH %'s :	15.38%	46.15%	38.46%				13.58%	76.54%	9.88%	3.66%	59.76%	36.59%	
PEAK HR START TIME :	845 AM												TOTAL
PEAK HR VOL :	0	0	0	0	0	0	4	15	3	1	18	13	54
PEAK HR FACTOR :	0.000			0.000			0.688			0.727			0.900

CONTROL : Signalized



# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5826-007

Day: Wednesday

City: San Fernando Valley

HEAVY TRUCKS

Date: 12/7/2016

PM													
NS/EW Streets:	I-405 SB On_Off Ramp			I-405 SB On_Off Ramp			Ventura Blvd			Ventura Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 1	NR 1	SL 1.3	ST 0.3	SR 0.3	EL 1	ET 3	ER 0	WL 1	WT 2.5	WR 0.5	TOTAL
3:00 PM	0	1	0	0	0	0	0	2	0	0	2	0	5
3:15 PM	2	0	0	1	0	0	1	5	0	2	4	0	15
3:30 PM	1	0	0	0	0	1	0	4	0	2	1	0	9
3:45 PM	0	0	1	0	0	0	3	2	0	0	3	0	9
4:00 PM	0	0	0	0	0	0	1	7	0	0	7	0	15
4:15 PM	2	0	1	0	0	0	0	1	0	0	3	0	7
4:30 PM	0	0	1	0	0	0	1	2	0	0	1	1	6
4:45 PM	0	0	2	0	0	0	0	1	0	0	0	0	3
5:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
5:15 PM	0	0	1	0	0	0	0	2	0	0	1	0	4
5:30 PM	0	0	0	0	0	0	0	4	0	0	3	1	8
5:45 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
TOTAL VOLUMES :	NL 5	NT 1	NR 6	SL 1	ST 0	SR 1	EL 6	ET 32	ER 0	WL 4	WT 27	WR 2	TOTAL 85
APPROACH %'s :	41.67%	8.33%	50.00%	50.00%	0.00%	50.00%	15.79%	84.21%	0.00%	12.12%	81.82%	6.06%	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	0	0	3	0	0	0	0	7	0	0	6	1	17
PEAK HR FACTOR :	0.375			0.000			0.438			0.438			0.531

CONTROL : Signalized



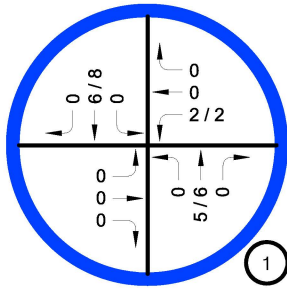
## **APPENDIX H**

### **RELATED PROJECTS TRIP GENERATION AND FLOW MAPS**

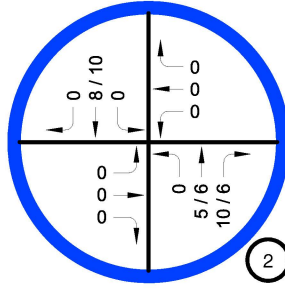


<u>No</u>	<u>Location</u>	<u>Size</u>	<u>Description</u>	<u>Daily</u>	<u>AM Peak Hour</u>			<u>PM Peak Hour</u>		
					<u>In</u>	<u>Out</u>	<u>Total</u>	<u>In</u>	<u>Out</u>	<u>Total</u>
1	14601 Ventura Boulevard	7,000 sf	Bank replace Office	n/a	9	11	20	23	27	50
2	15445 Ventura Boulevard	2,770 sf	Convenience Store	721	38	40	78	26	22	48
3	15315 Dickens Street	1,250 sf	Coffee Shop	777	27	26	53	7	7	14
4	4805 N Sepulveda Boulevard (Il Villaggio)	325 units 45,000 sf 10,000 sf	Apartment Market Retail	5,844	101	220	321	319	230	549
5	16300 Ventura Boulevard	8,500 sf 49 units	Commercial (max 5500 sf restaurant) Apartment	689	10	23	33	26	36	62
6	15739 Ventura Boulevard	100 students	Pre-school expansion	448	42	38	80	39	43	82
7	14845 Ventura Boulevard	57,040 sf 2,970 sf	Market remodel Bank	5,964	131	82	213	311	301	612
8	14708 Ventura Boulevard	6,880 sf	Restaurant	975	33	22	55	48	42	90
9	16206 Ventura Boulevard	7,333 sf 802 sf 4,745 sf	Restaurant Restaurant Gym	894	42	41	83	39	24	63

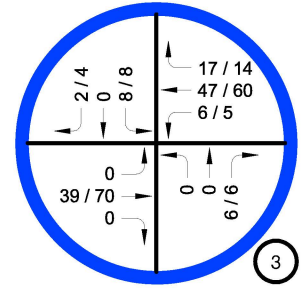




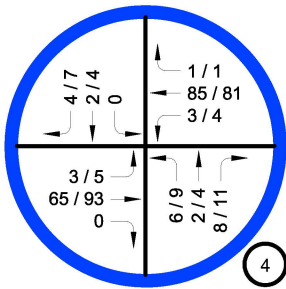
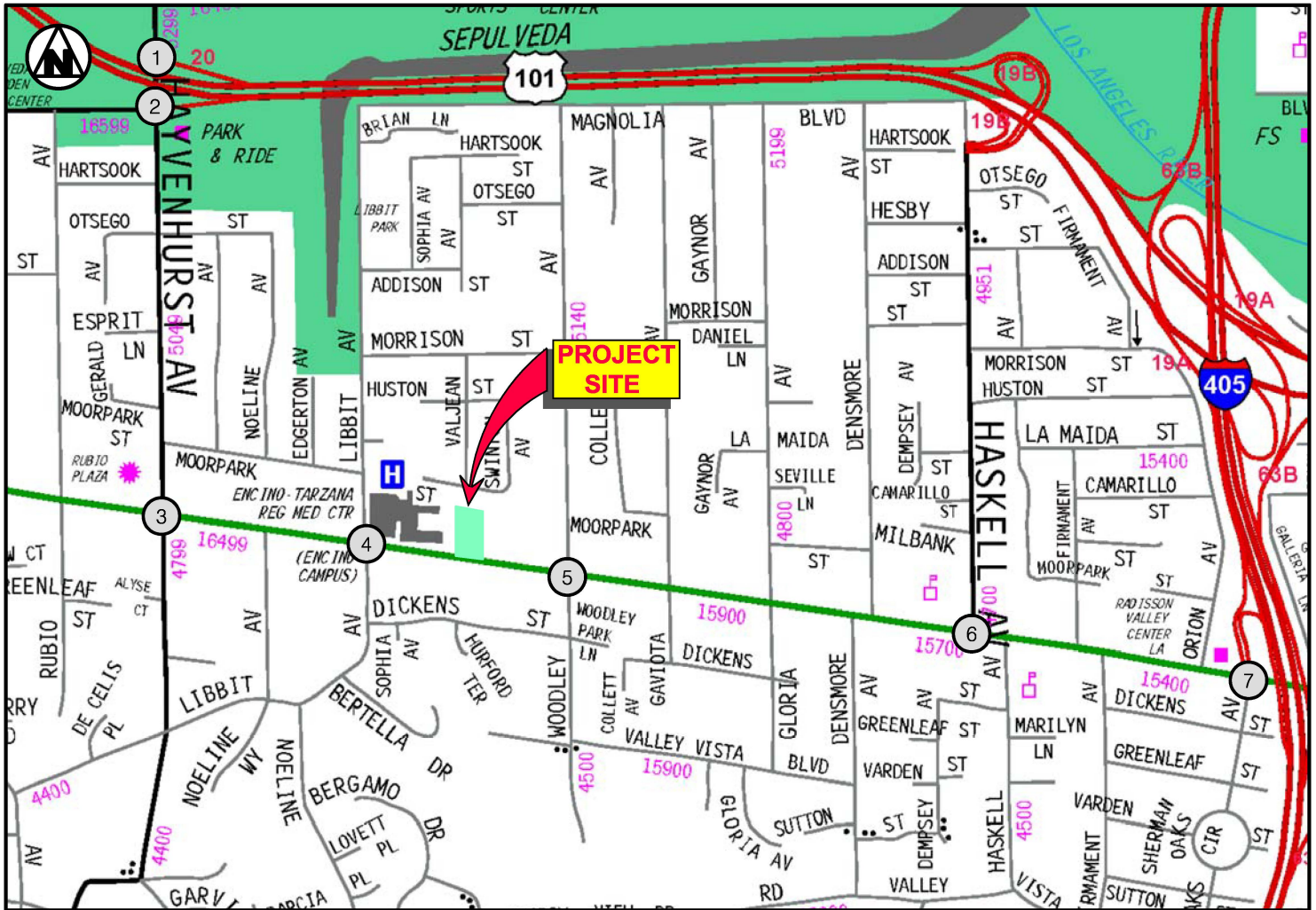
HAYVENHURST AVENUE &  
101 FWY WB OFFRAMP



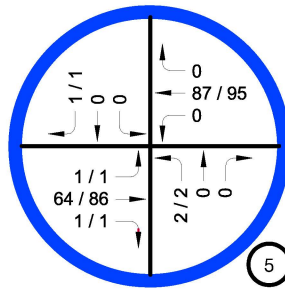
HAYVENHURST AVENUE &  
101 FWY EB ONRAMP



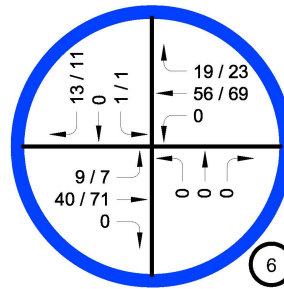
HAYVENHURST AVENUE &  
VENTURA BOULEVARD



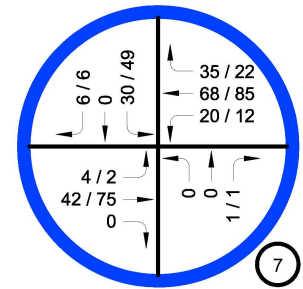
LIBBIT AVENUE &  
VENTURA BOULEVARD



WOODLEY AVENUE &  
VENTURA BOULEVARD



HASKELL AVENUE &  
VENTURA BOULEVARD



405 FWY SB ON / 101 FWY EB OFF  
RAMP / SHERMAN OAKS AVENUE &  
VENTURA BOULEVARD

## RELATED PROJECT TRAFFIC ASSIGNMENT AM / PM PEAK HOUR



Overland Traffic Consultants, Inc.

952 Manhattan Beach Bl. #100, Manhattan Beach, CA 90266  
(661) 799 - 8423, [OTC@overlandtraffic.com](mailto:OTC@overlandtraffic.com)



## **APPENDIX I**

### **LEVEL OF SERVICE WORKSHEETS**



# Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:		HAYVENHURST AV			Year of Count:		2016		Ambient Growth: (%)		2		Conducted by:		JTO		Date:		9/1/2017	
1		East-West Street:		101 FWY WB OFF RAMP			Projection Year:		2020		Peak Hour:		AM		Reviewed by:				Project:		16161 VENTURA	
No. of Phases				2			2				2				2				2			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0				0				0				0			
Right Turns: FREE-1, NRTOR-2 or OLA-3?				NB-- 0 SB-- 0			NB-- 0 SB-- 0				NB-- 0 SB-- 0				NB-- 0 SB-- 0				NB-- 0 SB-- 0			
				EB-- 0 WB-- 0			EB-- 0 WB-- 0				EB-- 0 WB-- 0				EB-- 0 WB-- 0				EB-- 0 WB-- 0			
ATSAC-1 or ATSAC+ATCS-2?				2			2				2				2				2			
Override Capacity				0			0				0				0				0			
MOVEMENT				EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
				Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND		Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		Left-Through		0					0		0		0		0		0		0			
		Through	393	3	131	3	396	132	5	430	3	143	3	433	3	144	0	433	3	144		
		Through-Right		0					0		0		0		0		0		0			
		Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
SOUTHBOUND		Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
		Left-Through		0					0		0		0		0		0		0			
		Through	1592	4	398	-1	1591	398	6	1729	4	432	-1	1728	4	432	0	1728	4	432		
		Through-Right		0					0		0		0		0		0		0			
		Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
EASTBOUND		Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
		Left-Through		0					0		0		0		0		0		0			
		Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		Through-Right		0					0		0		0		0		0		0			
		Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
WESTBOUND		Left	814	1	453	-1	813	452	2	883	1	491	-1	882	1	491	0	882	1	491		
		Left-Through		0					0		0		0		0		0		0			
		Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		Through-Right		0					0		0		0		0		0		0			
		Right	91	0	453	0	91	452	0	99	0	491	0	99	0	491	0	99	0	491		
CRITICAL VOLUMES		North-South:	398	North-South:	398	North-South:	432	North-South:	432	North-South:	432											
		East-West:	453	East-West:	452	East-West:	491	East-West:	491	East-West:	491											
		SUM:	851	SUM:	850	SUM:	923	SUM:	923	SUM:	923											
VOLUME/CAPACITY (V/C) RATIO:				0.567			0.567				0.615				0.615							
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.467			0.467				0.515				0.515							
LEVEL OF SERVICE (LOS):				A			A				A				A							

REMARKS: Capacity reduced due to upstream delays

Version: 1i Beta; 8/4/2011

## PROJECT IMPACT

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



# Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: HAYVENHURST AV				Year of Count: 2016			Ambient Growth: (%): 2				Conducted by:		JTO		Date: 9/1/2017			
1		East-West Street: 101 FWY WB OFF RAMP				Projection Year: 2020			Peak Hour: PM				Reviewed by:				Project: 16161 VENTURA			
No. of Phases			2			2			2				2				2			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0			
Right Turns: FREE-1, NRTOR-2 or OLA-3?			NB-- 0 SB-- 0 EB-- 0 WB-- 0			NB-- 0 SB-- 0 EB-- 0 WB-- 0			NB-- 0 SB-- 0 EB-- 0 WB-- 0				NB-- 0 SB-- 0 EB-- 0 WB-- 0				NB-- 0 SB-- 0 EB-- 0 WB-- 0			
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2			
Override Capacity			0			0			0				0				0			
MOVEMENT			EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
			Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND		Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Left-Through		0					0		0		0		0		0		0	
		Through	1250	3	417	-1	1249	416	6	1359	3	453	-1	1358	3	453	0	1358	3	453
		Through-Right		0					0		0		0		0		0		0	
		Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SOUTHBOUND		Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Left-Through		0					0		0		0		0		0		0	
		Through	647	4	162	3	650	163	8	708	4	177	3	711	4	178	0	711	4	178
		Through-Right		0					0		0		0		0		0		0	
		Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EASTBOUND		Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Left-Through		0					0		0		0		0		0		0	
		Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Through-Right		0					0		0		0		0		0		0	
		Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WESTBOUND		Left	305	1	249	3	308	250	2	332	1	270	3	335	1	272	0	335	1	272
		Left-Through		0					0		0		0		0		0		0	
		Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Through-Right		0					0		0		0		0		0		0	
		Right	192	0	249	0	192	250	0	208	0	270	0	208	0	272	0	208	0	272
CRITICAL VOLUMES			North-South: 417 East-West: 249 SUM: 666			North-South: 416 East-West: 250 SUM: 666			North-South: 453 East-West: 270 SUM: 723			North-South: 453 East-West: 272 SUM: 725			North-South: 453 East-West: 272 SUM: 725					
	VOLUME/CAPACITY (V/C) RATIO:		0.444		0.444		0.482		0.483		0.483									
	V/C LESS ATSAC/ATCS ADJUSTMENT:		0.344		0.344		0.382		0.383		0.383									
LEVEL OF SERVICE (LOS):		A		A		A		A		A										

REMARKS: capacity reduced due to upstream delays

Version: 1i Beta; 8/4/2011

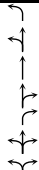

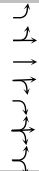
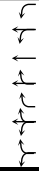
## PROJECT IMPACT

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



# Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			HAYVENHURST AV			Year of Count:			2016			Ambient Growth: (%)			2			Conducted by:			JTO			Date:			9/1/2017		
2		East-West Street:			101 FWY EB ON RAMP / MAGNOLIA			Projection Year:			2020			Peak Hour:			AM			Reviewed by:						Project:			16161 VENTURA		
No. of Phases					2			2					2					2					2								
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0			0					0					0					0								
Right Turns: FREE-1, NRTOR-2 or OLA-3?					NB-- 2 SB-- 0			EB-- 0 WB-- 0			NB-- 2 SB-- 0			EB-- 0 WB-- 0			NB-- 2 SB-- 0			EB-- 0 WB-- 0			NB-- 2 SB-- 0			EB-- 0 WB-- 0					
ATSAC-1 or ATSAC+ATCS-2?					2			2					2					2					2								
Override Capacity					0			0					0					0					0								
MOVEMENT					EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION												
					Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume									
NORTHBOUND		Left	35	1	35	0	35	35	0	38	1	38	0	38	1	38	0	38	1	38											
		Left-Through		0						0				0				0													
		Through	264	2	132	3	267	134	5	291	2	146	3	294	2	147	0	294	2	147											
		Through-Right		1						1				1				1													
		Right	152	0	152	9	161	161	10	175	0	175	9	184	0	184	0	184	0	184											
SOUTHBOUND		Left	195	1	195	0	195	195	0	211	1	211	0	211	1	211	0	211	1	211											
		Left-Through		0						0				0				0													
		Through	1711	2	731	-2	1709	730	8	1860	2	794	-2	1858	2	793	0	1858	2	793											
		Through-Right		1						1				1				1													
		Right	481	0	481	0	481	481	0	521	0	521	0	521	0	521	0	521	0	521											
EASTBOUND		Left	123	0	123	0	123	123	0	133	0	133	0	133	0	133	0	133	0	133											
		Left-Through		1						1				1				1													
		Through	347	0	329	0	347	329	0	376	0	356	0	376	0	356	0	376	0	356											
		Through-Right		1						1				1				1													
		Right	187	0	329	0	187	329	0	202	0	356	0	202	0	356	0	202	0	356											
WESTBOUND		Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0												
		Left-Through		0						0				0				0													
		Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0											
		Through-Right		0						0				0				0													
		Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0											
CRITICAL VOLUMES					North-South: 766 East-West: 329 SUM: 1095			North-South: 765 East-West: 329 SUM: 1094			North-South: 832 East-West: 356 SUM: 1188				North-South: 831 East-West: 356 SUM: 1187				North-South: 831 East-West: 356 SUM: 1187												
VOLUME/CAPACITY (V/C) RATIO:					0.730			0.729			0.792				0.791				0.791												
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.630			0.629			0.692				0.691				0.691												
LEVEL OF SERVICE (LOS):					B			B			B				B				B												

REMARKS: capacity reduced due to upstream delay

Version: 1i Beta; 8/4/2011

## PROJECT IMPACT

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



# Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:		HAYVENHURST AV		Year of Count:		2016		Ambient Growth: (%)		2		Conducted by:		JTO		Date:		9/1/2017	
2		East-West Street:		101 FWY EB ON RAMP / MAGNOLIA		Projection Year:		2020		Peak Hour:		PM		Reviewed by:				Project:		16161 VENTURA	
No. of Phases						2				2				2						2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				NB-- 2 SB-- 0		0		NB-- 2 SB-- 0		0		NB-- 2 SB-- 0		0		NB-- 2 SB-- 0		0		0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?				EB-- 0 WB-- 0		0		EB-- 0 WB-- 0		0		EB-- 0 WB-- 0		0		EB-- 0 WB-- 0		0		0	
ATSAC-1 or ATSAC+ATCS-2?						2				2				2				2		2	
Override Capacity						0				0				0				0		0	
MOVEMENT				EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
				Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND		Left	193	1	193	0	193	193	0	209	1	209	0	209	1	209	0	209	1	209	
		Left-Through		0					0		0			0		0		0		0	
		Through	1054	2	512	-1	1053	511	6	1147	2	559	-1	1146	2	558	0	1146	2	558	
		Through-Right		1					1		1			1		1		1		1	
		Right	483	0	483	-2	481	481	6	529	0	529	-2	527	0	527	0	527	0	527	
		Left-Through-Right		0					0		0			0		0		0		0	
SOUTHBOUND		Left	98	1	98	0	98	98	0	106	1	106	0	106	1	106	0	106	1	106	
		Left-Through		0					0		0			0		0		0		0	
		Through	602	2	286	6	608	288	10	662	2	313	6	668	2	315	0	668	2	315	
		Through-Right		1					1		1			1		1		1		1	
		Right	256	0	256	0	256	256	0	277	0	277	0	277	0	277	0	277	0	277	
		Left-Through-Right		0					0		0			0		0		0		0	
EASTBOUND		Left	198	0	198	0	198	198	0	214	0	214	0	214	0	214	0	214	0	214	
		Left-Through		1					1		1			1		1		1		1	
		Through	452	0	375	0	452	375	0	489	0	405	0	489	0	405	0	489	0	405	
		Through-Right		1					1		1			1		1		1		1	
		Right	99	0	375	0	99	375	0	107	0	405	0	107	0	405	0	107	0	405	
		Left-Through-Right		0					0		0			0		0		0		0	
WESTBOUND		Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Left-Through		0					0		0			0		0		0		0	
		Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Through-Right		0					0		0			0		0		0		0	
		Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Left-Through-Right		0					0		0			0		0		0		0	
CRITICAL VOLUMES				North-South: 610 East-West: 375 SUM: 985		North-South: 609 East-West: 375 SUM: 984		North-South: 665 East-West: 405 SUM: 1070				North-South: 664 East-West: 405 SUM: 1069				North-South: 664 East-West: 405 SUM: 1069					
VOLUME/CAPACITY (V/C) RATIO:				0.657		0.656		0.713				0.713				0.713					
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.557		0.556		0.613				0.613				0.613					
LEVEL OF SERVICE (LOS):				A		A		B				B				B					

REMARKS: Capacity reduced due to upstream delay

Version: 1i Beta; 8/4/2011

## PROJECT IMPACT

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



# Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			HAYVENHURST AV			Year of Count:			2016			Ambient Growth: (%)			2			Conducted by:			JTO			Date:			9/1/2017		
3		East-West Street:			VENTURA BL			Projection Year:			2020			Peak Hour:			AM			Reviewed by:						Project:			16161 VENTURA		
No. of Phases					4			4			4			4			4			4			4								
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					1			1			1			1			1			1			1								
Right Turns: FREE-1, NRTOR-2 or OLA-3?					3			3			3			3			3			3			3								
ATSAC-1 or ATSAC+ATCS-2?					2			2			2			2			2			2			2								
Override Capacity					0			0			0			0			0			0			0								
MOVEMENT					EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION												
					Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume									
NORTHBOUND		Left	111	1	111	0	111	111	0	120	1	120	0	120	1	120	0	120	1	120											
		Left-Through		0							0				0				0												
		Through	204	1	128	0	204	128	0	221	1	142	0	221	1	142	0	221	1	142											
		Through-Right		1							1				1				1												
		Right	52	0	52	0	52	52	6	62	0	62	0	62	0	62	0	62	0	62											
SOUTHBOUND		Left	891	2	490	-2	889	489	8	972	2	535	-2	970	2	534	0	970	2	534											
		Left-Through		0							0				0				0												
		Through	443	1	443	0	443	443	0	480	1	480	0	480	1	480	0	480	1	480											
		Through-Right		0							0				0				0												
		Right	135	1	16	0	135	16	2	148	1	19	0	148	1	19	0	148	1	19											
EASTBOUND		Left	119	1	119	0	119	119	0	129	1	129	0	129	1	129	0	129	1	129											
		Left-Through		0							0				0				0												
		Through	1994	2	700	-2	1992	699	39	2197	2	770	-2	2195	2	770	0	2195	2	770											
		Through-Right		1							1				1				1												
		Right	105	0	105	0	105	105	0	114	0	114	0	114	0	114	0	114	0	114											
WESTBOUND		Left	37	1	37	0	37	37	6	46	1	46	0	46	1	46	0	46	1	46											
		Left-Through		0							0				0				0												
		Through	476	3	159	10	486	162	47	562	3	187	10	572	3	191	0	572	3	191											
		Through-Right		0							0				0				0												
		Right	129	2	0	12	141	0	17	157	2	0	12	169	2	0	0	169	2	0											
CRITICAL VOLUMES		North-South:	618	North-South:	617	North-South:	677	North-South:	676	North-South:	676																				
		East-West:	737	East-West:	736	East-West:	816	East-West:	816	East-West:	816																				
		SUM:	1355	SUM:	1353	SUM:	1493	SUM:	1492	SUM:	1492																				
VOLUME/CAPACITY (V/C) RATIO:					0.985			0.984			1.086			1.085			1.085														
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.885			0.884			0.986			0.985			0.985														
LEVEL OF SERVICE (LOS):					D			D			E			E			E														

REMARKS:

Version: 1i Beta; 8/4/2011

## PROJECT IMPACT

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



# Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			HAYVENHURST AV			Year of Count:			2016			Ambient Growth: (%)			2			Conducted by:			JTO			Date:			9/1/2017		
3		East-West Street:			VENTURA BL			Projection Year:			2020			Peak Hour:			PM			Reviewed by:						Project:			16161 VENTURA		
No. of Phases					4			4			4			4			4			4			4								
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					1			1			1			1			1			1			1								
Right Turns: FREE-1, NRTOR-2 or OLA-3?					3			3			3			3			3			3			3								
ATSAC-1 or ATSAC+ATCS-2?					2			2			2			2			2			2			2								
Override Capacity					0			0			0			0			0			0			0								
MOVEMENT					EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION												
					Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume									
NORTHBOUND		Left	207	1	207	0	207	207	0	224	1	224	0	224	1	224	0	224	1	224											
		Left-Through		0						0		0			0			0		0											
		Through	387	1	244	0	387	244	0	419	1	267	0	419	1	267	0	419	1	267											
		Through-Right		1						1		1			1			1		1											
		Right	101	0	101	0	101	101	6	115	0	115	0	115	0	115	0	115	0	115											
SOUTHBOUND		Left	242	2	133	6	248	136	8	270	2	149	6	276	2	152	0	276	2	152											
		Left-Through		0						0		0			0			0		0											
		Through	162	1	162	0	162	162	0	175	1	175	0	175	1	175	0	175	1	175											
		Through-Right		0						0		0			0			0		0											
		Right	268	1	85	0	268	85	4	294	1	96	0	294	1	96	0	294	1	96											
EASTBOUND		Left	183	1	183	0	183	183	0	198	1	198	0	198	1	198	0	198	1	198											
		Left-Through		0						0		0			0			0		0											
		Through	1167	2	420	4	1171	421	70	1333	2	478	4	1337	2	479	0	1337	2	479											
		Through-Right		1						1		1			1			1		1											
		Right	93	0	93	0	93	93	0	101	0	101	0	101	0	101	0	101	0	101											
WESTBOUND		Left	44	1	44	0	44	44	5	53	1	53	0	53	1	53	0	53	1	53											
		Left-Through		0						0		0			0			0		0											
		Through	1477	3	492	-2	1475	492	60	1659	3	553	-2	1657	3	552	0	1657	3	552											
		Through-Right		0						0		0			0			0		0											
		Right	656	2	228	-3	653	223	14	724	2	249	-3	721	2	245	0	721	2	245											
CRITICAL VOLUMES	North-South: 406 East-West: 675 SUM: 1081			North-South: 406 East-West: 675 SUM: 1081			North-South: 442 East-West: 751 SUM: 1193			North-South: 442 East-West: 750 SUM: 1192			North-South: 442 East-West: 750 SUM: 1192																		
	VOLUME/CAPACITY (V/C) RATIO:			0.786			0.786			0.868			0.867			0.867															
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.686			0.686			0.768			0.767			0.767															
LEVEL OF SERVICE (LOS):			B			B			C			C			C																

REMARKS: capacity reduced due to up stream volumes

Version: 1i Beta; 8/4/2011

## PROJECT IMPACT

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



# Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			LIBBIT AVENUE			Year of Count:			2016			Ambient Growth: (%)			2			Conducted by:		JTO		Date:		9/1/2017	
4		East-West Street:			VENTURA BOULEVARD			Projection Year:			2020			Peak Hour:			AM			Reviewed by:				Project:		16161 VENTURA	
No. of Phases					2			2			2			2			2			2			2				
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0			0			0			0			0			0			0				
Right Turns: FREE-1, NRTOR-2 or OLA-3?					NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0							
ATSAC-1 or ATSAC+ATCS-2?					0			0			0			0			0			0			0				
Override Capacity					2			2			2			2			2			2			2				
					0			0			0			0			0			0			0				
MOVEMENT					EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION								
					Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume					
NORTHBOUND		Left	20	1	20	0	20	20	6	28	1	28	0	28	1	28	0	28	1	28							
		Left-Through		0							0				0				0								
		Through	13	0	62	0	13	62	2	16	0	77	0	16	0	77	0	16	0	77							
		Through-Right		1							1				1				1								
		Right	49	0	0	0	49	0	8	61	0	0	0	61	0	0	0	61	0	0							
				0						0				0				0									
SOUTHBOUND		Left	68	1	68	0	68	68	0	74	1	74	0	74	1	74	0	74	1	74							
		Left-Through		0							0				0				0								
		Through	15	0	64	0	15	64	2	18	0	75	0	18	0	75	0	18	0	75							
		Through-Right		1							1				1				1								
		Right	49	0	0	0	49	0	4	57	0	0	0	57	0	0	0	57	0	0							
				0						0				0				0									
EASTBOUND		Left	164	1	164	0	164	164	3	181	1	181	0	181	1	181	0	181	1	181							
		Left-Through		0							0				0				0								
		Through	2705	2	919	-4	2701	917	65	2993	2	1016	-4	2989	2	1015	0	2989	2	1015							
		Through-Right		1							1				1				1								
		Right	51	0	51	0	51	51	0	55	0	55	0	55	0	55	0	55	0	55							
				0						0				0				0									
WESTBOUND		Left	23	1	23	0	23	23	3	28	1	28	0	28	1	28	0	28	1	28							
		Left-Through		0							0				0				0								
		Through	591	2	217	22	613	224	85	725	2	264	22	747	2	271	0	747	2	271							
		Through-Right		1							1				1				1								
		Right	60	0	60	0	60	60	1	66	0	66	0	66	0	66	0	66	0	66							
				0						0				0				0									
CRITICAL VOLUMES					North-South: 130 East-West: 942 SUM: 1072			North-South: 130 East-West: 940 SUM: 1070			North-South: 151 East-West: 1044 SUM: 1195				North-South: 151 East-West: 1043 SUM: 1194				North-South: 151 East-West: 1043 SUM: 1194								
VOLUME/CAPACITY (V/C) RATIO:					0.715			0.713			0.797				0.796				0.796								
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.615			0.613			0.697				0.696				0.696								
LEVEL OF SERVICE (LOS):					B			B			B				B				B								

REMARKS: capacity reduced due to upstream delay

Version: 1i Beta; 8/4/2011

## PROJECT IMPACT

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



# Level of Service Worksheet (Circular 212 Method)

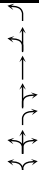

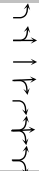
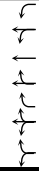


I/S #:		North-South Street:		LIBBIT AVENUE			Year of Count:		2016		Ambient Growth: (%)		2		Conducted by:		JTO		Date:		9/1/2017	
4		East-West Street:		VENTURA BOULEVARD			Projection Year:		2020		Peak Hour:		PM		Reviewed by:				Project:		16161 VENTURA	
No. of Phases				2			2				2				2				2			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0				0				0				0			
Right Turns: FREE-1, NRTOR-2 or OLA-3?				0			0				0				0				0			
ATSAC-1 or ATSAC+ATCS-2?				2			2				2				2				2			
Override Capacity				0			0				0				0				0			
MOVEMENT				EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
				Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND		Left	67	1	67	0	67	67	9	82	1	82	0	82	1	82	0	82	1	82		
		Left-Through		0						0		0			0			0		0		
		Through	26	0	92	0	26	92	4	32	0	114	0	32	0	114	0	32	0	114		
		Through-Right		1						1		1			1			1		1		
		Right	66	0	0	0	66	0	11	82	0	0	0	82	0	0	0	82	0	0		
		Left-Through-Right		0					0		0			0			0		0			
		Left-Right		0					0		0			0			0		0			
SOUTHBOUND		Left	90	1	90	0	90	90	0	97	1	97	0	97	1	97	0	97	1	97		
		Left-Through		0						0		0			0			0		0		
		Through	35	0	232	0	35	232	4	42	0	262	0	42	0	262	0	42	0	262		
		Through-Right		1						1		1			1			1		1		
		Right	197	0	0	0	197	0	7	220	0	0	0	220	0	0	0	220	0	0		
		Left-Through-Right		0					0		0			0			0		0			
		Left-Right		0					0		0			0			0		0			
EASTBOUND		Left	51	1	51	0	51	51	5	60	1	60	0	60	1	60	0	60	1	60		
		Left-Through		0						0		0			0			0		0		
		Through	1345	2	466	10	1355	469	93	1549	2	535	10	1559	2	539	0	1559	2	539		
		Through-Right		1						1		1			1			1		1		
		Right	53	0	53	0	53	53	0	57	0	57	0	57	0	57	0	57	0	57		
		Left-Through-Right		0					0		0			0			0		0			
		Left-Right		0					0		0			0			0		0			
WESTBOUND		Left	87	1	87	0	87	87	4	98	1	98	0	98	1	98	0	98	1	98		
		Left-Through		0						0		0			0			0		0		
		Through	1872	2	655	-5	1867	653	81	2107	2	736	-5	2102	2	735	0	2102	2	735		
		Through-Right		1						1		1			1			1		1		
		Right	93	0	93	0	93	93	1	102	0	102	0	102	0	102	0	102	0	102		
		Left-Through-Right		0					0		0			0			0		0			
		Left-Right		0					0		0			0			0		0			
CRITICAL VOLUMES				North-South: 299 East-West: 706 SUM: 1005			North-South: 299 East-West: 704 SUM: 1003			North-South: 344 East-West: 796 SUM: 1140				North-South: 344 East-West: 795 SUM: 1139				North-South: 344 East-West: 795 SUM: 1139				
VOLUME/CAPACITY (V/C) RATIO:				0.670			0.669			0.760				0.759				0.759				
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.570			0.569			0.660				0.659				0.659				
LEVEL OF SERVICE (LOS):				A			A			B				B				B				



# Level of Service Worksheet (Circular 212 Method)

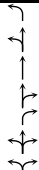

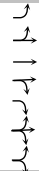
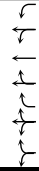


I/S #:		North-South Street:		WOODLEY AVENUE			Year of Count:		2016		Ambient Growth: (%)		2		Conducted by:		JTO		Date:		9/1/2017	
5		East-West Street:		VENTURA BOULEVARD			Projection Year:		2020		Peak Hour:		AM		Reviewed by:				Project:		16161 VENTURA	
No. of Phases				2			2				2				2				2			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0				0				0				0			
Right Turns: FREE-1, NRTOR-2 or OLA-3?				0			0				0				0				0			
ATSAC-1 or ATSAC+ATCS-2?				2			2				2				2				2			
Override Capacity				0			0				0				0				0			
MOVEMENT				EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
				Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND		Left	44	1	44	0	44	44	2	50	1	50	0	50	1	50	0	50	1	50		
		Left-Through		0							0				0				0			
		Through	17	0	56	0	17	56	0	18	0	60	0	18	0	60	0	18	0	60		
		Through-Right		1							1				1				1			
		Right	39	0	0	0	39	0	0	42	0	0	0	42	0	0	0	42	0	0		
		Left-Through-Right		0							0				0				0			
SOUTHBOUND		Left	31	1	31	0	31	31	0	34	1	34	0	34	1	34	0	34	1	34		
		Left-Through		0							0				0				0			
		Through	14	0	46	0	14	46	0	15	0	51	0	15	0	51	0	15	0	51		
		Through-Right		1							1				1				1			
		Right	32	0	0	0	32	0	1	36	0	0	0	36	0	0	0	36	0	0		
		Left-Through-Right		0							0				0				0			
EASTBOUND		Left	89	1	89	0	89	89	1	97	1	97	0	97	1	97	0	97	1	97		
		Left-Through		0							0				0				0			
		Through	2581	2	879	12	2593	883	64	2858	2	973	12	2870	2	977	0	2870	2	977		
		Through-Right		1							1				1				1			
		Right	56	0	56	0	56	56	1	62	0	62	0	62	0	62	0	62	0	62		
		Left-Through-Right		0							0				0				0			
WESTBOUND		Left	20	1	20	0	20	20	0	22	1	22	0	22	1	22	0	22	1	22		
		Left-Through		0							0				0				0			
		Through	575	2	209	-6	569	207	87	709	2	255	-6	703	2	253	0	703	2	253		
		Through-Right		1							1				1				1			
		Right	53	0	53	0	53	53	0	57	0	57	0	57	0	57	0	57	0	57		
		Left-Through-Right		0							0				0				0			
CRITICAL VOLUMES				North-South: 90 East-West: 899 SUM: 989			North-South: 90 East-West: 903 SUM: 993			North-South: 101 East-West: 995 SUM: 1096				North-South: 101 East-West: 999 SUM: 1100				North-South: 101 East-West: 999 SUM: 1100				
VOLUME/CAPACITY (V/C) RATIO:				0.659			0.662			0.731				0.733				0.733				
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.559			0.562			0.631				0.633				0.633				
LEVEL OF SERVICE (LOS):				A			A			B				B				B				



# Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:		WOODLEY AVENUE			Year of Count:		2016		Ambient Growth: (%)		2		Conducted by:		JTO		Date:		9/1/2017	
5		East-West Street:		VENTURA BOULEVARD			Projection Year:		2020		Peak Hour:		PM		Reviewed by:				Project:		16161 VENTURA	
No. of Phases				2			2				2				2				2			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0				0				0				0			
Right Turns: FREE-1, NRTOR-2 or OLA-3?				NB-- 0 SB-- 0 EB-- 0 WB-- 0			NB-- 0 SB-- 0 EB-- 0 WB-- 0				NB-- 0 SB-- 0 EB-- 0 WB-- 0				NB-- 0 SB-- 0 EB-- 0 WB-- 0				NB-- 0 SB-- 0 EB-- 0 WB-- 0			
ATSAC-1 or ATSAC+ATCS-2?				2			2				2				2				2			
Override Capacity				0			0				0				0				0			
MOVEMENT				EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
				Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND		Left	96	1	96	0	96	96	2	106	1	106	0	106	1	106	0	106	1	106		
		Left-Through		0					0		0		0		0		0		0			
		Through	46	0	122	0	46	122	0	50	0	132	0	50	0	132	0	50	0	132		
		Through-Right		1					1		1		1		1		1		1			
		Right	76	0	0	0	76	0	0	82	0	0	0	82	0	0	0	82	0	0		
		Left-Through-Right		0				0		0		0		0		0		0				
		Left-Right		0				0		0		0		0		0		0				
SOUTHBOUND		Left	132	1	132	0	132	132	0	143	1	143	0	143	1	143	0	143	1	143		
		Left-Through		0					0		0		0		0		0		0			
		Through	26	0	132	0	26	132	0	28	0	144	0	28	0	144	0	28	0	144		
		Through-Right		1					1		1		1		1		1		1			
		Right	106	0	0	0	106	0	1	116	0	0	0	116	0	0	0	116	0	0		
		Left-Through-Right		0				0		0		0		0		0		0				
		Left-Right		0				0		0		0		0		0		0				
EASTBOUND		Left	74	1	74	0	74	74	1	81	1	81	0	81	1	81	0	81	1	81		
		Left-Through		0					0		0		0		0		0		0			
		Through	1398	2	495	-2	1396	494	86	1599	2	565	-2	1597	2	564	0	1597	2	564		
		Through-Right		1					1		1		1		1		1		1			
		Right	87	0	87	0	87	87	1	95	0	95	0	95	0	95	0	95	0	95		
		Left-Through-Right		0				0		0		0		0		0		0				
		Left-Right		0				0		0		0		0		0		0				
WESTBOUND		Left	66	1	66	0	66	66	0	71	1	71	0	71	1	71	0	71	1	71		
		Left-Through		0					0		0		0		0		0		0			
		Through	1657	2	595	12	1669	599	95	1889	2	676	12	1901	2	680	0	1901	2	680		
		Through-Right		1					1		1		1		1		1		1			
		Right	128	0	128	0	128	128	0	139	0	139	0	139	0	139	0	139	0	139		
		Left-Through-Right		0				0		0		0		0		0		0				
		Left-Right		0				0		0		0		0		0		0				
CRITICAL VOLUMES				North-South: 254 East-West: 669 SUM: 923			North-South: 254 East-West: 673 SUM: 927			North-South: 275 East-West: 757 SUM: 1032				North-South: 275 East-West: 761 SUM: 1036				North-South: 275 East-West: 761 SUM: 1036				
VOLUME/CAPACITY (V/C) RATIO:				0.615			0.618			0.688				0.691				0.691				
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.515			0.518			0.588				0.591				0.591				
LEVEL OF SERVICE (LOS):				A			A			A				A				A				

REMARKS: Capacity reduced due to upstream delays

Version: 1i Beta; 8/4/2011

## PROJECT IMPACT

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



# Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:		HASKELL AVENUE			Year of Count:		2016		Ambient Growth: (%)		2		Conducted by:		JTO		Date:		9/1/2017	
6		East-West Street:		VENTURA BOULEVARD			Projection Year:		2020		Peak Hour:		AM		Reviewed by:				Project:		16161 VENTURA	
No. of Phases				3			3				3				3				3			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			1				1				1				1			
Right Turns: FREE-1, NRTOR-2 or OLA-3?				NB-- 0 SB-- 0 EB-- 0 WB-- 0			NB-- 0 SB-- 0 EB-- 0 WB-- 0				NB-- 0 SB-- 0 EB-- 0 WB-- 0				NB-- 0 SB-- 0 EB-- 0 WB-- 0				NB-- 0 SB-- 0 EB-- 0 WB-- 0			
ATSAC-1 or ATSAC+ATCS-2?				2			2				2				2				2			
Override Capacity				0			0				0				0				0			
MOVEMENT				EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
				Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND		Left	24	0	24	0	24	24	0	26	0	26	0	26	0	26	0	26	0	26		
		Left-Through		0						0		0		0		0		0		0		
		Through	10	0	95	0	10	95	0	11	0	103	0	11	0	103	0	11	0	103		
		Through-Right		0						0		0		0		0		0		0		
		Right	61	0	0	0	61	0	0	66	0	0	0	66	0	0	0	66	0	0		
		Left-Through-Right		1					1				1			1		1				
		Left-Right		0					0				0			0		0				
SOUTHBOUND		Left	434	1	288	0	434	286	1	471	1	319	0	471	1	317	0	471	1	317		
		Left-Through		0						0		0		0		0		0		0		
		Through	19	0	288	0	19	286	0	21	0	319	0	21	0	317	0	21	0	317		
		Through-Right		0						0		0		0		0		0		0		
		Right	123	0	0	-4	119	0	13	146	0	0	-4	142	0	0	0	142	0	0		
		Left-Through-Right		1					1				1			1		1				
		Left-Right		0					0				0			0		0				
EASTBOUND		Left	59	1	59	0	59	59	9	73	1	73	0	73	1	73	0	73	1	73		
		Left-Through		0						0		0		0		0		0		0		
		Through	1990	2	663	12	2002	667	40	2194	2	731	12	2206	2	735	0	2206	2	735		
		Through-Right		1						1				1			1		1			
		Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		Left-Through-Right		0					0				0			0		0				
		Left-Right		0					0				0			0		0				
WESTBOUND		Left	22	1	22	0	22	22	0	24	1	24	0	24	1	24	0	24	1	24		
		Left-Through		0						0		0		0		0		0		0		
		Through	646	2	240	-2	644	239	56	755	2	285	-2	753	2	284	0	753	2	284		
		Through-Right		1						1				1			1		1			
		Right	74	0	74	0	74	74	19	99	0	99	0	99	0	99	0	99	0	99		
		Left-Through-Right		0					0				0			0		0				
		Left-Right		0					0				0			0		0				
CRITICAL VOLUMES				North-South: 383 East-West: 685 SUM: 1068			North-South: 381 East-West: 689 SUM: 1070			North-South: 422 East-West: 755 SUM: 1177				North-South: 420 East-West: 759 SUM: 1179				North-South: 420 East-West: 759 SUM: 1179				
VOLUME/CAPACITY (V/C) RATIO:				0.749			0.751			0.826				0.827				0.827				
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.649			0.651			0.726				0.727				0.727				
LEVEL OF SERVICE (LOS):				B			B			C				C				C				

REMARKS: capacity reduced due to upstream dealys

Version: 1i Beta; 8/4/2011

## PROJECT IMPACT

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



# Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:		HASKELL AVENUE			Year of Count:		2016		Ambient Growth: (%)		2		Conducted by:		JTO		Date:		9/1/2017	
6		East-West Street:		VENTURA BOULEVARD			Projection Year:		2020		Peak Hour:		PM		Reviewed by:				Project:		16161 VENTURA	
No. of Phases				3			3				3				3				3			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			1				1				1				1			
Right Turns: FREE-1, NRTOR-2 or OLA-3?				NB-- 0 SB-- 0 EB-- 0 WB-- 0			NB-- 0 SB-- 0 EB-- 0 WB-- 0				NB-- 0 SB-- 0 EB-- 0 WB-- 0				NB-- 0 SB-- 0 EB-- 0 WB-- 0				NB-- 0 SB-- 0 EB-- 0 WB-- 0			
ATSAC-1 or ATSAC+ATCS-2?				2			2				2				2				2			
Override Capacity				0			0				0				0				0			
MOVEMENT				EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
				Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND		Left	23	0	23	0	23	23	0	25	0	25	0	25	0	25	0	25	0	25	0	25
		Left-Through		0						0		0		0		0		0		0		0
		Through	13	0	69	0	13	69	0	14	0	75	0	14	0	75	0	14	0	75	0	75
		Through-Right		0						0				0				0				0
		Right	33	0	0	0	33	0	36	0	0	0	36	0	0	0	36	0	0	0	36	0
		Left-Through-Right		1					1				1			1			1			1
		Left-Right		0					0				0			0			0			0
SOUTHBOUND		Left	123	1	123	0	123	123	1	134	1	134	0	134	1	134	0	134	1	134	1	134
		Left-Through		0						0				0			0			0		0
		Through	12	0	127	0	12	135	0	13	0	148	0	13	0	156	0	13	0	156	0	156
		Through-Right		0						0				0				0				0
		Right	115	0	0	8	123	0	11	135	0	0	8	143	0	0	0	143	0	0	0	143
		Left-Through-Right		1					1				1			1			1			1
		Left-Right		0					0				0			0			0			0
EASTBOUND		Left	54	1	54	0	54	54	7	65	1	65	0	65	1	65	0	65	1	65	1	65
		Left-Through		0						0				0				0				0
		Through	1955	2	652	-2	1953	652	71	2187	2	730	-2	2185	2	729	0	2185	2	729	0	729
		Through-Right		1						1				1				1				1
		Right	2	0	2	0	2	2	0	2	0	2	0	2	0	2	0	2	0	2	0	2
		Left-Through-Right		0					0				0			0			0			0
		Left-Right		0					0				0			0			0			0
WESTBOUND		Left	18	1	18	0	18	18	0	19	1	19	0	19	1	19	0	19	1	19	1	19
		Left-Through		0						0				0				0				0
		Through	1419	2	580	4	1423	581	69	1605	2	658	4	1609	2	659	0	1609	2	659	0	659
		Through-Right		1						1				1				1				1
		Right	320	0	320	0	320	320	23	369	0	369	0	369	0	369	0	369	0	369	0	369
		Left-Through-Right		0					0				0			0			0			0
		Left-Right		0					0				0			0			0			0
CRITICAL VOLUMES				North-South: 196 East-West: 670 SUM: 866			North-South: 204 East-West: 670 SUM: 874			North-South: 223 East-West: 749 SUM: 972				North-South: 231 East-West: 748 SUM: 979				North-South: 231 East-West: 748 SUM: 979				
VOLUME/CAPACITY (V/C) RATIO:				0.608			0.613			0.682				0.687				0.687				
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.508			0.513			0.582				0.587				0.587				
LEVEL OF SERVICE (LOS):				A			A			A				A				A				

REMARKS: Capacity reduced due to upstream delays

Version: 1i Beta; 8/4/2011

## PROJECT IMPACT

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



# Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			SB ON / EB OFF / SHERMAN OAKS			Year of Count:		2016		Ambient Growth: (%):		2		Conducted by:		JTO		Date:		9/1/2017	
7		East-West Street:			VENTURA BOULEVARD			Projection Year:		2020		Peak Hour:		AM		Reviewed by:				Project:		16161 VENTURA	
No. of Phases					4			4					4					4					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					1			1					1					1					
Right Turns: FREE-1, NRTOR-2 or OLA-3?					NB-- 0 SB-- 0 EB-- 0 WB-- 0			NB-- 0 SB-- 0 EB-- 0 WB-- 0					NB-- 0 SB-- 0 EB-- 0 WB-- 0					NB-- 0 SB-- 0 EB-- 0 WB-- 0					
ATSAC-1 or ATSAC+ATCS-2?					2			2					2					2					
Override Capacity					0			0					0					0					
MOVEMENT					EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
					Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND		Left	39	1	39	0	39	39	0	42	1	42	0	42	1	42	0	42	1	42			
		Left-Through		0						0		0			0			0		0			
		Through	92	1	92	0	92	92	0	100	1	100	0	100	1	100	0	100	1	100			
		Through-Right		0						0		0			0			0		0			
		Right	75	1	22	0	75	22	1	82	1	15	0	82	1	15	0	82	1	15			
SOUTHBOUND		Left	68	1	42	0	68	42	30	104	1	64	0	104	1	64	0	104	1	64			
		Left-Through		0						0		0			0			0		0			
		Through	13	0	42	0	13	42	0	14	0	64	0	14	0	64	0	14	0	64			
		Through-Right		0						0		0			0			0		0			
		Right	3	0	0	0	3	0	6	9	0	0	0	9	0	0	0	9	0	0			
EASTBOUND		Left	280	1	280	5	285	285	4	307	1	307	5	312	1	312	0	312	1	312			
		Left-Through		0						0		0			0			0		0			
		Through	1210	2	492	7	1217	494	42	1352	2	546	7	1359	2	549	0	1359	2	549			
		Through-Right		1						1		1			1			1		1			
		Right	265	0	265	0	265	265	0	287	0	287	0	287	0	287	0	287	0	287			
WESTBOUND		Left	106	1	106	0	106	106	20	135	1	135	0	135	1	135	0	135	1	135			
		Left-Through		0						0		0			0			0		0			
		Through	1097	2	549	-2	1095	548	68	1255	2	628	-2	1253	2	627	0	1253	2	627			
		Through-Right		1						1		1			1			1		1			
		Right	556	0	535	0	556	535	35	637	0	605	0	637	0	605	0	637	0	605			
CRITICAL VOLUMES					North-South: 134 East-West: 829 SUM: 963			North-South: 134 East-West: 833 SUM: 967			North-South: 164 East-West: 935 SUM: 1099				North-South: 164 East-West: 939 SUM: 1103				North-South: 164 East-West: 939 SUM: 1103				
VOLUME/CAPACITY (V/C) RATIO:					0.700			0.703			0.799				0.802				0.802				
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.600			0.603			0.699				0.702				0.702				
LEVEL OF SERVICE (LOS):					B			B			B				C				C				

REMARKS: capacity reduced due to upstream delay

Version: 1i Beta; 8/4/2011

## PROJECT IMPACT

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



# Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:		SB ON / EB OFF / SHERMAN OAKS		Year of Count:		2016		Ambient Growth: (%):		2		Conducted by:		JTO		Date:		9/1/2017	
7		East-West Street:		VENTURA BOULEVARD		Projection Year:		2020		Peak Hour:		PM		Reviewed by:				Project:		16161 VENTURA	
No. of Phases						4				4				4						4	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?						1				1				1						1	
Right Turns: FREE-1, NRTOR-2 or OLA-3?				NB-- 0 SB-- 0 EB-- 0 WB-- 0		0 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		0 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		0 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		0 0		0 0	
ATSAC-1 or ATSAC+ATCS-2?						2				2				2						2	
Override Capacity						0				0				0						0	
MOVEMENT				EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
				Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND		Left	157	1	157	0	157	157	0	170	1	170	0	170	1	170	0	170	1	170	
		Left-Through		0						0		0			0			0		0	
		Through	22	1	22	0	22	22	0	24	1	24	0	24	1	24	0	24	1	24	
		Through-Right		0						0		0			0			0		0	
		Right	267	1	241	0	267	241	1	290	1	256	0	290	1	256	0	290	1	256	
SOUTHBOUND		Left	292	1	164	0	292	164	49	365	1	205	0	365	1	205	0	365	1	205	
		Left-Through		0						0		0			0			0		0	
		Through	13	0	164	0	13	164	0	14	0	205	0	14	0	205	0	14	0	205	
		Through-Right		0						0		0			0			0		0	
		Right	22	0	0	0	22	0	6	30	0	0	0	30	0	0	0	30	0	0	
EASTBOUND		Left	199	1	199	-1	198	198	2	217	1	217	-1	216	1	216	0	216	1	216	
		Left-Through		0						0		0			0			0		0	
		Through	1935	2	660	-1	1934	660	75	2170	2	740	-1	2169	2	739	0	2169	2	739	
		Through-Right		1						1		1			1			1		1	
		Right	45	0	45	0	45	45	0	49	0	49	0	49	0	49	0	49	0	49	
WESTBOUND		Left	53	1	53	0	53	53	12	69	1	69	0	69	1	69	0	69	1	69	
		Left-Through		0						0		0			0			0		0	
		Through	1448	2	562	4	1452	563	85	1652	2	644	4	1656	2	645	0	1656	2	645	
		Through-Right		1						1		1			1			1		1	
		Right	238	0	238	0	238	238	22	280	0	280	0	280	0	280	0	280	0	280	
CRITICAL VOLUMES				North-South: 405 East-West: 761 SUM: 1166		North-South: 405 East-West: 761 SUM: 1166		North-South: 461 East-West: 861 SUM: 1322				North-South: 461 East-West: 861 SUM: 1322				North-South: 461 East-West: 861 SUM: 1322					
VOLUME/CAPACITY (V/C) RATIO:				0.848		0.848		0.961				0.961				0.961					
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.748		0.748		0.861				0.861				0.861					
LEVEL OF SERVICE (LOS):				C		C		D				D				D					

REMARKS: Capacity reduced due to upstream delay

Version: 1i Beta; 8/4/2011

## PROJECT IMPACT

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



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## **APPENDIX B**

### **AIR QUALITY MODELING RESULTS**

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## 16161 Ventura Boulevard Existing - Los Angeles-South Coast County, Annual

## 16161 Ventura Boulevard Existing

### Los Angeles-South Coast County, Annual

## 1.0 Project Characteristics

### 1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	12.26	1000sqft	0.50	12,255.00	0
Medical Office Building	2.83	1000sqft	0.05	2,831.00	0
Strip Mall	5.55	1000sqft	0.20	5,547.00	0
High Turnover (Sit Down Restaurant)	1.50	1000sqft	0.05	1,500.00	0

### 1.2 Other Project Characteristics

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	2.2	<b>Precipitation Freq (Days)</b>	33
<b>Climate Zone</b>	12			<b>Operational Year</b>	2017
<b>Utility Company</b>	Los Angeles Department of Water & Power				
<b>CO2 Intensity (lb/MW hr)</b>	1227.89	<b>CH4 Intensity (lb/MW hr)</b>	0.029	<b>N2O Intensity (lb/MW hr)</b>	0.006

### 1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Overland Traffic Consultants traffic study September 2017 Table 2

Vehicle Trips - Overland Traffic Consultants, Inc. September 2017 traffic study, Table 2

Table Name	Column Name	Default Value	New Value
tblLandUse	LotAcreage	0.28	0.50
tblLandUse	LotAcreage	0.06	0.05
tblLandUse	LotAcreage	0.13	0.20



tblLandUse	LotAcreage	0.03	0.05
tblProjectCharacteristics	OperationalYear	2018	2019
tblVehicleTrips	ST_TR	158.37	92.18
tblVehicleTrips	ST_TR	42.04	35.90
tblVehicleTrips	SU_TR	131.84	92.18
tblVehicleTrips	WD_TR	11.03	9.93
tblVehicleTrips	WD_TR	127.15	92.18
tblVehicleTrips	WD_TR	36.13	32.52
tblVehicleTrips	WD_TR	44.32	35.90

## 2.0 Emissions Summary

### 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	0.0903	0.0000	2.9000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	5.5000e-004	5.5000e-004	0.0000	0.0000	5.9000e-004
Energy	2.7700e-003	0.0252	0.0211	1.5000e-004		1.9100e-003	1.9100e-003		1.9100e-003	1.9100e-003	0.0000	219.5557	219.5557	5.0600e-003	1.4400e-003	220.1118
Mobile	0.1587	0.7390	1.8455	5.2300e-003	0.3892	6.1800e-003	0.3954	0.1044	5.8100e-003	0.1102	0.0000	482.3717	482.3717	0.0301	0.0000	483.1229
Waste						0.0000	0.0000		0.0000	0.0000	13.3243	0.0000	13.3243	0.7875	0.0000	33.0105
Water						0.0000	0.0000		0.0000	0.0000	1.0788	35.0828	36.1617	0.1116	2.7900e-003	39.7833
<b>Total</b>	<b>0.2517</b>	<b>0.7642</b>	<b>1.8670</b>	<b>5.3800e-003</b>	<b>0.3892</b>	<b>8.0900e-003</b>	<b>0.3973</b>	<b>0.1044</b>	<b>7.7200e-003</b>	<b>0.1121</b>	<b>14.4032</b>	<b>737.0108</b>	<b>751.4140</b>	<b>0.9342</b>	<b>4.2300e-003</b>	<b>776.0291</b>

#### 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	0.0903	0.0000	2.9000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	5.5000e-004	5.5000e-004	0.0000	0.0000	5.9000e-004
Energy	2.7700e-003	0.0252	0.0211	1.5000e-004		1.9100e-003	1.9100e-003		1.9100e-003	1.9100e-003	0.0000	219.5557	219.5557	5.0600e-003	1.4400e-003	220.1118
Mobile	0.1587	0.7390	1.8455	5.2300e-003	0.3892	6.1800e-003	0.3954	0.1044	5.8100e-003	0.1102	0.0000	482.3717	482.3717	0.0301	0.0000	483.1229
Waste						0.0000	0.0000		0.0000	0.0000	13.3243	0.0000	13.3243	0.7875	0.0000	33.0105
Water						0.0000	0.0000		0.0000	0.0000	1.0788	35.0828	36.1617	0.1116	2.7900e-003	39.7833
Total	0.2517	0.7642	1.8670	5.3800e-003	0.3892	8.0900e-003	0.3973	0.1044	7.7200e-003	0.1121	14.4032	737.0108	751.4140	0.9342	4.2300e-003	776.0291

	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
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

## 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	0.1587	0.7390	1.8455	5.2300e-003	0.3892	6.1800e-003	0.3954	0.1044	5.8100e-003	0.1102	0.0000	482.3717	482.3717	0.0301	0.0000	483.1229
Unmitigated	0.1587	0.7390	1.8455	5.2300e-003	0.3892	6.1800e-003	0.3954	0.1044	5.8100e-003	0.1102	0.0000	482.3717	482.3717	0.0301	0.0000	483.1229



#### 4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Office Building	121.69	30.15	12.87	299,815	299,815
High Turnover (Sit Down Restaurant)	138.27	138.27	138.27	188,439	188,439
Medical Office Building	92.06	25.37	4.39	181,598	181,598
Strip Mall	199.14	199.14	113.33	355,554	355,554
Total	551.16	392.92	268.85	1,025,405	1,025,405

#### 4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	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
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
High Turnover (Sit Down Restaurant)	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Medical Office Building	16.60	8.40	6.90	29.60	51.40	19.00	60	30	10
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15

#### 4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Office Building	0.548007	0.045751	0.200309	0.124119	0.017133	0.006025	0.018861	0.028423	0.002391	0.002469	0.004915	0.000672	0.000925
Medical Office Building	0.548007	0.045751	0.200309	0.124119	0.017133	0.006025	0.018861	0.028423	0.002391	0.002469	0.004915	0.000672	0.000925
Strip Mall	0.548007	0.045751	0.200309	0.124119	0.017133	0.006025	0.018861	0.028423	0.002391	0.002469	0.004915	0.000672	0.000925
High Turnover (Sit Down Restaurant)	0.548007	0.045751	0.200309	0.124119	0.017133	0.006025	0.018861	0.028423	0.002391	0.002469	0.004915	0.000672	0.000925

#### 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	192.1584	192.1584	4.5400e-003	9.4000e-004	192.5517
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	192.1584	192.1584	4.5400e-003	9.4000e-004	192.5517
Natural Gas Mitigated	2.7700e-003	0.0252	0.0211	1.5000e-004		1.9100e-003	1.9100e-003		1.9100e-003	1.9100e-003	0.0000	27.3974	27.3974	5.3000e-004	5.0000e-004	27.5602
Natural Gas Unmitigated	2.7700e-003	0.0252	0.0211	1.5000e-004		1.9100e-003	1.9100e-003		1.9100e-003	1.9100e-003	0.0000	27.3974	27.3974	5.3000e-004	5.0000e-004	27.5602

## 5.2 Energy by Land Use - Natural Gas

### Unmitigated

	Natural Gas 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					
General Office Building	128187	6.9000e-004	6.2800e-003	5.2800e-003	4.0000e-005		4.8000e-004	4.8000e-004		4.8000e-004	4.8000e-004	0.0000	6.8406	6.8406	1.3000e-004	1.3000e-004	6.8812
High Turnover (Sit Down Restaurant)	346455	1.8700e-003	0.0170	0.0143	1.0000e-004		1.2900e-003	1.2900e-003		1.2900e-003	1.2900e-003	0.0000	18.4882	18.4882	3.5000e-004	3.4000e-004	18.5980
Medical Office Building	29612.3	1.6000e-004	1.4500e-003	1.2200e-003	1.0000e-005		1.1000e-004	1.1000e-004		1.1000e-004	1.1000e-004	0.0000	1.5802	1.5802	3.0000e-005	3.0000e-005	1.5896
Strip Mall	9152.55	5.0000e-005	4.5000e-004	3.8000e-004	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	0.4884	0.4884	1.0000e-005	1.0000e-005	0.4913
<b>Total</b>		<b>2.7700e-003</b>	<b>0.0252</b>	<b>0.0212</b>	<b>1.5000e-004</b>		<b>1.9100e-003</b>	<b>1.9100e-003</b>		<b>1.9100e-003</b>	<b>1.9100e-003</b>	<b>0.0000</b>	<b>27.3974</b>	<b>27.3974</b>	<b>5.2000e-004</b>	<b>5.1000e-004</b>	<b>27.5602</b>

### 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					
General Office Building	128187	6.9000e-004	6.2800e-003	5.2800e-003	4.0000e-005		4.8000e-004	4.8000e-004		4.8000e-004	4.8000e-004	0.0000	6.8406	6.8406	1.3000e-004	1.3000e-004	6.8812
High Turnover (Sit Down Restaurant)	346455	1.8700e-003	0.0170	0.0143	1.0000e-004		1.2900e-003	1.2900e-003		1.2900e-003	1.2900e-003	0.0000	18.4882	18.4882	3.5000e-004	3.4000e-004	18.5980
Medical Office Building	29612.3	1.6000e-004	1.4500e-003	1.2200e-003	1.0000e-005		1.1000e-004	1.1000e-004		1.1000e-004	1.1000e-004	0.0000	1.5802	1.5802	3.0000e-005	3.0000e-005	1.5896
Strip Mall	9152.55	5.0000e-005	4.5000e-004	3.8000e-004	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	0.4884	0.4884	1.0000e-005	1.0000e-005	0.4913
Total		2.7700e-003	0.0252	0.0212	1.5000e-004		1.9100e-003	1.9100e-003		1.9100e-003	1.9100e-003	0.0000	27.3974	27.3974	5.2000e-004	5.1000e-004	27.5602

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Office Building	163237	90.9165	2.1500e-003	4.4000e-004	91.1026
High Turnover (Sit Down Restaurant)	67185	37.4195	8.8000e-004	1.8000e-004	37.4960
Medical Office Building	37708.9	21.0024	5.0000e-004	1.0000e-004	21.0454
Strip Mall	76881.4	42.8200	1.0100e-003	2.1000e-004	42.9076
Total		192.1584	4.5400e-003	9.3000e-004	192.5517

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
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Land Use	kWh/yr	MT/yr			
General Office Building	163237	90.9165	2.1500e-003	4.4000e-004	91.1026
High Turnover (Sit Down Restaurant)	67185	37.4195	8.8000e-004	1.8000e-004	37.4960
Medical Office Building	37708.9	21.0024	5.0000e-004	1.0000e-004	21.0454
Strip Mall	76881.4	42.8200	1.0100e-003	2.1000e-004	42.9076
Total		192.1584	4.5400e-003	9.3000e-004	192.5517

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	tons/yr										MT/yr					
Mitigated	0.0903	0.0000	2.9000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	5.5000e-004	5.5000e-004	0.0000	0.0000	5.9000e-004
Unmitigated	0.0903	0.0000	2.9000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	5.5000e-004	5.5000e-004	0.0000	0.0000	5.9000e-004

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
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SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0103					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0800					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	3.0000e-005	0.0000	2.9000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	5.5000e-004	5.5000e-004	0.0000	0.0000	5.9000e-004
Total	0.0903	0.0000	2.9000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	5.5000e-004	5.5000e-004	0.0000	0.0000	5.9000e-004

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	0.0103					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0800					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	3.0000e-005	0.0000	2.9000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	5.5000e-004	5.5000e-004	0.0000	0.0000	5.9000e-004
Total	0.0903	0.0000	2.9000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	5.5000e-004	5.5000e-004	0.0000	0.0000	5.9000e-004

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
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Category	MT/yr			
Mitigated	36.1617	0.1116	2.7900e-003	39.7833
Unmitigated	36.1617	0.1116	2.7900e-003	39.7833

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Office Building	2.17902 / 1.33553	24.7580	0.0716	1.7900e-003	27.0819
High Turnover (Sit Down Restaurant)	0.455301 / 0.0290617	3.6262	0.0149	3.7000e-004	4.1086
Medical Office Building	0.35511 / 0.06764	3.1065	0.0116	2.9000e-004	3.4834
Strip Mall	0.411102 / 0.251966	4.6710	0.0135	3.4000e-004	5.1094
Total		36.1617	0.1116	2.7900e-003	39.7833

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Office Building	2.17902 / 1.33553	24.7580	0.0716	1.7900e-003	27.0819
High Turnover (Sit Down Restaurant)	0.455301 / 0.0290617	3.6262	0.0149	3.7000e-004	4.1086



Medical Office	0.35511 /	3.1065	0.0116	2.9000e-004	3.4834
Building	0.06764				
Strip Mall	0.411102 /	4.6710	0.0135	3.4000e-004	5.1094
	0.251966				
<b>Total</b>		<b>36.1617</b>	<b>0.1116</b>	<b>2.7900e-003</b>	<b>39.7833</b>

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	13.3243	0.7875	0.0000	33.0105
Unmitigated	13.3243	0.7875	0.0000	33.0105

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Office Building	11.4	2.3141	0.1368	0.0000	5.7331
High Turnover (Sit Down Restaurant)	17.85	3.6234	0.2141	0.0000	8.9768



Medical Office Building	30.56	6.2034	0.3666	0.0000	15.3687
Strip Mall	5.83	1.1834	0.0699	0.0000	2.9319
Total		13.3243	0.7875	0.0000	33.0105

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Office Building	11.4	2.3141	0.1368	0.0000	5.7331
High Turnover (Sit Down Restaurant)	17.85	3.6234	0.2141	0.0000	8.9768
Medical Office Building	30.56	6.2034	0.3666	0.0000	15.3687
Strip Mall	5.83	1.1834	0.0699	0.0000	2.9319
Total		13.3243	0.7875	0.0000	33.0105

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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**User Defined Equipment**

Equipment Type	Number
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**11.0 Vegetation**

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## 16161 Ventura Boulevard Existing - Los Angeles-South Coast County, Summer

# 16161 Ventura Boulevard Existing

## Los Angeles-South Coast County, Summer

### 1.0 Project Characteristics

#### 1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	12.26	1000sqft	0.50	12,255.00	0
Medical Office Building	2.83	1000sqft	0.05	2,831.00	0
Strip Mall	5.55	1000sqft	0.20	5,547.00	0
High Turnover (Sit Down Restaurant)	1.50	1000sqft	0.05	1,500.00	0

#### 1.2 Other Project Characteristics

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	2.2	<b>Precipitation Freq (Days)</b>	33
<b>Climate Zone</b>	12			<b>Operational Year</b>	2017
<b>Utility Company</b>	Los Angeles Department of Water & Power				
<b>CO2 Intensity (lb/MW hr)</b>	1227.89	<b>CH4 Intensity (lb/MW hr)</b>	0.029	<b>N2O Intensity (lb/MW hr)</b>	0.006

#### 1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Overland Traffic Consultants traffic study September 2017 Table 2

Vehicle Trips - Overland Traffic Consultants, Inc. September 2017 traffic study, Table 2

Table Name	Column Name	Default Value	New Value
tblLandUse	LotAcreage	0.28	0.50
tblLandUse	LotAcreage	0.06	0.05
tblLandUse	LotAcreage	0.13	0.20



tblLandUse	LotAcreage	0.03	0.05
tblProjectCharacteristics	OperationalYear	2018	2019
tblVehicleTrips	ST_TR	158.37	92.18
tblVehicleTrips	ST_TR	42.04	35.90
tblVehicleTrips	SU_TR	131.84	92.18
tblVehicleTrips	WD_TR	11.03	9.93
tblVehicleTrips	WD_TR	127.15	92.18
tblVehicleTrips	WD_TR	36.13	32.52
tblVehicleTrips	WD_TR	44.32	35.90

## 2.0 Emissions Summary

### 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	0.4947	2.0000e-005	2.2800e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		4.8400e-003	4.8400e-003	1.0000e-005		5.1700e-003
Energy	0.0152	0.1379	0.1158	8.3000e-004		0.0105	0.0105		0.0105	0.0105		165.4817	165.4817	3.1700e-003	3.0300e-003	166.4651
Mobile	1.0534	4.4911	11.9976	0.0348	2.5480	0.0395	2.5875	0.6820	0.0371	0.7191		3,530.4652	3,530.4652	0.2117		3,535.7564
Total	1.5632	4.6290	12.1158	0.0356	2.5480	0.0500	2.5980	0.6820	0.0476	0.7296		3,695.9518	3,695.9518	0.2148	3.0300e-003	3,702.2267

### 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
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Category	lb/day										lb/day					
Area	0.4947	2.0000e-005	2.2800e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		4.8400e-003	4.8400e-003	1.0000e-005		5.1700e-003
Energy	0.0152	0.1379	0.1158	8.3000e-004		0.0105	0.0105		0.0105	0.0105		165.4817	165.4817	3.1700e-003	3.0300e-003	166.4651
Mobile	1.0534	4.4911	11.9976	0.0348	2.5480	0.0395	2.5875	0.6820	0.0371	0.7191		3,530.4652	3,530.4652	0.2117		3,535.7564
Total	1.5632	4.6290	12.1158	0.0356	2.5480	0.0500	2.5980	0.6820	0.0476	0.7296		3,695.9518	3,695.9518	0.2148	3.0300e-003	3,702.2267

	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
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

## 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	1.0534	4.4911	11.9976	0.0348	2.5480	0.0395	2.5875	0.6820	0.0371	0.7191		3,530.4652	3,530.4652	0.2117		3,535.7564
Unmitigated	1.0534	4.4911	11.9976	0.0348	2.5480	0.0395	2.5875	0.6820	0.0371	0.7191		3,530.4652	3,530.4652	0.2117		3,535.7564

### 4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Office Building	121.69	30.15	12.87	299,815	299,815
High Turnover (Sit Down Restaurant)	138.27	138.27	138.27	188,439	188,439



Medical Office Building	92.06	25.37	4.39	181,598	181,598
Strip Mall	199.14	199.14	113.33	355,554	355,554
Total	551.16	392.92	268.85	1,025,405	1,025,405

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
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Medical Office Building	16.60	8.40	6.90	29.60	51.40	19.00	60	30	10
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Office Building	0.548007	0.045751	0.200309	0.124119	0.017133	0.006025	0.018861	0.028423	0.002391	0.002469	0.004915	0.000672	0.000925
Medical Office Building	0.548007	0.045751	0.200309	0.124119	0.017133	0.006025	0.018861	0.028423	0.002391	0.002469	0.004915	0.000672	0.000925
Strip Mall	0.548007	0.045751	0.200309	0.124119	0.017133	0.006025	0.018861	0.028423	0.002391	0.002469	0.004915	0.000672	0.000925
High Turnover (Sit Down Restaurant)	0.548007	0.045751	0.200309	0.124119	0.017133	0.006025	0.018861	0.028423	0.002391	0.002469	0.004915	0.000672	0.000925

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	0.0152	0.1379	0.1158	8.3000e-004		0.0105	0.0105		0.0105	0.0105		165.4817	165.4817	3.1700e-003	3.0300e-003	166.4651



NaturalGas Unmitigated	0.0152	0.1379	0.1158	8.3000e-004		0.0105	0.0105		0.0105	0.0105		165.4817	165.4817	3.1700e-003	3.0300e-003	166.4651
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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					
General Office Building	351.198	3.7900e-003	0.0344	0.0289	2.1000e-004		2.6200e-003	2.6200e-003		2.6200e-003	2.6200e-003		41.3174	41.3174	7.9000e-004	7.6000e-004	41.5630
High Turnover (Sit Down Restaurant)	949.192	0.0102	0.0931	0.0782	5.6000e-004		7.0700e-003	7.0700e-003		7.0700e-003	7.0700e-003		111.6696	111.6696	2.1400e-003	2.0500e-003	112.3332
Medical Office Building	81.1295	8.7000e-004	7.9500e-003	6.6800e-003	5.0000e-005		6.0000e-004	6.0000e-004		6.0000e-004	6.0000e-004		9.5446	9.5446	1.8000e-004	1.7000e-004	9.6014
Strip Mall	25.0755	2.7000e-004	2.4600e-003	2.0700e-003	1.0000e-005		1.9000e-004	1.9000e-004		1.9000e-004	1.9000e-004		2.9501	2.9501	6.0000e-005	5.0000e-005	2.9676
Total		0.0152	0.1379	0.1158	8.3000e-004		0.0105	0.0105		0.0105	0.0105		165.4817	165.4817	3.1700e-003	3.0300e-003	166.4651

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					
General Office Building	0.351198	3.7900e-003	0.0344	0.0289	2.1000e-004		2.6200e-003	2.6200e-003		2.6200e-003	2.6200e-003		41.3174	41.3174	7.9000e-004	7.6000e-004	41.5630
High Turnover (Sit Down Restaurant)	0.949192	0.0102	0.0931	0.0782	5.6000e-004		7.0700e-003	7.0700e-003		7.0700e-003	7.0700e-003		111.6696	111.6696	2.1400e-003	2.0500e-003	112.3332
Medical Office Building	0.0811295	8.7000e-004	7.9500e-003	6.6800e-003	5.0000e-005		6.0000e-004	6.0000e-004		6.0000e-004	6.0000e-004		9.5446	9.5446	1.8000e-004	1.7000e-004	9.6014
Strip Mall	0.0250755	2.7000e-004	2.4600e-003	2.0700e-003	1.0000e-005		1.9000e-004	1.9000e-004		1.9000e-004	1.9000e-004		2.9501	2.9501	6.0000e-005	5.0000e-005	2.9676



Total		0.0152	0.1379	0.1158	8.3000e-004		0.0105	0.0105		0.0105	0.0105		165.4817	165.4817	3.1700e-003	3.0300e-003	166.4651
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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	0.4947	2.0000e-005	2.2800e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		4.8400e-003	4.8400e-003	1.0000e-005		5.1700e-003
Unmitigated	0.4947	2.0000e-005	2.2800e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		4.8400e-003	4.8400e-003	1.0000e-005		5.1700e-003

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	0.0562					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.4382					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	2.2000e-004	2.0000e-005	2.2800e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		4.8400e-003	4.8400e-003	1.0000e-005		5.1700e-003
Total	0.4947	2.0000e-005	2.2800e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		4.8400e-003	4.8400e-003	1.0000e-005		5.1700e-003



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	0.0562					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.4382					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	2.2000e-004	2.0000e-005	2.2800e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		4.8400e-003	4.8400e-003	1.0000e-005		5.1700e-003
Total	0.4947	2.0000e-005	2.2800e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		4.8400e-003	4.8400e-003	1.0000e-005		5.1700e-003

7.0 Water Detail

7.1 Mitigation Measures Water

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
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10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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**User Defined Equipment**

Equipment Type	Number
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**11.0 Vegetation**

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16161 Ventura Boulevard Existing - Los Angeles-South Coast County, Winter

**16161 Ventura Boulevard Existing**  
**Los Angeles-South Coast County, Winter**

**1.0 Project Characteristics****1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	12.26	1000sqft	0.50	12,255.00	0
Medical Office Building	2.83	1000sqft	0.05	2,831.00	0
Strip Mall	5.55	1000sqft	0.20	5,547.00	0
High Turnover (Sit Down Restaurant)	1.50	1000sqft	0.05	1,500.00	0

**1.2 Other Project Characteristics**

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	2.2	<b>Precipitation Freq (Days)</b>	33
<b>Climate Zone</b>	12			<b>Operational Year</b>	2017
<b>Utility Company</b>	Los Angeles Department of Water & Power				
<b>CO2 Intensity (lb/MW hr)</b>	1227.89	<b>CH4 Intensity (lb/MW hr)</b>	0.029	<b>N2O Intensity (lb/MW hr)</b>	0.006

**1.3 User Entered Comments & Non-Default Data**

Project Characteristics -

Land Use - Overland Traffic Consultants traffic study September 2017 Table 2

Vehicle Trips - Overland Traffic Consultants, Inc. September 2017 traffic study, Table 2

Table Name	Column Name	Default Value	New Value
tblLandUse	LotAcreage	0.28	0.50
tblLandUse	LotAcreage	0.06	0.05
tblLandUse	LotAcreage	0.13	0.20



tblLandUse	LotAcreage	0.03	0.05
tblProjectCharacteristics	OperationalYear	2018	2019
tblVehicleTrips	ST_TR	158.37	92.18
tblVehicleTrips	ST_TR	42.04	35.90
tblVehicleTrips	SU_TR	131.84	92.18
tblVehicleTrips	WD_TR	11.03	9.93
tblVehicleTrips	WD_TR	127.15	92.18
tblVehicleTrips	WD_TR	36.13	32.52
tblVehicleTrips	WD_TR	44.32	35.90

## 2.0 Emissions Summary

### 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	0.4947	2.0000e-005	2.2800e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		4.8400e-003	4.8400e-003	1.0000e-005		5.1700e-003
Energy	0.0152	0.1379	0.1158	8.3000e-004		0.0105	0.0105		0.0105	0.0105		165.4817	165.4817	3.1700e-003	3.0300e-003	166.4651
Mobile	1.0269	4.5872	11.6420	0.0330	2.5480	0.0398	2.5878	0.6820	0.0374	0.7194		3,354.1775	3,354.1775	0.2124		3,359.4880
Total	1.5368	4.7251	11.7601	0.0339	2.5480	0.0503	2.5983	0.6820	0.0479	0.7299		3,519.6641	3,519.6641	0.2156	3.0300e-003	3,525.9583

### 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
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Category	lb/day										lb/day					
Area	0.4947	2.0000e-005	2.2800e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		4.8400e-003	4.8400e-003	1.0000e-005		5.1700e-003
Energy	0.0152	0.1379	0.1158	8.3000e-004		0.0105	0.0105		0.0105	0.0105		165.4817	165.4817	3.1700e-003	3.0300e-003	166.4651
Mobile	1.0269	4.5872	11.6420	0.0330	2.5480	0.0398	2.5878	0.6820	0.0374	0.7194		3,354.1775	3,354.1775	0.2124		3,359.4880
Total	1.5368	4.7251	11.7601	0.0339	2.5480	0.0503	2.5983	0.6820	0.0479	0.7299		3,519.6641	3,519.6641	0.2156	3.0300e-003	3,525.9583

	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
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

## 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	1.0269	4.5872	11.6420	0.0330	2.5480	0.0398	2.5878	0.6820	0.0374	0.7194		3,354.1775	3,354.1775	0.2124		3,359.4880
Unmitigated	1.0269	4.5872	11.6420	0.0330	2.5480	0.0398	2.5878	0.6820	0.0374	0.7194		3,354.1775	3,354.1775	0.2124		3,359.4880

### 4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Office Building	121.69	30.15	12.87	299,815	299,815
High Turnover (Sit Down Restaurant)	138.27	138.27	138.27	188,439	188,439



Medical Office Building	92.06	25.37	4.39	181,598	181,598
Strip Mall	199.14	199.14	113.33	355,554	355,554
Total	551.16	392.92	268.85	1,025,405	1,025,405

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
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Medical Office Building	16.60	8.40	6.90	29.60	51.40	19.00	60	30	10
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Office Building	0.548007	0.045751	0.200309	0.124119	0.017133	0.006025	0.018861	0.028423	0.002391	0.002469	0.004915	0.000672	0.000925
Medical Office Building	0.548007	0.045751	0.200309	0.124119	0.017133	0.006025	0.018861	0.028423	0.002391	0.002469	0.004915	0.000672	0.000925
Strip Mall	0.548007	0.045751	0.200309	0.124119	0.017133	0.006025	0.018861	0.028423	0.002391	0.002469	0.004915	0.000672	0.000925
High Turnover (Sit Down Restaurant)	0.548007	0.045751	0.200309	0.124119	0.017133	0.006025	0.018861	0.028423	0.002391	0.002469	0.004915	0.000672	0.000925

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	0.0152	0.1379	0.1158	8.3000e-004		0.0105	0.0105		0.0105	0.0105		165.4817	165.4817	3.1700e-003	3.0300e-003	166.4651



NaturalGas Unmitigated	0.0152	0.1379	0.1158	8.3000e-004		0.0105	0.0105		0.0105	0.0105		165.4817	165.4817	3.1700e-003	3.0300e-003	166.4651
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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					
General Office Building	351.198	3.7900e-003	0.0344	0.0289	2.1000e-004		2.6200e-003	2.6200e-003		2.6200e-003	2.6200e-003		41.3174	41.3174	7.9000e-004	7.6000e-004	41.5630
High Turnover (Sit Down Restaurant)	949.192	0.0102	0.0931	0.0782	5.6000e-004		7.0700e-003	7.0700e-003		7.0700e-003	7.0700e-003		111.6696	111.6696	2.1400e-003	2.0500e-003	112.3332
Medical Office Building	81.1295	8.7000e-004	7.9500e-003	6.6800e-003	5.0000e-005		6.0000e-004	6.0000e-004		6.0000e-004	6.0000e-004		9.5446	9.5446	1.8000e-004	1.7000e-004	9.6014
Strip Mall	25.0755	2.7000e-004	2.4600e-003	2.0700e-003	1.0000e-005		1.9000e-004	1.9000e-004		1.9000e-004	1.9000e-004		2.9501	2.9501	6.0000e-005	5.0000e-005	2.9676
Total		0.0152	0.1379	0.1158	8.3000e-004		0.0105	0.0105		0.0105	0.0105		165.4817	165.4817	3.1700e-003	3.0300e-003	166.4651

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					
General Office Building	0.351198	3.7900e-003	0.0344	0.0289	2.1000e-004		2.6200e-003	2.6200e-003		2.6200e-003	2.6200e-003		41.3174	41.3174	7.9000e-004	7.6000e-004	41.5630
High Turnover (Sit Down Restaurant)	0.949192	0.0102	0.0931	0.0782	5.6000e-004		7.0700e-003	7.0700e-003		7.0700e-003	7.0700e-003		111.6696	111.6696	2.1400e-003	2.0500e-003	112.3332
Medical Office Building	0.0811295	8.7000e-004	7.9500e-003	6.6800e-003	5.0000e-005		6.0000e-004	6.0000e-004		6.0000e-004	6.0000e-004		9.5446	9.5446	1.8000e-004	1.7000e-004	9.6014
Strip Mall	0.0250755	2.7000e-004	2.4600e-003	2.0700e-003	1.0000e-005		1.9000e-004	1.9000e-004		1.9000e-004	1.9000e-004		2.9501	2.9501	6.0000e-005	5.0000e-005	2.9676



Total		0.0152	0.1379	0.1158	8.3000e-004		0.0105	0.0105		0.0105	0.0105		165.4817	165.4817	3.1700e-003	3.0300e-003	166.4651
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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	0.4947	2.0000e-005	2.2800e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		4.8400e-003	4.8400e-003	1.0000e-005		5.1700e-003
Unmitigated	0.4947	2.0000e-005	2.2800e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		4.8400e-003	4.8400e-003	1.0000e-005		5.1700e-003

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	0.0562					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.4382					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	2.2000e-004	2.0000e-005	2.2800e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		4.8400e-003	4.8400e-003	1.0000e-005		5.1700e-003
Total	0.4947	2.0000e-005	2.2800e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		4.8400e-003	4.8400e-003	1.0000e-005		5.1700e-003



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	0.0562					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.4382					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	2.2000e-004	2.0000e-005	2.2800e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		4.8400e-003	4.8400e-003	1.0000e-005		5.1700e-003
Total	0.4947	2.0000e-005	2.2800e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		4.8400e-003	4.8400e-003	1.0000e-005		5.1700e-003

7.0 Water Detail

7.1 Mitigation Measures Water

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
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10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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**User Defined Equipment**

Equipment Type	Number
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**11.0 Vegetation**

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16161 Ventura Boulevard Future - Los Angeles-South Coast County, Winter

**16161 Ventura Boulevard Future**  
**Los Angeles-South Coast County, Winter**

## 1.0 Project Characteristics

### 1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Enclosed Parking with Elevator	134.00	Space	0.71	0.71	0
Mobile Home Park	114.00	Dwelling Unit	0.71	136,800.00	326

### 1.2 Other Project Characteristics

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	2.2	<b>Precipitation Freq (Days)</b>	33
<b>Climate Zone</b>	11			<b>Operational Year</b>	2021
<b>Utility Company</b>	Los Angeles Department of Water & Power				
<b>CO2 Intensity (lb/MW hr)</b>	1227.89	<b>CH4 Intensity (lb/MW hr)</b>	0.029	<b>N2O Intensity (lb/MW hr)</b>	0.006

### 1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Overland Traffic Consultants traffic study September 2017 Table 2

Vehicle Trips - Overland Traffic Consultants, Inc. September 2017 traffic study, Table 2

Construction Phase - Developer information

Off-road Equipment - Developer information

Off-road Equipment - Developer information

Off-road Equipment - Developer information

Off-road Equipment -

Grading - Developer information

Demolition - Developer information



Trips and VMT - Developer information

Woodstoves - Developer information

Construction Off-road Equipment Mitigation - Assumes SCAQMD Rule 403

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	46
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	40	0
tblConstructionPhase	NumDays	10.00	176.00
tblConstructionPhase	NumDays	200.00	217.00
tblConstructionPhase	NumDays	20.00	23.00
tblConstructionPhase	NumDays	4.00	87.00
tblConstructionPhase	NumDays	2.00	20.00
tblFireplaces	NumberGas	96.90	0.00
tblFireplaces	NumberNoFireplace	11.40	114.00
tblFireplaces	NumberWood	5.70	0.00
tblGrading	AcresOfGrading	43.50	0.71
tblGrading	MaterialExported	0.00	26,957.00
tblGrading	MaterialImported	0.00	500.00
tblLandUse	BuildingSpaceSquareFeet	53,600.00	0.71
tblLandUse	LandUseSquareFeet	53,600.00	0.71
tblLandUse	LotAcreage	1.21	0.71
tblLandUse	LotAcreage	14.36	0.71
tblOffRoadEquipment	HorsePower	81.00	84.00
tblOffRoadEquipment	HorsePower	85.00	247.00
tblOffRoadEquipment	HorsePower	16.00	247.00
tblOffRoadEquipment	HorsePower	100.00	97.00
tblOffRoadEquipment	HorsePower	158.00	97.00
tblOffRoadEquipment	HorsePower	158.00	97.00
tblOffRoadEquipment	HorsePower	221.00	187.00
tblOffRoadEquipment	HorsePower	16.00	46.00
tblOffRoadEquipment	LoadFactor	0.73	0.74



tblOffRoadEquipment	LoadFactor	0.78	0.40
tblOffRoadEquipment	LoadFactor	0.38	0.40
tblOffRoadEquipment	LoadFactor	0.40	0.37
tblOffRoadEquipment	LoadFactor	0.38	0.37
tblOffRoadEquipment	LoadFactor	0.38	0.37
tblOffRoadEquipment	LoadFactor	0.50	0.41
tblOffRoadEquipment	LoadFactor	0.38	0.45
tblOffRoadEquipment	LoadFactor	0.41	0.41
tblOffRoadEquipment	LoadFactor	0.36	0.36
tblOffRoadEquipment	LoadFactor	0.37	0.37
tblOffRoadEquipment	LoadFactor	0.38	0.38
tblOffRoadEquipment	LoadFactor	0.30	0.30
tblOffRoadEquipment	OffRoadEquipmentType	Generator Sets	Concrete/Industrial Saws
tblOffRoadEquipment	OffRoadEquipmentType	Rubber Tired Dozers	Crushing/Proc. Equipment
tblOffRoadEquipment	OffRoadEquipmentType	Rubber Tired Dozers	Dumpers/Tenders
tblOffRoadEquipment	OffRoadEquipmentType	Tractors/Loaders/Backhoes	Rough Terrain Forklifts
tblOffRoadEquipment	OffRoadEquipmentType	Tractors/Loaders/Backhoes	Excavators
tblOffRoadEquipment	OffRoadEquipmentType	Tractors/Loaders/Backhoes	Excavators
tblOffRoadEquipment	OffRoadEquipmentType	Graders	Bore/Drill Rigs
tblOffRoadEquipment	OffRoadEquipmentType	Welders	Dumpers/Tenders
tblOffRoadEquipment	OffRoadEquipmentType		Graders
tblOffRoadEquipment	OffRoadEquipmentType		Rubber Tired Loaders
tblOffRoadEquipment	OffRoadEquipmentType		Skid Steer Loaders
tblOffRoadEquipment	OffRoadEquipmentType		Off-Highway Trucks
tblOffRoadEquipment	OffRoadEquipmentType		Surfacing Equipment
tblOffRoadEquipment	UsageHours	6.00	8.00
tblProjectCharacteristics	OperationalYear	2018	2021
tblTripsAndVMT	HaulingTripLength	20.00	35.00
tblTripsAndVMT	HaulingTripLength	20.00	35.00
tblTripsAndVMT	HaulingTripNumber	3,432.00	1,961.00



tblTripsAndVMT	WorkerTripNumber	18.00	8.00
tblTripsAndVMT	WorkerTripNumber	25.00	20.00
tblVehicleEF	HHD	0.65	0.68
tblVehicleEF	HHD	0.09	0.09
tblVehicleEF	HHD	0.09	0.10
tblVehicleEF	HHD	2.61	2.75
tblVehicleEF	HHD	1.16	1.17
tblVehicleEF	HHD	3.36	3.50
tblVehicleEF	HHD	4,729.35	4,770.40
tblVehicleEF	HHD	1,660.44	1,679.50
tblVehicleEF	HHD	10.55	10.80
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	21.63	22.90
tblVehicleEF	HHD	4.20	4.59
tblVehicleEF	HHD	19.57	19.58
tblVehicleEF	HHD	0.02	0.02
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	0.02	0.02
tblVehicleEF	HHD	8.8000e-005	1.0700e-004
tblVehicleEF	HHD	0.02	0.02
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8360e-003	8.8340e-003
tblVehicleEF	HHD	0.02	0.02
tblVehicleEF	HHD	8.1000e-005	9.9000e-005
tblVehicleEF	HHD	1.1100e-004	1.2200e-004
tblVehicleEF	HHD	4.8720e-003	5.6590e-003
tblVehicleEF	HHD	0.65	0.69
tblVehicleEF	HHD	8.3000e-005	9.1000e-005
tblVehicleEF	HHD	0.15	0.16



tblVehicleEF	HHD	4.3200e-004	4.9400e-004
tblVehicleEF	HHD	0.09	0.10
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	0.02	0.02
tblVehicleEF	HHD	1.6100e-004	1.6600e-004
tblVehicleEF	HHD	1.1100e-004	1.2200e-004
tblVehicleEF	HHD	4.8720e-003	5.6590e-003
tblVehicleEF	HHD	0.76	0.80
tblVehicleEF	HHD	8.3000e-005	9.1000e-005
tblVehicleEF	HHD	0.26	0.27
tblVehicleEF	HHD	4.3200e-004	4.9400e-004
tblVehicleEF	HHD	0.10	0.11
tblVehicleEF	HHD	0.61	0.64
tblVehicleEF	HHD	0.09	0.09
tblVehicleEF	HHD	0.08	0.09
tblVehicleEF	HHD	1.90	2.00
tblVehicleEF	HHD	1.17	1.17
tblVehicleEF	HHD	3.19	3.33
tblVehicleEF	HHD	5,008.69	5,051.17
tblVehicleEF	HHD	1,660.44	1,679.50
tblVehicleEF	HHD	10.55	10.80
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	22.32	23.63
tblVehicleEF	HHD	3.97	4.34
tblVehicleEF	HHD	19.56	19.57
tblVehicleEF	HHD	0.01	0.02
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	0.02	0.02
tblVehicleEF	HHD	8.8000e-005	1.0700e-004



tblVehicleEF	HHD	0.01	0.02
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8360e-003	8.8340e-003
tblVehicleEF	HHD	0.02	0.02
tblVehicleEF	HHD	8.1000e-005	9.9000e-005
tblVehicleEF	HHD	1.7000e-004	1.8800e-004
tblVehicleEF	HHD	4.9980e-003	5.7950e-003
tblVehicleEF	HHD	0.61	0.65
tblVehicleEF	HHD	1.2100e-004	1.3300e-004
tblVehicleEF	HHD	0.15	0.16
tblVehicleEF	HHD	4.2100e-004	4.8300e-004
tblVehicleEF	HHD	0.08	0.10
tblVehicleEF	HHD	0.05	0.05
tblVehicleEF	HHD	0.02	0.02
tblVehicleEF	HHD	1.5800e-004	1.6300e-004
tblVehicleEF	HHD	1.7000e-004	1.8800e-004
tblVehicleEF	HHD	4.9980e-003	5.7950e-003
tblVehicleEF	HHD	0.72	0.76
tblVehicleEF	HHD	1.2100e-004	1.3300e-004
tblVehicleEF	HHD	0.26	0.27
tblVehicleEF	HHD	4.2100e-004	4.8300e-004
tblVehicleEF	HHD	0.09	0.11
tblVehicleEF	HHD	0.70	0.73
tblVehicleEF	HHD	0.09	0.09
tblVehicleEF	HHD	0.09	0.10
tblVehicleEF	HHD	3.58	3.78
tblVehicleEF	HHD	1.16	1.16
tblVehicleEF	HHD	3.39	3.53
tblVehicleEF	HHD	4,343.58	4,382.68
tblVehicleEF	HHD	1,660.44	1,679.50



tblVehicleEF	HHD	10.55	10.80
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	20.67	21.89
tblVehicleEF	HHD	4.13	4.51
tblVehicleEF	HHD	19.57	19.58
tblVehicleEF	HHD	0.02	0.02
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	0.02	0.02
tblVehicleEF	HHD	8.8000e-005	1.0700e-004
tblVehicleEF	HHD	0.02	0.02
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8360e-003	8.8340e-003
tblVehicleEF	HHD	0.02	0.02
tblVehicleEF	HHD	8.1000e-005	9.9000e-005
tblVehicleEF	HHD	1.1000e-004	1.2200e-004
tblVehicleEF	HHD	5.2380e-003	6.2650e-003
tblVehicleEF	HHD	0.70	0.74
tblVehicleEF	HHD	8.1000e-005	8.8000e-005
tblVehicleEF	HHD	0.15	0.16
tblVehicleEF	HHD	4.6800e-004	5.3300e-004
tblVehicleEF	HHD	0.09	0.10
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	0.02	0.02
tblVehicleEF	HHD	1.6100e-004	1.6700e-004
tblVehicleEF	HHD	1.1000e-004	1.2200e-004
tblVehicleEF	HHD	5.2380e-003	6.2650e-003
tblVehicleEF	HHD	0.82	0.86
tblVehicleEF	HHD	8.1000e-005	8.8000e-005
tblVehicleEF	HHD	0.26	0.27



tblVehicleEF	HHD	4.6800e-004	5.3300e-004
tblVehicleEF	HHD	0.10	0.11
tblVehicleEF	LDA	5.9160e-003	6.5530e-003
tblVehicleEF	LDA	6.1880e-003	7.1270e-003
tblVehicleEF	LDA	0.71	0.76
tblVehicleEF	LDA	1.27	1.42
tblVehicleEF	LDA	285.63	296.37
tblVehicleEF	LDA	59.19	61.25
tblVehicleEF	LDA	0.55	0.55
tblVehicleEF	LDA	0.06	0.06
tblVehicleEF	LDA	0.08	0.09
tblVehicleEF	LDA	2.2290e-003	2.2990e-003
tblVehicleEF	LDA	2.3010e-003	2.3500e-003
tblVehicleEF	LDA	2.0560e-003	2.1210e-003
tblVehicleEF	LDA	2.1160e-003	2.1610e-003
tblVehicleEF	LDA	0.04	0.05
tblVehicleEF	LDA	0.11	0.12
tblVehicleEF	LDA	0.04	0.04
tblVehicleEF	LDA	0.01	0.02
tblVehicleEF	LDA	0.04	0.04
tblVehicleEF	LDA	0.08	0.10
tblVehicleEF	LDA	2.8620e-003	2.9700e-003
tblVehicleEF	LDA	6.1400e-004	6.3700e-004
tblVehicleEF	LDA	0.04	0.05
tblVehicleEF	LDA	0.11	0.12
tblVehicleEF	LDA	0.04	0.04
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.04	0.04
tblVehicleEF	LDA	0.09	0.11
tblVehicleEF	LDA	6.2800e-003	6.9520e-003



tblVehicleEF	LDA	5.4950e-003	6.3260e-003
tblVehicleEF	LDA	0.78	0.83
tblVehicleEF	LDA	1.09	1.21
tblVehicleEF	LDA	298.94	310.18
tblVehicleEF	LDA	59.19	61.25
tblVehicleEF	LDA	0.55	0.55
tblVehicleEF	LDA	0.05	0.06
tblVehicleEF	LDA	0.07	0.08
tblVehicleEF	LDA	2.2290e-003	2.2990e-003
tblVehicleEF	LDA	2.3010e-003	2.3500e-003
tblVehicleEF	LDA	2.0560e-003	2.1210e-003
tblVehicleEF	LDA	2.1160e-003	2.1610e-003
tblVehicleEF	LDA	0.07	0.07
tblVehicleEF	LDA	0.11	0.12
tblVehicleEF	LDA	0.06	0.06
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.04	0.04
tblVehicleEF	LDA	0.07	0.09
tblVehicleEF	LDA	2.9960e-003	3.1090e-003
tblVehicleEF	LDA	6.1000e-004	6.3300e-004
tblVehicleEF	LDA	0.07	0.07
tblVehicleEF	LDA	0.11	0.12
tblVehicleEF	LDA	0.06	0.06
tblVehicleEF	LDA	0.02	0.03
tblVehicleEF	LDA	0.04	0.04
tblVehicleEF	LDA	0.08	0.09
tblVehicleEF	LDA	5.7950e-003	6.4200e-003
tblVehicleEF	LDA	6.3340e-003	7.2950e-003
tblVehicleEF	LDA	0.68	0.73
tblVehicleEF	LDA	1.31	1.46



tblVehicleEF	LDA	280.76	291.32
tblVehicleEF	LDA	59.19	61.25
tblVehicleEF	LDA	0.55	0.55
tblVehicleEF	LDA	0.06	0.06
tblVehicleEF	LDA	0.08	0.09
tblVehicleEF	LDA	2.2290e-003	2.2990e-003
tblVehicleEF	LDA	2.3010e-003	2.3500e-003
tblVehicleEF	LDA	2.0560e-003	2.1210e-003
tblVehicleEF	LDA	2.1160e-003	2.1610e-003
tblVehicleEF	LDA	0.04	0.05
tblVehicleEF	LDA	0.12	0.13
tblVehicleEF	LDA	0.04	0.04
tblVehicleEF	LDA	0.01	0.02
tblVehicleEF	LDA	0.05	0.05
tblVehicleEF	LDA	0.09	0.10
tblVehicleEF	LDA	2.8130e-003	2.9190e-003
tblVehicleEF	LDA	6.1400e-004	6.3800e-004
tblVehicleEF	LDA	0.04	0.05
tblVehicleEF	LDA	0.12	0.13
tblVehicleEF	LDA	0.04	0.04
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.05	0.05
tblVehicleEF	LDA	0.09	0.11
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	1.84	2.02
tblVehicleEF	LDT1	3.09	3.43
tblVehicleEF	LDT1	351.43	360.63
tblVehicleEF	LDT1	71.32	73.09
tblVehicleEF	LDT1	0.05	0.05



tblVehicleEF	LDT1	0.17	0.19
tblVehicleEF	LDT1	0.18	0.20
tblVehicleEF	LDT1	3.7390e-003	3.9490e-003
tblVehicleEF	LDT1	3.5990e-003	3.7850e-003
tblVehicleEF	LDT1	3.4440e-003	3.6370e-003
tblVehicleEF	LDT1	3.3100e-003	3.4820e-003
tblVehicleEF	LDT1	0.14	0.15
tblVehicleEF	LDT1	0.28	0.30
tblVehicleEF	LDT1	0.11	0.12
tblVehicleEF	LDT1	0.04	0.05
tblVehicleEF	LDT1	0.18	0.19
tblVehicleEF	LDT1	0.21	0.24
tblVehicleEF	LDT1	3.5380e-003	3.6330e-003
tblVehicleEF	LDT1	7.6700e-004	7.9100e-004
tblVehicleEF	LDT1	0.14	0.15
tblVehicleEF	LDT1	0.28	0.30
tblVehicleEF	LDT1	0.11	0.12
tblVehicleEF	LDT1	0.06	0.07
tblVehicleEF	LDT1	0.18	0.19
tblVehicleEF	LDT1	0.24	0.26
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	0.01	0.02
tblVehicleEF	LDT1	1.99	2.18
tblVehicleEF	LDT1	2.62	2.91
tblVehicleEF	LDT1	366.73	376.30
tblVehicleEF	LDT1	71.32	73.09
tblVehicleEF	LDT1	0.05	0.05
tblVehicleEF	LDT1	0.15	0.17
tblVehicleEF	LDT1	0.16	0.18
tblVehicleEF	LDT1	3.7390e-003	3.9490e-003



tblVehicleEF	LDT1	3.5990e-003	3.7850e-003
tblVehicleEF	LDT1	3.4440e-003	3.6370e-003
tblVehicleEF	LDT1	3.3100e-003	3.4820e-003
tblVehicleEF	LDT1	0.21	0.23
tblVehicleEF	LDT1	0.30	0.32
tblVehicleEF	LDT1	0.16	0.17
tblVehicleEF	LDT1	0.05	0.05
tblVehicleEF	LDT1	0.17	0.18
tblVehicleEF	LDT1	0.19	0.21
tblVehicleEF	LDT1	3.6940e-003	3.7920e-003
tblVehicleEF	LDT1	7.5900e-004	7.8200e-004
tblVehicleEF	LDT1	0.21	0.23
tblVehicleEF	LDT1	0.30	0.32
tblVehicleEF	LDT1	0.16	0.17
tblVehicleEF	LDT1	0.07	0.07
tblVehicleEF	LDT1	0.17	0.18
tblVehicleEF	LDT1	0.21	0.23
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	1.79	1.96
tblVehicleEF	LDT1	3.19	3.54
tblVehicleEF	LDT1	345.81	354.88
tblVehicleEF	LDT1	71.32	73.09
tblVehicleEF	LDT1	0.05	0.05
tblVehicleEF	LDT1	0.17	0.19
tblVehicleEF	LDT1	0.18	0.20
tblVehicleEF	LDT1	3.7390e-003	3.9490e-003
tblVehicleEF	LDT1	3.5990e-003	3.7850e-003
tblVehicleEF	LDT1	3.4440e-003	3.6370e-003
tblVehicleEF	LDT1	3.3100e-003	3.4820e-003



tblVehicleEF	LDT1	0.14	0.15
tblVehicleEF	LDT1	0.32	0.35
tblVehicleEF	LDT1	0.11	0.11
tblVehicleEF	LDT1	0.04	0.05
tblVehicleEF	LDT1	0.21	0.23
tblVehicleEF	LDT1	0.22	0.25
tblVehicleEF	LDT1	3.4810e-003	3.5750e-003
tblVehicleEF	LDT1	7.6900e-004	7.9300e-004
tblVehicleEF	LDT1	0.14	0.15
tblVehicleEF	LDT1	0.32	0.35
tblVehicleEF	LDT1	0.11	0.11
tblVehicleEF	LDT1	0.06	0.07
tblVehicleEF	LDT1	0.21	0.23
tblVehicleEF	LDT1	0.24	0.27
tblVehicleEF	LDT2	7.8740e-003	8.6320e-003
tblVehicleEF	LDT2	7.2440e-003	8.2970e-003
tblVehicleEF	LDT2	0.90	0.97
tblVehicleEF	LDT2	1.49	1.67
tblVehicleEF	LDT2	395.42	408.00
tblVehicleEF	LDT2	80.68	83.22
tblVehicleEF	LDT2	0.20	0.20
tblVehicleEF	LDT2	0.09	0.10
tblVehicleEF	LDT2	0.12	0.14
tblVehicleEF	LDT2	2.1620e-003	2.1760e-003
tblVehicleEF	LDT2	2.3490e-003	2.3520e-003
tblVehicleEF	LDT2	1.9880e-003	2.0020e-003
tblVehicleEF	LDT2	2.1600e-003	2.1630e-003
tblVehicleEF	LDT2	0.05	0.05
tblVehicleEF	LDT2	0.11	0.12
tblVehicleEF	LDT2	0.05	0.05



tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.06	0.07
tblVehicleEF	LDT2	0.10	0.11
tblVehicleEF	LDT2	3.9620e-003	4.0880e-003
tblVehicleEF	LDT2	8.3200e-004	8.6100e-004
tblVehicleEF	LDT2	0.05	0.05
tblVehicleEF	LDT2	0.11	0.12
tblVehicleEF	LDT2	0.05	0.05
tblVehicleEF	LDT2	0.03	0.03
tblVehicleEF	LDT2	0.06	0.07
tblVehicleEF	LDT2	0.11	0.12
tblVehicleEF	LDT2	8.3450e-003	9.1430e-003
tblVehicleEF	LDT2	6.4440e-003	7.3790e-003
tblVehicleEF	LDT2	0.99	1.07
tblVehicleEF	LDT2	1.27	1.43
tblVehicleEF	LDT2	413.17	426.32
tblVehicleEF	LDT2	80.68	83.22
tblVehicleEF	LDT2	0.20	0.20
tblVehicleEF	LDT2	0.08	0.09
tblVehicleEF	LDT2	0.11	0.13
tblVehicleEF	LDT2	2.1620e-003	2.1760e-003
tblVehicleEF	LDT2	2.3490e-003	2.3520e-003
tblVehicleEF	LDT2	1.9880e-003	2.0020e-003
tblVehicleEF	LDT2	2.1600e-003	2.1630e-003
tblVehicleEF	LDT2	0.07	0.08
tblVehicleEF	LDT2	0.11	0.12
tblVehicleEF	LDT2	0.07	0.07
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.06	0.06
tblVehicleEF	LDT2	0.09	0.10



tblVehicleEF	LDT2	4.1400e-003	4.2730e-003
tblVehicleEF	LDT2	8.2800e-004	8.5600e-004
tblVehicleEF	LDT2	0.07	0.08
tblVehicleEF	LDT2	0.11	0.12
tblVehicleEF	LDT2	0.07	0.07
tblVehicleEF	LDT2	0.03	0.03
tblVehicleEF	LDT2	0.06	0.06
tblVehicleEF	LDT2	0.10	0.11
tblVehicleEF	LDT2	7.7190e-003	8.4620e-003
tblVehicleEF	LDT2	7.4150e-003	8.4930e-003
tblVehicleEF	LDT2	0.87	0.94
tblVehicleEF	LDT2	1.54	1.73
tblVehicleEF	LDT2	388.90	401.27
tblVehicleEF	LDT2	80.68	83.22
tblVehicleEF	LDT2	0.20	0.20
tblVehicleEF	LDT2	0.09	0.10
tblVehicleEF	LDT2	0.12	0.15
tblVehicleEF	LDT2	2.1620e-003	2.1760e-003
tblVehicleEF	LDT2	2.3490e-003	2.3520e-003
tblVehicleEF	LDT2	1.9880e-003	2.0020e-003
tblVehicleEF	LDT2	2.1600e-003	2.1630e-003
tblVehicleEF	LDT2	0.05	0.05
tblVehicleEF	LDT2	0.12	0.13
tblVehicleEF	LDT2	0.04	0.05
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.07	0.08
tblVehicleEF	LDT2	0.10	0.11
tblVehicleEF	LDT2	3.8960e-003	4.0210e-003
tblVehicleEF	LDT2	8.3300e-004	8.6200e-004
tblVehicleEF	LDT2	0.05	0.05



tblVehicleEF	LDT2	0.12	0.13
tblVehicleEF	LDT2	0.04	0.05
tblVehicleEF	LDT2	0.03	0.03
tblVehicleEF	LDT2	0.07	0.08
tblVehicleEF	LDT2	0.11	0.13
tblVehicleEF	LHD1	6.0120e-003	6.3570e-003
tblVehicleEF	LHD1	0.01	0.02
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	0.16	0.16
tblVehicleEF	LHD1	0.94	1.07
tblVehicleEF	LHD1	3.04	3.29
tblVehicleEF	LHD1	8.91	8.89
tblVehicleEF	LHD1	612.93	622.45
tblVehicleEF	LHD1	34.52	35.85
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	0.07	0.07
tblVehicleEF	LHD1	1.05	1.15
tblVehicleEF	LHD1	1.07	1.13
tblVehicleEF	LHD1	8.1600e-004	7.9800e-004
tblVehicleEF	LHD1	9.9780e-003	9.8890e-003
tblVehicleEF	LHD1	9.4020e-003	9.6360e-003
tblVehicleEF	LHD1	1.0850e-003	1.1970e-003
tblVehicleEF	LHD1	7.8100e-004	7.6300e-004
tblVehicleEF	LHD1	2.4950e-003	2.4720e-003
tblVehicleEF	LHD1	8.9670e-003	9.1880e-003
tblVehicleEF	LHD1	9.9800e-004	1.1020e-003
tblVehicleEF	LHD1	3.3130e-003	3.4680e-003
tblVehicleEF	LHD1	0.11	0.11
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	1.9910e-003	2.0560e-003



tblVehicleEF	LHD1	0.07	0.07
tblVehicleEF	LHD1	0.32	0.33
tblVehicleEF	LHD1	0.29	0.32
tblVehicleEF	LHD1	6.0260e-003	6.1270e-003
tblVehicleEF	LHD1	4.0200e-004	4.2000e-004
tblVehicleEF	LHD1	3.3130e-003	3.4680e-003
tblVehicleEF	LHD1	0.11	0.11
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	1.9910e-003	2.0560e-003
tblVehicleEF	LHD1	0.09	0.10
tblVehicleEF	LHD1	0.32	0.33
tblVehicleEF	LHD1	0.32	0.35
tblVehicleEF	LHD1	6.0120e-003	6.3570e-003
tblVehicleEF	LHD1	0.01	0.02
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	0.16	0.16
tblVehicleEF	LHD1	0.96	1.08
tblVehicleEF	LHD1	2.90	3.14
tblVehicleEF	LHD1	8.91	8.89
tblVehicleEF	LHD1	612.93	622.45
tblVehicleEF	LHD1	34.52	35.85
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	0.07	0.07
tblVehicleEF	LHD1	0.98	1.07
tblVehicleEF	LHD1	1.03	1.08
tblVehicleEF	LHD1	8.1600e-004	7.9800e-004
tblVehicleEF	LHD1	9.9780e-003	9.8890e-003
tblVehicleEF	LHD1	9.4020e-003	9.6360e-003
tblVehicleEF	LHD1	1.0850e-003	1.1970e-003
tblVehicleEF	LHD1	7.8100e-004	7.6300e-004



tblVehicleEF	LHD1	2.4950e-003	2.4720e-003
tblVehicleEF	LHD1	8.9670e-003	9.1880e-003
tblVehicleEF	LHD1	9.9800e-004	1.1020e-003
tblVehicleEF	LHD1	4.9680e-003	5.2080e-003
tblVehicleEF	LHD1	0.11	0.12
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	2.8120e-003	2.9180e-003
tblVehicleEF	LHD1	0.07	0.08
tblVehicleEF	LHD1	0.31	0.32
tblVehicleEF	LHD1	0.28	0.31
tblVehicleEF	LHD1	6.0270e-003	6.1280e-003
tblVehicleEF	LHD1	3.9900e-004	4.1700e-004
tblVehicleEF	LHD1	4.9680e-003	5.2080e-003
tblVehicleEF	LHD1	0.11	0.12
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	2.8120e-003	2.9180e-003
tblVehicleEF	LHD1	0.09	0.10
tblVehicleEF	LHD1	0.31	0.32
tblVehicleEF	LHD1	0.31	0.34
tblVehicleEF	LHD1	6.0120e-003	6.3570e-003
tblVehicleEF	LHD1	0.01	0.02
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	0.16	0.16
tblVehicleEF	LHD1	0.94	1.06
tblVehicleEF	LHD1	3.06	3.32
tblVehicleEF	LHD1	8.91	8.89
tblVehicleEF	LHD1	612.93	622.45
tblVehicleEF	LHD1	34.52	35.85
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	0.07	0.07



tblVehicleEF	LHD1	1.03	1.13
tblVehicleEF	LHD1	1.08	1.14
tblVehicleEF	LHD1	8.1600e-004	7.9800e-004
tblVehicleEF	LHD1	9.9780e-003	9.8890e-003
tblVehicleEF	LHD1	9.4020e-003	9.6360e-003
tblVehicleEF	LHD1	1.0850e-003	1.1970e-003
tblVehicleEF	LHD1	7.8100e-004	7.6300e-004
tblVehicleEF	LHD1	2.4950e-003	2.4720e-003
tblVehicleEF	LHD1	8.9670e-003	9.1880e-003
tblVehicleEF	LHD1	9.9800e-004	1.1020e-003
tblVehicleEF	LHD1	3.5020e-003	3.6860e-003
tblVehicleEF	LHD1	0.12	0.13
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	1.9650e-003	2.0330e-003
tblVehicleEF	LHD1	0.07	0.07
tblVehicleEF	LHD1	0.34	0.35
tblVehicleEF	LHD1	0.30	0.32
tblVehicleEF	LHD1	6.0260e-003	6.1270e-003
tblVehicleEF	LHD1	4.0200e-004	4.2100e-004
tblVehicleEF	LHD1	3.5020e-003	3.6860e-003
tblVehicleEF	LHD1	0.12	0.13
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	1.9650e-003	2.0330e-003
tblVehicleEF	LHD1	0.09	0.10
tblVehicleEF	LHD1	0.34	0.35
tblVehicleEF	LHD1	0.32	0.36
tblVehicleEF	LHD2	4.3410e-003	4.6500e-003
tblVehicleEF	LHD2	5.0230e-003	5.8620e-003
tblVehicleEF	LHD2	9.9030e-003	0.01
tblVehicleEF	LHD2	0.13	0.14



tblVehicleEF	LHD2	0.39	0.45
tblVehicleEF	LHD2	1.51	1.67
tblVehicleEF	LHD2	13.55	13.53
tblVehicleEF	LHD2	625.73	634.55
tblVehicleEF	LHD2	28.89	30.01
tblVehicleEF	LHD2	6.1430e-003	6.0900e-003
tblVehicleEF	LHD2	0.10	0.10
tblVehicleEF	LHD2	0.76	0.88
tblVehicleEF	LHD2	0.61	0.66
tblVehicleEF	LHD2	1.1760e-003	1.1790e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	9.3050e-003	9.7680e-003
tblVehicleEF	LHD2	5.0600e-004	5.5800e-004
tblVehicleEF	LHD2	1.1250e-003	1.1280e-003
tblVehicleEF	LHD2	2.6430e-003	2.6300e-003
tblVehicleEF	LHD2	8.8870e-003	9.3300e-003
tblVehicleEF	LHD2	4.6500e-004	5.1400e-004
tblVehicleEF	LHD2	1.2670e-003	1.4140e-003
tblVehicleEF	LHD2	0.04	0.05
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	8.0900e-004	8.8000e-004
tblVehicleEF	LHD2	0.05	0.05
tblVehicleEF	LHD2	0.10	0.11
tblVehicleEF	LHD2	0.13	0.15
tblVehicleEF	LHD2	6.1010e-003	6.1920e-003
tblVehicleEF	LHD2	3.1600e-004	3.3100e-004
tblVehicleEF	LHD2	1.2670e-003	1.4140e-003
tblVehicleEF	LHD2	0.04	0.05
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	8.0900e-004	8.8000e-004



tblVehicleEF	LHD2	0.06	0.06
tblVehicleEF	LHD2	0.10	0.11
tblVehicleEF	LHD2	0.15	0.17
tblVehicleEF	LHD2	4.3410e-003	4.6500e-003
tblVehicleEF	LHD2	5.0980e-003	5.9540e-003
tblVehicleEF	LHD2	9.5540e-003	0.01
tblVehicleEF	LHD2	0.13	0.14
tblVehicleEF	LHD2	0.40	0.46
tblVehicleEF	LHD2	1.44	1.60
tblVehicleEF	LHD2	13.55	13.53
tblVehicleEF	LHD2	625.73	634.55
tblVehicleEF	LHD2	28.89	30.01
tblVehicleEF	LHD2	6.1430e-003	6.0900e-003
tblVehicleEF	LHD2	0.10	0.10
tblVehicleEF	LHD2	0.72	0.83
tblVehicleEF	LHD2	0.58	0.63
tblVehicleEF	LHD2	1.1760e-003	1.1790e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	9.3050e-003	9.7680e-003
tblVehicleEF	LHD2	5.0600e-004	5.5800e-004
tblVehicleEF	LHD2	1.1250e-003	1.1280e-003
tblVehicleEF	LHD2	2.6430e-003	2.6300e-003
tblVehicleEF	LHD2	8.8870e-003	9.3300e-003
tblVehicleEF	LHD2	4.6500e-004	5.1400e-004
tblVehicleEF	LHD2	1.8880e-003	2.1090e-003
tblVehicleEF	LHD2	0.04	0.05
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	1.1340e-003	1.2380e-003
tblVehicleEF	LHD2	0.05	0.05
tblVehicleEF	LHD2	0.09	0.10



tblVehicleEF	LHD2	0.13	0.15
tblVehicleEF	LHD2	6.1010e-003	6.1920e-003
tblVehicleEF	LHD2	3.1500e-004	3.3000e-004
tblVehicleEF	LHD2	1.8880e-003	2.1090e-003
tblVehicleEF	LHD2	0.04	0.05
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	1.1340e-003	1.2380e-003
tblVehicleEF	LHD2	0.06	0.06
tblVehicleEF	LHD2	0.09	0.10
tblVehicleEF	LHD2	0.14	0.16
tblVehicleEF	LHD2	4.3410e-003	4.6500e-003
tblVehicleEF	LHD2	5.0030e-003	5.8380e-003
tblVehicleEF	LHD2	9.9730e-003	0.01
tblVehicleEF	LHD2	0.13	0.14
tblVehicleEF	LHD2	0.39	0.45
tblVehicleEF	LHD2	1.52	1.68
tblVehicleEF	LHD2	13.55	13.53
tblVehicleEF	LHD2	625.73	634.55
tblVehicleEF	LHD2	28.89	30.01
tblVehicleEF	LHD2	6.1430e-003	6.0900e-003
tblVehicleEF	LHD2	0.10	0.10
tblVehicleEF	LHD2	0.75	0.87
tblVehicleEF	LHD2	0.61	0.67
tblVehicleEF	LHD2	1.1760e-003	1.1790e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	9.3050e-003	9.7680e-003
tblVehicleEF	LHD2	5.0600e-004	5.5800e-004
tblVehicleEF	LHD2	1.1250e-003	1.1280e-003
tblVehicleEF	LHD2	2.6430e-003	2.6300e-003
tblVehicleEF	LHD2	8.8870e-003	9.3300e-003



tblVehicleEF	LHD2	4.6500e-004	5.1400e-004
tblVehicleEF	LHD2	1.3050e-003	1.4720e-003
tblVehicleEF	LHD2	0.05	0.05
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	7.8800e-004	8.5900e-004
tblVehicleEF	LHD2	0.05	0.05
tblVehicleEF	LHD2	0.10	0.12
tblVehicleEF	LHD2	0.13	0.16
tblVehicleEF	LHD2	6.1010e-003	6.1910e-003
tblVehicleEF	LHD2	3.1700e-004	3.3100e-004
tblVehicleEF	LHD2	1.3050e-003	1.4720e-003
tblVehicleEF	LHD2	0.05	0.05
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	7.8800e-004	8.5900e-004
tblVehicleEF	LHD2	0.06	0.06
tblVehicleEF	LHD2	0.10	0.12
tblVehicleEF	LHD2	0.15	0.17
tblVehicleEF	MCY	0.53	0.53
tblVehicleEF	MCY	0.15	0.15
tblVehicleEF	MCY	19.20	19.48
tblVehicleEF	MCY	9.64	9.63
tblVehicleEF	MCY	188.47	187.52
tblVehicleEF	MCY	44.88	45.30
tblVehicleEF	MCY	5.0780e-003	5.0050e-003
tblVehicleEF	MCY	1.13	1.13
tblVehicleEF	MCY	0.31	0.31
tblVehicleEF	MCY	2.3830e-003	2.3100e-003
tblVehicleEF	MCY	3.9570e-003	4.0640e-003
tblVehicleEF	MCY	2.2280e-003	2.1620e-003
tblVehicleEF	MCY	3.7290e-003	3.8350e-003



tblVehicleEF	MCY	1.07	1.07
tblVehicleEF	MCY	0.65	0.66
tblVehicleEF	MCY	0.65	0.66
tblVehicleEF	MCY	2.61	2.62
tblVehicleEF	MCY	0.62	0.63
tblVehicleEF	MCY	2.06	2.08
tblVehicleEF	MCY	2.2780e-003	2.2730e-003
tblVehicleEF	MCY	6.6700e-004	6.7100e-004
tblVehicleEF	MCY	1.07	1.07
tblVehicleEF	MCY	0.65	0.66
tblVehicleEF	MCY	0.65	0.66
tblVehicleEF	MCY	3.25	3.25
tblVehicleEF	MCY	0.62	0.63
tblVehicleEF	MCY	2.24	2.26
tblVehicleEF	MCY	0.52	0.52
tblVehicleEF	MCY	0.13	0.14
tblVehicleEF	MCY	18.48	18.74
tblVehicleEF	MCY	8.82	8.81
tblVehicleEF	MCY	188.47	187.52
tblVehicleEF	MCY	44.88	45.30
tblVehicleEF	MCY	5.0780e-003	5.0050e-003
tblVehicleEF	MCY	0.99	0.99
tblVehicleEF	MCY	0.29	0.29
tblVehicleEF	MCY	2.3830e-003	2.3100e-003
tblVehicleEF	MCY	3.9570e-003	4.0640e-003
tblVehicleEF	MCY	2.2280e-003	2.1620e-003
tblVehicleEF	MCY	3.7290e-003	3.8350e-003
tblVehicleEF	MCY	1.73	1.74
tblVehicleEF	MCY	0.71	0.72
tblVehicleEF	MCY	1.08	1.10



tblVehicleEF	MCY	2.55	2.56
tblVehicleEF	MCY	0.58	0.60
tblVehicleEF	MCY	1.84	1.85
tblVehicleEF	MCY	2.2640e-003	2.2590e-003
tblVehicleEF	MCY	6.4700e-004	6.5100e-004
tblVehicleEF	MCY	1.73	1.74
tblVehicleEF	MCY	0.71	0.72
tblVehicleEF	MCY	1.08	1.10
tblVehicleEF	MCY	3.17	3.17
tblVehicleEF	MCY	0.58	0.60
tblVehicleEF	MCY	2.00	2.01
tblVehicleEF	MCY	0.54	0.53
tblVehicleEF	MCY	0.15	0.16
tblVehicleEF	MCY	19.30	19.59
tblVehicleEF	MCY	9.78	9.76
tblVehicleEF	MCY	188.47	187.52
tblVehicleEF	MCY	44.88	45.30
tblVehicleEF	MCY	5.0780e-003	5.0050e-003
tblVehicleEF	MCY	1.11	1.11
tblVehicleEF	MCY	0.31	0.31
tblVehicleEF	MCY	2.3830e-003	2.3100e-003
tblVehicleEF	MCY	3.9570e-003	4.0640e-003
tblVehicleEF	MCY	2.2280e-003	2.1620e-003
tblVehicleEF	MCY	3.7290e-003	3.8350e-003
tblVehicleEF	MCY	1.16	1.17
tblVehicleEF	MCY	0.84	0.86
tblVehicleEF	MCY	0.62	0.63
tblVehicleEF	MCY	2.62	2.64
tblVehicleEF	MCY	0.71	0.73
tblVehicleEF	MCY	2.10	2.12



tblVehicleEF	MCY	2.2800e-003	2.2750e-003
tblVehicleEF	MCY	6.7100e-004	6.7500e-004
tblVehicleEF	MCY	1.16	1.17
tblVehicleEF	MCY	0.84	0.86
tblVehicleEF	MCY	0.62	0.63
tblVehicleEF	MCY	3.26	3.26
tblVehicleEF	MCY	0.71	0.73
tblVehicleEF	MCY	2.29	2.31
tblVehicleEF	MDV	0.02	0.02
tblVehicleEF	MDV	0.02	0.02
tblVehicleEF	MDV	1.56	1.77
tblVehicleEF	MDV	2.79	3.11
tblVehicleEF	MDV	528.65	543.27
tblVehicleEF	MDV	106.35	109.34
tblVehicleEF	MDV	0.12	0.12
tblVehicleEF	MDV	0.17	0.19
tblVehicleEF	MDV	0.25	0.29
tblVehicleEF	MDV	2.4280e-003	2.4830e-003
tblVehicleEF	MDV	2.5830e-003	2.6470e-003
tblVehicleEF	MDV	2.2400e-003	2.2920e-003
tblVehicleEF	MDV	2.3780e-003	2.4370e-003
tblVehicleEF	MDV	0.07	0.07
tblVehicleEF	MDV	0.16	0.17
tblVehicleEF	MDV	0.07	0.07
tblVehicleEF	MDV	0.04	0.05
tblVehicleEF	MDV	0.09	0.09
tblVehicleEF	MDV	0.22	0.25
tblVehicleEF	MDV	5.2990e-003	5.4490e-003
tblVehicleEF	MDV	1.1130e-003	1.1480e-003
tblVehicleEF	MDV	0.07	0.07



tblVehicleEF	MDV	0.16	0.17
tblVehicleEF	MDV	0.07	0.07
tblVehicleEF	MDV	0.06	0.07
tblVehicleEF	MDV	0.09	0.09
tblVehicleEF	MDV	0.24	0.27
tblVehicleEF	MDV	0.02	0.02
tblVehicleEF	MDV	0.01	0.02
tblVehicleEF	MDV	1.69	1.90
tblVehicleEF	MDV	2.39	2.66
tblVehicleEF	MDV	551.85	567.14
tblVehicleEF	MDV	106.35	109.34
tblVehicleEF	MDV	0.12	0.12
tblVehicleEF	MDV	0.15	0.17
tblVehicleEF	MDV	0.23	0.26
tblVehicleEF	MDV	2.4280e-003	2.4830e-003
tblVehicleEF	MDV	2.5830e-003	2.6470e-003
tblVehicleEF	MDV	2.2400e-003	2.2920e-003
tblVehicleEF	MDV	2.3780e-003	2.4370e-003
tblVehicleEF	MDV	0.11	0.11
tblVehicleEF	MDV	0.17	0.17
tblVehicleEF	MDV	0.10	0.10
tblVehicleEF	MDV	0.05	0.05
tblVehicleEF	MDV	0.08	0.09
tblVehicleEF	MDV	0.19	0.22
tblVehicleEF	MDV	5.5330e-003	5.6890e-003
tblVehicleEF	MDV	1.1050e-003	1.1400e-003
tblVehicleEF	MDV	0.11	0.11
tblVehicleEF	MDV	0.17	0.17
tblVehicleEF	MDV	0.10	0.10
tblVehicleEF	MDV	0.06	0.07



tblVehicleEF	MDV	0.08	0.09
tblVehicleEF	MDV	0.21	0.24
tblVehicleEF	MDV	0.01	0.02
tblVehicleEF	MDV	0.02	0.02
tblVehicleEF	MDV	1.52	1.72
tblVehicleEF	MDV	2.88	3.20
tblVehicleEF	MDV	520.14	534.52
tblVehicleEF	MDV	106.35	109.34
tblVehicleEF	MDV	0.12	0.12
tblVehicleEF	MDV	0.17	0.19
tblVehicleEF	MDV	0.26	0.29
tblVehicleEF	MDV	2.4280e-003	2.4830e-003
tblVehicleEF	MDV	2.5830e-003	2.6470e-003
tblVehicleEF	MDV	2.2400e-003	2.2920e-003
tblVehicleEF	MDV	2.3780e-003	2.4370e-003
tblVehicleEF	MDV	0.07	0.07
tblVehicleEF	MDV	0.17	0.18
tblVehicleEF	MDV	0.07	0.07
tblVehicleEF	MDV	0.04	0.05
tblVehicleEF	MDV	0.11	0.11
tblVehicleEF	MDV	0.22	0.25
tblVehicleEF	MDV	5.2130e-003	5.3610e-003
tblVehicleEF	MDV	1.1140e-003	1.1500e-003
tblVehicleEF	MDV	0.07	0.07
tblVehicleEF	MDV	0.17	0.18
tblVehicleEF	MDV	0.07	0.07
tblVehicleEF	MDV	0.06	0.07
tblVehicleEF	MDV	0.11	0.11
tblVehicleEF	MDV	0.24	0.28
tblVehicleEF	MH	0.04	0.04



tblVehicleEF	MH	0.03	0.03
tblVehicleEF	MH	2.77	3.53
tblVehicleEF	MH	6.41	7.14
tblVehicleEF	MH	1,135.33	1,138.98
tblVehicleEF	MH	61.01	63.70
tblVehicleEF	MH	8.9100e-004	9.0700e-004
tblVehicleEF	MH	1.17	1.26
tblVehicleEF	MH	0.85	0.90
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	1.2190e-003	1.5790e-003
tblVehicleEF	MH	3.1990e-003	3.1950e-003
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	1.1210e-003	1.4630e-003
tblVehicleEF	MH	1.07	1.18
tblVehicleEF	MH	0.08	0.08
tblVehicleEF	MH	0.45	0.49
tblVehicleEF	MH	0.10	0.13
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	0.36	0.43
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	7.2200e-004	7.6200e-004
tblVehicleEF	MH	1.07	1.18
tblVehicleEF	MH	0.08	0.08
tblVehicleEF	MH	0.45	0.49
tblVehicleEF	MH	0.14	0.18
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	0.40	0.47
tblVehicleEF	MH	0.04	0.04
tblVehicleEF	MH	0.03	0.03



tblVehicleEF	MH	2.85	3.59
tblVehicleEF	MH	6.02	6.72
tblVehicleEF	MH	1,135.33	1,138.98
tblVehicleEF	MH	61.01	63.70
tblVehicleEF	MH	8.9100e-004	9.0700e-004
tblVehicleEF	MH	1.07	1.15
tblVehicleEF	MH	0.82	0.86
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	1.2190e-003	1.5790e-003
tblVehicleEF	MH	3.1990e-003	3.1950e-003
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	1.1210e-003	1.4630e-003
tblVehicleEF	MH	1.58	1.74
tblVehicleEF	MH	0.08	0.08
tblVehicleEF	MH	0.65	0.71
tblVehicleEF	MH	0.11	0.13
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	0.35	0.41
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	7.1500e-004	7.5500e-004
tblVehicleEF	MH	1.58	1.74
tblVehicleEF	MH	0.08	0.08
tblVehicleEF	MH	0.65	0.71
tblVehicleEF	MH	0.15	0.18
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	0.38	0.45
tblVehicleEF	MH	0.04	0.04
tblVehicleEF	MH	0.03	0.03
tblVehicleEF	MH	2.74	3.51



tblVehicleEF	MH	6.46	7.19
tblVehicleEF	MH	1,135.33	1,138.98
tblVehicleEF	MH	61.01	63.70
tblVehicleEF	MH	8.9100e-004	9.0700e-004
tblVehicleEF	MH	1.15	1.23
tblVehicleEF	MH	0.86	0.91
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	1.2190e-003	1.5790e-003
tblVehicleEF	MH	3.1990e-003	3.1950e-003
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	1.1210e-003	1.4630e-003
tblVehicleEF	MH	1.21	1.35
tblVehicleEF	MH	0.09	0.10
tblVehicleEF	MH	0.46	0.51
tblVehicleEF	MH	0.10	0.13
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	0.37	0.43
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	7.2200e-004	7.6300e-004
tblVehicleEF	MH	1.21	1.35
tblVehicleEF	MH	0.09	0.10
tblVehicleEF	MH	0.46	0.51
tblVehicleEF	MH	0.14	0.18
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	0.40	0.47
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	5.7010e-003	8.6590e-003
tblVehicleEF	MHD	0.05	0.06
tblVehicleEF	MHD	0.39	0.44



tblVehicleEF	MHD	0.42	0.61
tblVehicleEF	MHD	6.85	7.49
tblVehicleEF	MHD	131.02	133.10
tblVehicleEF	MHD	1,155.79	1,158.03
tblVehicleEF	MHD	65.08	65.62
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	0.52	0.81
tblVehicleEF	MHD	1.23	1.86
tblVehicleEF	MHD	9.82	9.86
tblVehicleEF	MHD	2.8600e-004	2.2420e-003
tblVehicleEF	MHD	5.6410e-003	0.04
tblVehicleEF	MHD	8.9100e-004	9.3600e-004
tblVehicleEF	MHD	2.7300e-004	2.1450e-003
tblVehicleEF	MHD	5.3920e-003	0.04
tblVehicleEF	MHD	8.1900e-004	8.6100e-004
tblVehicleEF	MHD	1.2390e-003	1.3410e-003
tblVehicleEF	MHD	0.05	0.05
tblVehicleEF	MHD	0.03	0.03
tblVehicleEF	MHD	7.9100e-004	8.3700e-004
tblVehicleEF	MHD	0.05	0.09
tblVehicleEF	MHD	0.02	0.03
tblVehicleEF	MHD	0.42	0.46
tblVehicleEF	MHD	1.2630e-003	1.2830e-003
tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	7.7100e-004	7.8800e-004
tblVehicleEF	MHD	1.2390e-003	1.3410e-003
tblVehicleEF	MHD	0.05	0.05
tblVehicleEF	MHD	0.04	0.04
tblVehicleEF	MHD	7.9100e-004	8.3700e-004
tblVehicleEF	MHD	0.06	0.11



tblVehicleEF	MHD	0.02	0.03
tblVehicleEF	MHD	0.46	0.50
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	5.7940e-003	8.7760e-003
tblVehicleEF	MHD	0.05	0.06
tblVehicleEF	MHD	0.28	0.32
tblVehicleEF	MHD	0.43	0.62
tblVehicleEF	MHD	6.50	7.11
tblVehicleEF	MHD	138.77	140.97
tblVehicleEF	MHD	1,155.79	1,158.03
tblVehicleEF	MHD	65.08	65.62
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	0.53	0.84
tblVehicleEF	MHD	1.16	1.75
tblVehicleEF	MHD	9.78	9.81
tblVehicleEF	MHD	2.4100e-004	1.8900e-003
tblVehicleEF	MHD	5.6410e-003	0.04
tblVehicleEF	MHD	8.9100e-004	9.3600e-004
tblVehicleEF	MHD	2.3000e-004	1.8090e-003
tblVehicleEF	MHD	5.3920e-003	0.04
tblVehicleEF	MHD	8.1900e-004	8.6100e-004
tblVehicleEF	MHD	1.8580e-003	2.0150e-003
tblVehicleEF	MHD	0.05	0.05
tblVehicleEF	MHD	0.03	0.03
tblVehicleEF	MHD	1.1240e-003	1.1980e-003
tblVehicleEF	MHD	0.05	0.09
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	0.40	0.44
tblVehicleEF	MHD	1.3360e-003	1.3570e-003
tblVehicleEF	MHD	0.01	0.01



tblVehicleEF	MHD	7.6500e-004	7.8100e-004
tblVehicleEF	MHD	1.8580e-003	2.0150e-003
tblVehicleEF	MHD	0.05	0.05
tblVehicleEF	MHD	0.04	0.04
tblVehicleEF	MHD	1.1240e-003	1.1980e-003
tblVehicleEF	MHD	0.06	0.11
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	0.44	0.48
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	5.6760e-003	8.6270e-003
tblVehicleEF	MHD	0.05	0.06
tblVehicleEF	MHD	0.53	0.61
tblVehicleEF	MHD	0.42	0.61
tblVehicleEF	MHD	6.91	7.56
tblVehicleEF	MHD	120.30	122.21
tblVehicleEF	MHD	1,155.79	1,158.03
tblVehicleEF	MHD	65.08	65.62
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	0.49	0.78
tblVehicleEF	MHD	1.21	1.83
tblVehicleEF	MHD	9.83	9.87
tblVehicleEF	MHD	3.4800e-004	2.7290e-003
tblVehicleEF	MHD	5.6410e-003	0.04
tblVehicleEF	MHD	8.9100e-004	9.3600e-004
tblVehicleEF	MHD	3.3300e-004	2.6110e-003
tblVehicleEF	MHD	5.3920e-003	0.04
tblVehicleEF	MHD	8.1900e-004	8.6100e-004
tblVehicleEF	MHD	1.2900e-003	1.4110e-003
tblVehicleEF	MHD	0.05	0.06
tblVehicleEF	MHD	0.03	0.04



tblVehicleEF	MHD	7.7500e-004	8.2400e-004
tblVehicleEF	MHD	0.05	0.09
tblVehicleEF	MHD	0.03	0.03
tblVehicleEF	MHD	0.42	0.46
tblVehicleEF	MHD	1.1630e-003	1.1810e-003
tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	7.7200e-004	7.8900e-004
tblVehicleEF	MHD	1.2900e-003	1.4110e-003
tblVehicleEF	MHD	0.05	0.06
tblVehicleEF	MHD	0.04	0.05
tblVehicleEF	MHD	7.7500e-004	8.2400e-004
tblVehicleEF	MHD	0.06	0.11
tblVehicleEF	MHD	0.03	0.03
tblVehicleEF	MHD	0.46	0.51
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	8.8720e-003	0.01
tblVehicleEF	OBUS	0.03	0.03
tblVehicleEF	OBUS	0.29	0.29
tblVehicleEF	OBUS	0.60	0.68
tblVehicleEF	OBUS	5.75	6.09
tblVehicleEF	OBUS	111.80	110.73
tblVehicleEF	OBUS	1,266.65	1,273.03
tblVehicleEF	OBUS	68.32	68.83
tblVehicleEF	OBUS	2.4790e-003	2.4380e-003
tblVehicleEF	OBUS	0.58	0.65
tblVehicleEF	OBUS	1.73	2.05
tblVehicleEF	OBUS	2.63	2.66
tblVehicleEF	OBUS	2.0400e-004	3.0000e-004
tblVehicleEF	OBUS	8.7020e-003	0.01
tblVehicleEF	OBUS	7.8900e-004	7.8200e-004



tblVehicleEF	OBUS	1.9500e-004	2.8700e-004
tblVehicleEF	OBUS	8.3100e-003	9.9080e-003
tblVehicleEF	OBUS	7.2500e-004	7.2000e-004
tblVehicleEF	OBUS	1.4710e-003	1.4950e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.04	0.04
tblVehicleEF	OBUS	7.7800e-004	7.8100e-004
tblVehicleEF	OBUS	0.07	0.07
tblVehicleEF	OBUS	0.04	0.04
tblVehicleEF	OBUS	0.36	0.38
tblVehicleEF	OBUS	1.0790e-003	1.0690e-003
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	7.8400e-004	7.9500e-004
tblVehicleEF	OBUS	1.4710e-003	1.4950e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.06	0.06
tblVehicleEF	OBUS	7.7800e-004	7.8100e-004
tblVehicleEF	OBUS	0.08	0.09
tblVehicleEF	OBUS	0.04	0.04
tblVehicleEF	OBUS	0.39	0.42
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	9.0250e-003	0.01
tblVehicleEF	OBUS	0.03	0.03
tblVehicleEF	OBUS	0.27	0.27
tblVehicleEF	OBUS	0.61	0.69
tblVehicleEF	OBUS	5.43	5.75
tblVehicleEF	OBUS	117.45	116.31
tblVehicleEF	OBUS	1,266.65	1,273.03
tblVehicleEF	OBUS	68.32	68.83
tblVehicleEF	OBUS	2.4790e-003	2.4380e-003



tblVehicleEF	OBUS	0.60	0.67
tblVehicleEF	OBUS	1.63	1.93
tblVehicleEF	OBUS	2.59	2.62
tblVehicleEF	OBUS	1.7200e-004	2.5300e-004
tblVehicleEF	OBUS	8.7020e-003	0.01
tblVehicleEF	OBUS	7.8900e-004	7.8200e-004
tblVehicleEF	OBUS	1.6400e-004	2.4200e-004
tblVehicleEF	OBUS	8.3100e-003	9.9080e-003
tblVehicleEF	OBUS	7.2500e-004	7.2000e-004
tblVehicleEF	OBUS	2.1550e-003	2.1920e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.04	0.04
tblVehicleEF	OBUS	1.1010e-003	1.1100e-003
tblVehicleEF	OBUS	0.07	0.07
tblVehicleEF	OBUS	0.04	0.04
tblVehicleEF	OBUS	0.35	0.37
tblVehicleEF	OBUS	1.1330e-003	1.1220e-003
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	7.7900e-004	7.9000e-004
tblVehicleEF	OBUS	2.1550e-003	2.1920e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.05	0.06
tblVehicleEF	OBUS	1.1010e-003	1.1100e-003
tblVehicleEF	OBUS	0.08	0.09
tblVehicleEF	OBUS	0.04	0.04
tblVehicleEF	OBUS	0.38	0.40
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	8.8310e-003	0.01
tblVehicleEF	OBUS	0.03	0.03
tblVehicleEF	OBUS	0.31	0.31



tblVehicleEF	OBUS	0.60	0.68
tblVehicleEF	OBUS	5.81	6.15
tblVehicleEF	OBUS	104.00	103.03
tblVehicleEF	OBUS	1,266.65	1,273.03
tblVehicleEF	OBUS	68.32	68.83
tblVehicleEF	OBUS	2.4790e-003	2.4380e-003
tblVehicleEF	OBUS	0.56	0.62
tblVehicleEF	OBUS	1.70	2.02
tblVehicleEF	OBUS	2.64	2.67
tblVehicleEF	OBUS	2.4800e-004	3.6500e-004
tblVehicleEF	OBUS	8.7020e-003	0.01
tblVehicleEF	OBUS	7.8900e-004	7.8200e-004
tblVehicleEF	OBUS	2.3700e-004	3.4900e-004
tblVehicleEF	OBUS	8.3100e-003	9.9080e-003
tblVehicleEF	OBUS	7.2500e-004	7.2000e-004
tblVehicleEF	OBUS	1.5180e-003	1.5550e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.04	0.04
tblVehicleEF	OBUS	7.5800e-004	7.6300e-004
tblVehicleEF	OBUS	0.07	0.07
tblVehicleEF	OBUS	0.04	0.04
tblVehicleEF	OBUS	0.36	0.39
tblVehicleEF	OBUS	1.0040e-003	9.9500e-004
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	7.8500e-004	7.9600e-004
tblVehicleEF	OBUS	1.5180e-003	1.5550e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.06	0.06
tblVehicleEF	OBUS	7.5800e-004	7.6300e-004
tblVehicleEF	OBUS	0.08	0.09



tblVehicleEF	OBUS	0.04	0.04
tblVehicleEF	OBUS	0.40	0.42
tblVehicleEF	SBUS	0.86	0.88
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.07	0.07
tblVehicleEF	SBUS	8.04	7.89
tblVehicleEF	SBUS	0.79	0.84
tblVehicleEF	SBUS	7.53	7.67
tblVehicleEF	SBUS	1,136.99	1,153.25
tblVehicleEF	SBUS	1,088.61	1,098.50
tblVehicleEF	SBUS	53.57	52.01
tblVehicleEF	SBUS	6.8200e-004	6.7700e-004
tblVehicleEF	SBUS	9.91	10.62
tblVehicleEF	SBUS	4.55	4.93
tblVehicleEF	SBUS	12.42	12.73
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	7.8000e-004	7.4700e-004
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	2.6770e-003	2.6880e-003
tblVehicleEF	SBUS	0.02	0.03
tblVehicleEF	SBUS	7.1700e-004	6.8700e-004
tblVehicleEF	SBUS	3.3870e-003	3.4480e-003
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	0.97	0.96
tblVehicleEF	SBUS	1.7160e-003	1.6800e-003
tblVehicleEF	SBUS	0.11	0.12
tblVehicleEF	SBUS	0.01	0.02
tblVehicleEF	SBUS	0.40	0.40



tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	6.6600e-004	6.5300e-004
tblVehicleEF	SBUS	3.3870e-003	3.4480e-003
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	1.40	1.38
tblVehicleEF	SBUS	1.7160e-003	1.6800e-003
tblVehicleEF	SBUS	0.13	0.14
tblVehicleEF	SBUS	0.01	0.02
tblVehicleEF	SBUS	0.43	0.44
tblVehicleEF	SBUS	0.86	0.88
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.06	0.06
tblVehicleEF	SBUS	7.92	7.76
tblVehicleEF	SBUS	0.80	0.86
tblVehicleEF	SBUS	6.11	6.22
tblVehicleEF	SBUS	1,188.84	1,206.53
tblVehicleEF	SBUS	1,088.61	1,098.50
tblVehicleEF	SBUS	53.57	52.01
tblVehicleEF	SBUS	6.8200e-004	6.7700e-004
tblVehicleEF	SBUS	10.22	10.96
tblVehicleEF	SBUS	4.29	4.65
tblVehicleEF	SBUS	12.39	12.69
tblVehicleEF	SBUS	9.0250e-003	0.01
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	7.8000e-004	7.4700e-004
tblVehicleEF	SBUS	8.6350e-003	9.8410e-003
tblVehicleEF	SBUS	2.6770e-003	2.6880e-003
tblVehicleEF	SBUS	0.02	0.03



tblVehicleEF	SBUS	7.1700e-004	6.8700e-004
tblVehicleEF	SBUS	4.9940e-003	5.0870e-003
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	0.97	0.95
tblVehicleEF	SBUS	2.4540e-003	2.4200e-003
tblVehicleEF	SBUS	0.11	0.12
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.35	0.36
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	6.4200e-004	6.2900e-004
tblVehicleEF	SBUS	4.9940e-003	5.0870e-003
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	1.39	1.37
tblVehicleEF	SBUS	2.4540e-003	2.4200e-003
tblVehicleEF	SBUS	0.13	0.14
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.38	0.39
tblVehicleEF	SBUS	0.86	0.88
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.07	0.07
tblVehicleEF	SBUS	8.21	8.07
tblVehicleEF	SBUS	0.78	0.84
tblVehicleEF	SBUS	7.78	7.93
tblVehicleEF	SBUS	1,065.38	1,079.68
tblVehicleEF	SBUS	1,088.61	1,098.50
tblVehicleEF	SBUS	53.57	52.01
tblVehicleEF	SBUS	6.8200e-004	6.7700e-004
tblVehicleEF	SBUS	9.47	10.15
tblVehicleEF	SBUS	4.47	4.85



tblVehicleEF	SBUS	12.43	12.73
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	7.8000e-004	7.4700e-004
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	2.6770e-003	2.6880e-003
tblVehicleEF	SBUS	0.02	0.03
tblVehicleEF	SBUS	7.1700e-004	6.8700e-004
tblVehicleEF	SBUS	3.5050e-003	3.6280e-003
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	0.97	0.96
tblVehicleEF	SBUS	1.6510e-003	1.6230e-003
tblVehicleEF	SBUS	0.11	0.12
tblVehicleEF	SBUS	0.02	0.02
tblVehicleEF	SBUS	0.40	0.41
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	6.7000e-004	6.5700e-004
tblVehicleEF	SBUS	3.5050e-003	3.6280e-003
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	1.40	1.38
tblVehicleEF	SBUS	1.6510e-003	1.6230e-003
tblVehicleEF	SBUS	0.13	0.14
tblVehicleEF	SBUS	0.02	0.02
tblVehicleEF	SBUS	0.44	0.45
tblVehicleEF	UBUS	2.78	2.95
tblVehicleEF	UBUS	0.05	0.05
tblVehicleEF	UBUS	11.79	12.36
tblVehicleEF	UBUS	8.90	8.85



tblVehicleEF	UBUS	1,987.48	2,008.92
tblVehicleEF	UBUS	92.58	88.02
tblVehicleEF	UBUS	2.2700e-003	2.3590e-003
tblVehicleEF	UBUS	10.68	11.49
tblVehicleEF	UBUS	15.66	15.98
tblVehicleEF	UBUS	0.62	0.64
tblVehicleEF	UBUS	0.14	0.15
tblVehicleEF	UBUS	1.0320e-003	9.7400e-004
tblVehicleEF	UBUS	0.27	0.27
tblVehicleEF	UBUS	0.13	0.14
tblVehicleEF	UBUS	9.4900e-004	8.9600e-004
tblVehicleEF	UBUS	0.07	0.07
tblVehicleEF	UBUS	2.3580e-003	2.3210e-003
tblVehicleEF	UBUS	0.90	0.96
tblVehicleEF	UBUS	0.02	0.02
tblVehicleEF	UBUS	0.67	0.66
tblVehicleEF	UBUS	9.9290e-003	0.01
tblVehicleEF	UBUS	1.0860e-003	1.0390e-003
tblVehicleEF	UBUS	0.07	0.07
tblVehicleEF	UBUS	2.3580e-003	2.3210e-003
tblVehicleEF	UBUS	3.79	4.03
tblVehicleEF	UBUS	0.02	0.02
tblVehicleEF	UBUS	0.73	0.72
tblVehicleEF	UBUS	2.78	2.95
tblVehicleEF	UBUS	0.05	0.04
tblVehicleEF	UBUS	11.84	12.41
tblVehicleEF	UBUS	7.71	7.66
tblVehicleEF	UBUS	1,987.48	2,008.92
tblVehicleEF	UBUS	92.58	88.02
tblVehicleEF	UBUS	2.2700e-003	2.3590e-003



tblVehicleEF	UBUS	10.07	10.84
tblVehicleEF	UBUS	15.61	15.93
tblVehicleEF	UBUS	0.62	0.64
tblVehicleEF	UBUS	0.14	0.15
tblVehicleEF	UBUS	1.0320e-003	9.7400e-004
tblVehicleEF	UBUS	0.27	0.27
tblVehicleEF	UBUS	0.13	0.14
tblVehicleEF	UBUS	9.4900e-004	8.9600e-004
tblVehicleEF	UBUS	5.9260e-003	5.9230e-003
tblVehicleEF	UBUS	0.07	0.07
tblVehicleEF	UBUS	3.2450e-003	3.1960e-003
tblVehicleEF	UBUS	0.91	0.97
tblVehicleEF	UBUS	0.02	0.02
tblVehicleEF	UBUS	0.61	0.60
tblVehicleEF	UBUS	9.9300e-003	0.01
tblVehicleEF	UBUS	1.0650e-003	1.0190e-003
tblVehicleEF	UBUS	5.9260e-003	5.9230e-003
tblVehicleEF	UBUS	0.07	0.07
tblVehicleEF	UBUS	3.2450e-003	3.1960e-003
tblVehicleEF	UBUS	3.80	4.04
tblVehicleEF	UBUS	0.02	0.02
tblVehicleEF	UBUS	0.67	0.66
tblVehicleEF	UBUS	2.78	2.95
tblVehicleEF	UBUS	0.05	0.05
tblVehicleEF	UBUS	11.77	12.34
tblVehicleEF	UBUS	9.11	9.07
tblVehicleEF	UBUS	1,987.48	2,008.92
tblVehicleEF	UBUS	92.58	88.02
tblVehicleEF	UBUS	2.2700e-003	2.3590e-003
tblVehicleEF	UBUS	10.47	11.27



tblVehicleEF	UBUS	15.67	15.99
tblVehicleEF	UBUS	0.62	0.64
tblVehicleEF	UBUS	0.14	0.15
tblVehicleEF	UBUS	1.0320e-003	9.7400e-004
tblVehicleEF	UBUS	0.27	0.27
tblVehicleEF	UBUS	0.13	0.14
tblVehicleEF	UBUS	9.4900e-004	8.9600e-004
tblVehicleEF	UBUS	4.7460e-003	4.7740e-003
tblVehicleEF	UBUS	0.09	0.09
tblVehicleEF	UBUS	2.4840e-003	2.4590e-003
tblVehicleEF	UBUS	0.90	0.96
tblVehicleEF	UBUS	0.03	0.03
tblVehicleEF	UBUS	0.68	0.67
tblVehicleEF	UBUS	9.9290e-003	0.01
tblVehicleEF	UBUS	1.0900e-003	1.0430e-003
tblVehicleEF	UBUS	4.7460e-003	4.7740e-003
tblVehicleEF	UBUS	0.09	0.09
tblVehicleEF	UBUS	2.4840e-003	2.4590e-003
tblVehicleEF	UBUS	3.78	4.02
tblVehicleEF	UBUS	0.03	0.03
tblVehicleEF	UBUS	0.75	0.74
tblVehicleTrips	WD_TR	4.99	5.77
tblWoodstoves	NumberCatalytic	5.70	0.00
tblWoodstoves	NumberNoncatalytic	5.70	0.00

## 2.0 Emissions Summary

### 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					
2018	5.2295	90.3773	32.8955	0.1952	5.8890	1.9911	7.2090	2.9774	1.8739	4.3354	0.0000	20,701.7058	20,701.7058	1.8647	0.0000	20,748.3244
2019	5.2186	28.4862	28.1260	0.0551	0.9934	1.5420	2.5354	0.2652	1.4996	1.7648	0.0000	5,261.0768	5,261.0768	0.7633	0.0000	5,280.1581
2020	5.1875	1.7418	2.4730	4.7500e-003	0.1788	0.1124	0.2913	0.0474	0.1123	0.1598	0.0000	458.6353	458.6353	0.0274	0.0000	459.3197
Maximum	5.2295	90.3773	32.8955	0.1952	5.8890	1.9911	7.2090	2.9774	1.8739	4.3354	0.0000	20,701.7058	20,701.7058	1.8647	0.0000	20,748.3244

### 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					
2018	5.2295	90.3773	32.8955	0.1952	2.4105	1.9911	4.4016	1.1093	1.8739	2.6878	0.0000	20,701.7058	20,701.7058	1.8647	0.0000	20,748.3244
2019	5.2186	28.4862	28.1260	0.0551	0.6017	1.5420	2.1437	0.1691	1.4996	1.6686	0.0000	5,261.0768	5,261.0768	0.7633	0.0000	5,280.1581
2020	5.1875	1.7418	2.4730	4.7500e-003	0.1073	0.1124	0.2198	0.0299	0.1123	0.1422	0.0000	458.6353	458.6353	0.0274	0.0000	459.3197
Maximum	5.2295	90.3773	32.8955	0.1952	2.4105	1.9911	4.4016	1.1093	1.8739	2.6878	0.0000	20,701.7058	20,701.7058	1.8647	0.0000	20,748.3244

	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
Percent Reduction	0.00	0.00	0.00	0.00	55.82	0.00	32.59	60.24	0.00	28.14	0.00	0.00	0.00	0.00	0.00	0.00

## 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	3.2300	0.1089	9.4393	5.0000e-004		0.0520	0.0520		0.0520	0.0520	0.0000	16.9643	16.9643	0.0165	0.0000	17.3765
Energy	0.0242	0.2068	0.0880	1.3200e-003		0.0167	0.0167		0.0167	0.0167		263.9546	263.9546	5.0600e-003	4.8400e-003	265.5231
Mobile	1.3486	6.7742	18.0766	0.0591	4.7800	0.0622	4.8422	1.2793	0.0584	1.3377		6,005.1212	6,005.1212	0.3378		6,013.5671
Total	4.6028	7.0899	27.6039	0.0609	4.7800	0.1310	4.9109	1.2793	0.1271	1.4064	0.0000	6,286.0401	6,286.0401	0.3594	4.8400e-003	6,296.4668

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	3.2300	0.1089	9.4393	5.0000e-004		0.0520	0.0520		0.0520	0.0520	0.0000	16.9643	16.9643	0.0165	0.0000	17.3765
Energy	0.0242	0.2068	0.0880	1.3200e-003		0.0167	0.0167		0.0167	0.0167		263.9546	263.9546	5.0600e-003	4.8400e-003	265.5231
Mobile	1.3486	6.7742	18.0766	0.0591	4.7800	0.0622	4.8422	1.2793	0.0584	1.3377		6,005.1212	6,005.1212	0.3378		6,013.5671
Total	4.6028	7.0899	27.6039	0.0609	4.7800	0.1310	4.9109	1.2793	0.1271	1.4064	0.0000	6,286.0401	6,286.0401	0.3594	4.8400e-003	6,296.4668

	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
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	Demolition	Demolition	1/1/2018	1/31/2018	5	23
2	Grading	Grading	3/1/2018	6/30/2018	5	87
3	Building Construction	Building Construction	7/1/2018	4/30/2019	5	217
4	Architectural Coating	Architectural Coating	5/1/2019	1/1/2020	5	176
5	Site Preparation	Site Preparation	2/1/2018	2/28/2018	5	20

**Acres of Grading (Site Preparation Phase): 10**

**Acres of Grading (Grading Phase): 0.71**

**Acres of Paving: 0.71**

**Residential Indoor: 277,020; Residential Outdoor: 92,340; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0**

**OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Grading	Graders	1	8.00	187	0.41
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Concrete/Industrial Saws	2	8.00	84	0.74
Building Construction	Cranes	1	6.00	231	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Site Preparation	Graders	1	8.00	187	0.41
Grading	Rubber Tired Loaders	1	8.00	203	0.36
Grading	Skid Steer Loaders	1	6.00	65	0.37
Demolition	Crushing/Proc. Equipment	1	8.00	247	0.40
Grading	Dumpers/Tenders	1	8.00	247	0.40
Building Construction	Rough Terrain Forklifts	1	6.00	97	0.37
Demolition	Excavators	1	8.00	97	0.37
Grading	Excavators	2	8.00	97	0.37
Grading	Off-Highway Trucks	1	6.00	402	0.38
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Bore/Drill Rigs	1	6.00	187	0.41



Building Construction	Surfacing Equipment	1	6.00	263	0.30
Site Preparation	Rubber Tired Dozers	1	7.00	247	0.40
Building Construction	Dumpers/Tenders	1	8.00	46	0.45
Building Construction	Generator Sets	1	8.00	84	0.74
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Rubber Tired Dozers	1	6.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45

### 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	1	16.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	12	82.00	12.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Demolition	7	8.00	0.00	2,719.00	14.70	6.90	35.00	LD_Mix	HDT_Mix	HHDT
Grading	10	20.00	0.00	1,961.00	14.70	6.90	35.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

### 3.1 Mitigation Measures Construction

Replace Ground Cover

Water Exposed Area

Clean Paved Roads

### 3.2 Demolition - 2018

#### 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
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Category	lb/day										lb/day					
Off-Road	3.2779	31.3154	19.3625	0.0376		1.7396	1.7396		1.6334	1.6334		3,689.1152	3,689.1152	0.7521		3,707.9177
Total	3.2779	31.3154	19.3625	0.0376		1.7396	1.7396		1.6334	1.6334		3,689.1152	3,689.1152	0.7521		3,707.9177

**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	1.9027	59.0250	13.1352	0.1566	3.6151	0.2506	3.8657	0.9908	0.2398	1.2305		16,918.1445	16,918.1445	1.1091		16,945.8717
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
Worker	0.0489	0.0369	0.3978	9.5000e-004	0.0894	8.0000e-004	0.0902	0.0237	7.4000e-004	0.0245		94.4461	94.4461	3.5500e-003		94.5349
Total	1.9517	59.0619	13.5330	0.1575	3.7045	0.2514	3.9559	1.0145	0.2405	1.2550		17,012.5906	17,012.5906	1.1126		17,040.4067

**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					
Off-Road	3.2779	31.3154	19.3625	0.0376		1.7396	1.7396		1.6334	1.6334	0.0000	3,689.1152	3,689.1152	0.7521		3,707.9177
Total	3.2779	31.3154	19.3625	0.0376		1.7396	1.7396		1.6334	1.6334	0.0000	3,689.1152	3,689.1152	0.7521		3,707.9177



### 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	1.9027	59.0250	13.1352	0.1566	2.3569	0.2506	2.6075	0.6819	0.2398	0.9217		16,918.1445	16,918.1445	1.1091		16,945.8717
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
Worker	0.0489	0.0369	0.3978	9.5000e-004	0.0537	8.0000e-004	0.0545	0.0149	7.4000e-004	0.0157		94.4461	94.4461	3.5500e-003		94.5349
Total	1.9517	59.0619	13.5330	0.1575	2.4105	0.2514	2.6620	0.6969	0.2405	0.9374		17,012.5906	17,012.5906	1.1126		17,040.4067

### 3.3 Grading - 2018

#### 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					
Fugitive Dust					4.5609	0.0000	4.5609	2.4890	0.0000	2.4890			0.0000			0.0000
Off-Road	3.3314	38.3069	18.7847	0.0445		1.6855	1.6855		1.5507	1.5507		4,482.8703	4,482.8703	1.3956		4,517.7598
Total	3.3314	38.3069	18.7847	0.0445	4.5609	1.6855	6.2464	2.4890	1.5507	4.0397		4,482.8703	4,482.8703	1.3956		4,517.7598

#### 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	0.3628	11.2542	2.5045	0.0299	0.6893	0.0478	0.7371	0.1889	0.0457	0.2346		3,225.7425	3,225.7425	0.2115		3,231.0292
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
Worker	0.1223	0.0923	0.9945	2.3700e-003	0.2236	1.9900e-003	0.2256	0.0593	1.8400e-003	0.0611		236.1152	236.1152	8.8900e-003		236.3373
<b>Total</b>	<b>0.4851</b>	<b>11.3465</b>	<b>3.4990</b>	<b>0.0322</b>	<b>0.9128</b>	<b>0.0498</b>	<b>0.9626</b>	<b>0.2482</b>	<b>0.0476</b>	<b>0.2957</b>		<b>3,461.8577</b>	<b>3,461.8577</b>	<b>0.2204</b>		<b>3,467.3666</b>

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					
Fugitive Dust					1.6898	0.0000	1.6898	0.9222	0.0000	0.9222			0.0000			0.0000
Off-Road	3.3314	38.3069	18.7847	0.0445		1.6855	1.6855		1.5507	1.5507	0.0000	4,482.8703	4,482.8703	1.3956		4,517.7598
<b>Total</b>	<b>3.3314</b>	<b>38.3069</b>	<b>18.7847</b>	<b>0.0445</b>	<b>1.6898</b>	<b>1.6855</b>	<b>3.3753</b>	<b>0.9222</b>	<b>1.5507</b>	<b>2.4729</b>	<b>0.0000</b>	<b>4,482.8703</b>	<b>4,482.8703</b>	<b>1.3956</b>		<b>4,517.7598</b>

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	0.3628	11.2542	2.5045	0.0299	0.4494	0.0478	0.4972	0.1300	0.0457	0.1757		3,225.7425	3,225.7425	0.2115		3,231.0292
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



Worker	0.1223	0.0923	0.9945	2.3700e-003	0.1342	1.9900e-003	0.1361	0.0373	1.8400e-003	0.0392		236.1152	236.1152	8.8900e-003		236.3373
<b>Total</b>	<b>0.4851</b>	<b>11.3465</b>	<b>3.4990</b>	<b>0.0322</b>	<b>0.5835</b>	<b>0.0498</b>	<b>0.6333</b>	<b>0.1674</b>	<b>0.0476</b>	<b>0.2149</b>		<b>3,461.8577</b>	<b>3,461.8577</b>	<b>0.2204</b>		<b>3,467.3666</b>

### 3.4 Building Construction - 2018

#### 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					
Off-Road	3.9544	29.3214	24.5443	0.0426		1.7637	1.7637		1.7157	1.7157		4,021.8297	4,021.8297	0.7372		4,040.2599
<b>Total</b>	<b>3.9544</b>	<b>29.3214</b>	<b>24.5443</b>	<b>0.0426</b>		<b>1.7637</b>	<b>1.7637</b>		<b>1.7157</b>	<b>1.7157</b>		<b>4,021.8297</b>	<b>4,021.8297</b>	<b>0.7372</b>		<b>4,040.2599</b>

#### 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
Vendor	0.0575	1.4740	0.4420	3.0900e-003	0.0768	0.0105	0.0874	0.0221	0.0101	0.0322		328.9798	328.9798	0.0237		329.5732
Worker	0.5014	0.3786	4.0776	9.7300e-003	0.9166	8.1700e-003	0.9247	0.2431	7.5300e-003	0.2506		968.0723	968.0723	0.0364		968.9831
<b>Total</b>	<b>0.5589</b>	<b>1.8526</b>	<b>4.5196</b>	<b>0.0128</b>	<b>0.9934</b>	<b>0.0187</b>	<b>1.0121</b>	<b>0.2652</b>	<b>0.0176</b>	<b>0.2828</b>		<b>1,297.0521</b>	<b>1,297.0521</b>	<b>0.0602</b>		<b>1,298.5563</b>

#### 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					
Off-Road	3.9544	29.3214	24.5443	0.0426		1.7637	1.7637		1.7157	1.7157	0.0000	4,021.8297	4,021.8297	0.7372		4,040.2599
<b>Total</b>	<b>3.9544</b>	<b>29.3214</b>	<b>24.5443</b>	<b>0.0426</b>		<b>1.7637</b>	<b>1.7637</b>		<b>1.7157</b>	<b>1.7157</b>	<b>0.0000</b>	<b>4,021.8297</b>	<b>4,021.8297</b>	<b>0.7372</b>		<b>4,040.2599</b>

### 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
Vendor	0.0575	1.4740	0.4420	3.0900e-003	0.0516	0.0105	0.0622	0.0159	0.0101	0.0260		328.9798	328.9798	0.0237		329.5732
Worker	0.5014	0.3786	4.0776	9.7300e-003	0.5500	8.1700e-003	0.5582	0.1531	7.5300e-003	0.1606		968.0723	968.0723	0.0364		968.9831
<b>Total</b>	<b>0.5589</b>	<b>1.8526</b>	<b>4.5196</b>	<b>0.0128</b>	<b>0.6017</b>	<b>0.0187</b>	<b>0.6204</b>	<b>0.1691</b>	<b>0.0176</b>	<b>0.1867</b>		<b>1,297.0521</b>	<b>1,297.0521</b>	<b>0.0602</b>		<b>1,298.5563</b>

### 3.4 Building Construction - 2019

#### 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					



Off-Road	3.4919	26.7622	24.0915	0.0426		1.5251	1.5251		1.4837	1.4837		3,998.9970	3,998.9970	0.7082		4,016.7012
<b>Total</b>	<b>3.4919</b>	<b>26.7622</b>	<b>24.0915</b>	<b>0.0426</b>		<b>1.5251</b>	<b>1.5251</b>		<b>1.4837</b>	<b>1.4837</b>		<b>3,998.9970</b>	<b>3,998.9970</b>	<b>0.7082</b>		<b>4,016.7012</b>

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
Vendor	0.0520	1.3906	0.4062	3.0500e-003	0.0768	9.0000e-003	0.0858	0.0221	8.6100e-003	0.0307		325.5325	325.5325	0.0229		326.1042
Worker	0.4541	0.3334	3.6283	9.4100e-003	0.9166	7.9000e-003	0.9245	0.2431	7.2800e-003	0.2504		936.5473	936.5473	0.0322		937.3527
<b>Total</b>	<b>0.5061</b>	<b>1.7240</b>	<b>4.0345</b>	<b>0.0125</b>	<b>0.9934</b>	<b>0.0169</b>	<b>1.0103</b>	<b>0.2652</b>	<b>0.0159</b>	<b>0.2811</b>		<b>1,262.0798</b>	<b>1,262.0798</b>	<b>0.0551</b>		<b>1,263.4570</b>

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					
Off-Road	3.4919	26.7622	24.0915	0.0426		1.5251	1.5251		1.4837	1.4837	0.0000	3,998.9970	3,998.9970	0.7082		4,016.7012
<b>Total</b>	<b>3.4919</b>	<b>26.7622</b>	<b>24.0915</b>	<b>0.0426</b>		<b>1.5251</b>	<b>1.5251</b>		<b>1.4837</b>	<b>1.4837</b>	<b>0.0000</b>	<b>3,998.9970</b>	<b>3,998.9970</b>	<b>0.7082</b>		<b>4,016.7012</b>



### 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
Vendor	0.0520	1.3906	0.4062	3.0500e-003	0.0516	9.0000e-003	0.0606	0.0159	8.6100e-003	0.0246		325.5325	325.5325	0.0229		326.1042
Worker	0.4541	0.3334	3.6283	9.4100e-003	0.5500	7.9000e-003	0.5579	0.1531	7.2800e-003	0.1604		936.5473	936.5473	0.0322		937.3527
Total	0.5061	1.7240	4.0345	0.0125	0.6017	0.0169	0.6186	0.1691	0.0159	0.1849		1,262.0798	1,262.0798	0.0551		1,263.4570

### 3.5 Architectural Coating - 2019

#### 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	4.8636					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2664	1.8354	1.8413	2.9700e-003		0.1288	0.1288		0.1288	0.1288		281.4481	281.4481	0.0238		282.0423
Total	5.1300	1.8354	1.8413	2.9700e-003		0.1288	0.1288		0.1288	0.1288		281.4481	281.4481	0.0238		282.0423

#### 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
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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
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
Worker	0.0886	0.0651	0.7080	1.8400e-003	0.1788	1.5400e-003	0.1804	0.0474	1.4200e-003	0.0489		182.7409	182.7409	6.2900e-003		182.8981
<b>Total</b>	<b>0.0886</b>	<b>0.0651</b>	<b>0.7080</b>	<b>1.8400e-003</b>	<b>0.1788</b>	<b>1.5400e-003</b>	<b>0.1804</b>	<b>0.0474</b>	<b>1.4200e-003</b>	<b>0.0489</b>		<b>182.7409</b>	<b>182.7409</b>	<b>6.2900e-003</b>		<b>182.8981</b>

**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	4.8636					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2664	1.8354	1.8413	2.9700e-003		0.1288	0.1288		0.1288	0.1288	0.0000	281.4481	281.4481	0.0238		282.0423
<b>Total</b>	<b>5.1300</b>	<b>1.8354</b>	<b>1.8413</b>	<b>2.9700e-003</b>		<b>0.1288</b>	<b>0.1288</b>		<b>0.1288</b>	<b>0.1288</b>	<b>0.0000</b>	<b>281.4481</b>	<b>281.4481</b>	<b>0.0238</b>		<b>282.0423</b>

**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
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
Worker	0.0886	0.0651	0.7080	1.8400e-003	0.1073	1.5400e-003	0.1089	0.0299	1.4200e-003	0.0313		182.7409	182.7409	6.2900e-003		182.8981



Total	0.0886	0.0651	0.7080	1.8400e-003	0.1073	1.5400e-003	0.1089	0.0299	1.4200e-003	0.0313		182.7409	182.7409	6.2900e-003		182.8981
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### 3.5 Architectural Coating - 2020

#### 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	4.8636					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2422	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109		281.4481	281.4481	0.0218		281.9928
Total	5.1058	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109		281.4481	281.4481	0.0218		281.9928

#### 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
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
Worker	0.0818	0.0580	0.6416	1.7800e-003	0.1788	1.4900e-003	0.1803	0.0474	1.3800e-003	0.0488		177.1873	177.1873	5.5800e-003		177.3269
Total	0.0818	0.0580	0.6416	1.7800e-003	0.1788	1.4900e-003	0.1803	0.0474	1.3800e-003	0.0488		177.1873	177.1873	5.5800e-003		177.3269

#### 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	4.8636					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2422	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109	0.0000	281.4481	281.4481	0.0218		281.9928
<b>Total</b>	<b>5.1058</b>	<b>1.6838</b>	<b>1.8314</b>	<b>2.9700e-003</b>		<b>0.1109</b>	<b>0.1109</b>		<b>0.1109</b>	<b>0.1109</b>	<b>0.0000</b>	<b>281.4481</b>	<b>281.4481</b>	<b>0.0218</b>		<b>281.9928</b>

### 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
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
Worker	0.0818	0.0580	0.6416	1.7800e-003	0.1073	1.4900e-003	0.1088	0.0299	1.3800e-003	0.0313		177.1873	177.1873	5.5800e-003		177.3269
<b>Total</b>	<b>0.0818</b>	<b>0.0580</b>	<b>0.6416</b>	<b>1.7800e-003</b>	<b>0.1073</b>	<b>1.4900e-003</b>	<b>0.1088</b>	<b>0.0299</b>	<b>1.3800e-003</b>	<b>0.0313</b>		<b>177.1873</b>	<b>177.1873</b>	<b>5.5800e-003</b>		<b>177.3269</b>

### 3.6 Site Preparation - 2018

#### 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					



Fugitive Dust					5.7996	0.0000	5.7996	2.9537	0.0000	2.9537			0.0000			0.0000
Off-Road	1.8061	20.7472	8.0808	0.0172		0.9523	0.9523		0.8761	0.8761		1,735.3630	1,735.3630	0.5402		1,748.8690
Total	1.8061	20.7472	8.0808	0.0172	5.7996	0.9523	6.7518	2.9537	0.8761	3.8298		1,735.3630	1,735.3630	0.5402		1,748.8690

**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
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
Worker	0.0489	0.0369	0.3978	9.5000e-004	0.0894	8.0000e-004	0.0902	0.0237	7.4000e-004	0.0245		94.4461	94.4461	3.5500e-003		94.5349
Total	0.0489	0.0369	0.3978	9.5000e-004	0.0894	8.0000e-004	0.0902	0.0237	7.4000e-004	0.0245		94.4461	94.4461	3.5500e-003		94.5349

**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					
Fugitive Dust					2.1487	0.0000	2.1487	1.0944	0.0000	1.0944			0.0000			0.0000
Off-Road	1.8061	20.7472	8.0808	0.0172		0.9523	0.9523		0.8761	0.8761	0.0000	1,735.3630	1,735.3630	0.5402		1,748.8690
Total	1.8061	20.7472	8.0808	0.0172	2.1487	0.9523	3.1010	1.0944	0.8761	1.9704	0.0000	1,735.3630	1,735.3630	0.5402		1,748.8690



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
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
Worker	0.0489	0.0369	0.3978	9.5000e-004	0.0537	8.0000e-004	0.0545	0.0149	7.4000e-004	0.0157		94.4461	94.4461	3.5500e-003		94.5349
Total	0.0489	0.0369	0.3978	9.5000e-004	0.0537	8.0000e-004	0.0545	0.0149	7.4000e-004	0.0157		94.4461	94.4461	3.5500e-003		94.5349

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	1.3486	6.7742	18.0766	0.0591	4.7800	0.0622	4.8422	1.2793	0.0584	1.3377		6,005.1212	6,005.1212	0.3378		6,013.5671
Unmitigated	1.3486	6.7742	18.0766	0.0591	4.7800	0.0622	4.8422	1.2793	0.0584	1.3377		6,005.1212	6,005.1212	0.3378		6,013.5671

4.2 Trip Summary Information



Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Enclosed Parking with Elevator	0.00	0.00	0.00		
Mobile Home Park	657.78	570.00	497.04	2,126,416	2,126,416
Total	657.78	570.00	497.04	2,126,416	2,126,416

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	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
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Mobile Home Park	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
Enclosed Parking with Elevator	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891
Mobile Home Park	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891

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	0.0242	0.2068	0.0880	1.3200e-003		0.0167	0.0167		0.0167	0.0167		263.9546	263.9546	5.0600e-003	4.8400e-003	265.5231
NaturalGas Unmitigated	0.0242	0.2068	0.0880	1.3200e-003		0.0167	0.0167		0.0167	0.0167		263.9546	263.9546	5.0600e-003	4.8400e-003	265.5231



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					
Enclosed Parking with Elevator	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
Mobile Home Park	2243.61	0.0242	0.2068	0.0880	1.3200e-003		0.0167	0.0167		0.0167	0.0167		263.9546	263.9546	5.0600e-003	4.8400e-003	265.5231
Total		0.0242	0.2068	0.0880	1.3200e-003		0.0167	0.0167		0.0167	0.0167		263.9546	263.9546	5.0600e-003	4.8400e-003	265.5231

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					
Enclosed Parking with Elevator	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
Mobile Home Park	2.24361	0.0242	0.2068	0.0880	1.3200e-003		0.0167	0.0167		0.0167	0.0167		263.9546	263.9546	5.0600e-003	4.8400e-003	265.5231
Total		0.0242	0.2068	0.0880	1.3200e-003		0.0167	0.0167		0.0167	0.0167		263.9546	263.9546	5.0600e-003	4.8400e-003	265.5231

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	3.2300	0.1089	9.4393	5.0000e-004		0.0520	0.0520		0.0520	0.0520	0.0000	16.9643	16.9643	0.0165	0.0000	17.3765
Unmitigated	3.2300	0.1089	9.4393	5.0000e-004		0.0520	0.0520		0.0520	0.0520	0.0000	16.9643	16.9643	0.0165	0.0000	17.3765

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	0.2345					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.7086					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	0.2869	0.1089	9.4393	5.0000e-004		0.0520	0.0520		0.0520	0.0520		16.9643	16.9643	0.0165		17.3765
Total	3.2300	0.1089	9.4393	5.0000e-004		0.0520	0.0520		0.0520	0.0520	0.0000	16.9643	16.9643	0.0165	0.0000	17.3765

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	0.2345					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.7086					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	0.2869	0.1089	9.4393	5.0000e-004		0.0520	0.0520		0.0520	0.0520		16.9643	16.9643	0.0165		17.3765
Total	3.2300	0.1089	9.4393	5.0000e-004		0.0520	0.0520		0.0520	0.0520	0.0000	16.9643	16.9643	0.0165	0.0000	17.3765

7.0 Water Detail

7.1 Mitigation Measures Water

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
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10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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User Defined Equipment

Equipment Type	Number
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## 11.0 Vegetation

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## 16161 Ventura Boulevard Future - Los Angeles-South Coast County, Annual

# 16161 Ventura Boulevard Future Los Angeles-South Coast County, Annual

## 1.0 Project Characteristics

### 1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Enclosed Parking with Elevator	134.00	Space	0.71	0.71	0
Mobile Home Park	114.00	Dwelling Unit	0.71	136,800.00	326

### 1.2 Other Project Characteristics

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	2.2	<b>Precipitation Freq (Days)</b>	33
<b>Climate Zone</b>	11			<b>Operational Year</b>	2021
<b>Utility Company</b>	Los Angeles Department of Water & Power				
<b>CO2 Intensity (lb/MW hr)</b>	1227.89	<b>CH4 Intensity (lb/MW hr)</b>	0.029	<b>N2O Intensity (lb/MW hr)</b>	0.006

### 1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Overland Traffic Consultants traffic study September 2017 Table 2

Vehicle Trips - Overland Traffic Consultants, Inc. September 2017 traffic study, Table 2

Construction Phase - Developer information

Off-road Equipment - Developer information

Off-road Equipment - Developer information

Off-road Equipment - Developer information

Off-road Equipment -

Grading - Developer information



Demolition - Developer information

Trips and VMT - Developer information

Woodstoves - Developer information

Construction Off-road Equipment Mitigation - Assumes SCAQMD Rule 403

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	46
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	40	0
tblConstructionPhase	NumDays	10.00	176.00
tblConstructionPhase	NumDays	200.00	217.00
tblConstructionPhase	NumDays	20.00	23.00
tblConstructionPhase	NumDays	4.00	87.00
tblConstructionPhase	NumDays	2.00	20.00
tblFireplaces	NumberGas	96.90	0.00
tblFireplaces	NumberNoFireplace	11.40	114.00
tblFireplaces	NumberWood	5.70	0.00
tblGrading	AcresOfGrading	43.50	0.71
tblGrading	MaterialExported	0.00	26,957.00
tblGrading	MaterialImported	0.00	500.00
tblLandUse	BuildingSpaceSquareFeet	53,600.00	0.71
tblLandUse	LandUseSquareFeet	53,600.00	0.71
tblLandUse	LotAcreage	1.21	0.71
tblLandUse	LotAcreage	14.36	0.71
tblOffRoadEquipment	HorsePower	81.00	84.00
tblOffRoadEquipment	HorsePower	85.00	247.00
tblOffRoadEquipment	HorsePower	16.00	247.00
tblOffRoadEquipment	HorsePower	100.00	97.00
tblOffRoadEquipment	HorsePower	158.00	97.00
tblOffRoadEquipment	HorsePower	158.00	97.00
tblOffRoadEquipment	HorsePower	221.00	187.00



tblOffRoadEquipment	HorsePower	16.00	46.00
tblOffRoadEquipment	LoadFactor	0.73	0.74
tblOffRoadEquipment	LoadFactor	0.78	0.40
tblOffRoadEquipment	LoadFactor	0.38	0.40
tblOffRoadEquipment	LoadFactor	0.40	0.37
tblOffRoadEquipment	LoadFactor	0.38	0.37
tblOffRoadEquipment	LoadFactor	0.38	0.37
tblOffRoadEquipment	LoadFactor	0.50	0.41
tblOffRoadEquipment	LoadFactor	0.38	0.45
tblOffRoadEquipment	LoadFactor	0.41	0.41
tblOffRoadEquipment	LoadFactor	0.36	0.36
tblOffRoadEquipment	LoadFactor	0.37	0.37
tblOffRoadEquipment	LoadFactor	0.38	0.38
tblOffRoadEquipment	LoadFactor	0.30	0.30
tblOffRoadEquipment	OffRoadEquipmentType	Generator Sets	Concrete/Industrial Saws
tblOffRoadEquipment	OffRoadEquipmentType	Rubber Tired Dozers	Crushing/Proc. Equipment
tblOffRoadEquipment	OffRoadEquipmentType	Rubber Tired Dozers	Dumpers/Tenders
tblOffRoadEquipment	OffRoadEquipmentType	Tractors/Loaders/Backhoes	Rough Terrain Forklifts
tblOffRoadEquipment	OffRoadEquipmentType	Tractors/Loaders/Backhoes	Excavators
tblOffRoadEquipment	OffRoadEquipmentType	Tractors/Loaders/Backhoes	Excavators
tblOffRoadEquipment	OffRoadEquipmentType	Graders	Bore/Drill Rigs
tblOffRoadEquipment	OffRoadEquipmentType	Welders	Dumpers/Tenders
tblOffRoadEquipment	OffRoadEquipmentType		Graders
tblOffRoadEquipment	OffRoadEquipmentType		Rubber Tired Loaders
tblOffRoadEquipment	OffRoadEquipmentType		Skid Steer Loaders
tblOffRoadEquipment	OffRoadEquipmentType		Off-Highway Trucks
tblOffRoadEquipment	OffRoadEquipmentType		Surfacing Equipment
tblOffRoadEquipment	UsageHours	6.00	8.00
tblProjectCharacteristics	OperationalYear	2018	2021
tblTripsAndVMT	HaulingTripLength	20.00	35.00



tblTripsAndVMT	HaulingTripLength	20.00	35.00
tblTripsAndVMT	HaulingTripNumber	3,432.00	1,961.00
tblTripsAndVMT	WorkerTripNumber	18.00	8.00
tblTripsAndVMT	WorkerTripNumber	25.00	20.00
tblVehicleEF	HHD	0.65	0.68
tblVehicleEF	HHD	0.09	0.09
tblVehicleEF	HHD	0.09	0.10
tblVehicleEF	HHD	2.61	2.75
tblVehicleEF	HHD	1.16	1.17
tblVehicleEF	HHD	3.36	3.50
tblVehicleEF	HHD	4,729.35	4,770.40
tblVehicleEF	HHD	1,660.44	1,679.50
tblVehicleEF	HHD	10.55	10.80
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	21.63	22.90
tblVehicleEF	HHD	4.20	4.59
tblVehicleEF	HHD	19.57	19.58
tblVehicleEF	HHD	0.02	0.02
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	0.02	0.02
tblVehicleEF	HHD	8.8000e-005	1.0700e-004
tblVehicleEF	HHD	0.02	0.02
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8360e-003	8.8340e-003
tblVehicleEF	HHD	0.02	0.02
tblVehicleEF	HHD	8.1000e-005	9.9000e-005
tblVehicleEF	HHD	1.1100e-004	1.2200e-004
tblVehicleEF	HHD	4.8720e-003	5.6590e-003
tblVehicleEF	HHD	0.65	0.69



tblVehicleEF	HHD	8.3000e-005	9.1000e-005
tblVehicleEF	HHD	0.15	0.16
tblVehicleEF	HHD	4.3200e-004	4.9400e-004
tblVehicleEF	HHD	0.09	0.10
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	0.02	0.02
tblVehicleEF	HHD	1.6100e-004	1.6600e-004
tblVehicleEF	HHD	1.1100e-004	1.2200e-004
tblVehicleEF	HHD	4.8720e-003	5.6590e-003
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tblVehicleEF	HHD	4.3200e-004	4.9400e-004
tblVehicleEF	HHD	0.10	0.11
tblVehicleEF	HHD	0.61	0.64
tblVehicleEF	HHD	0.09	0.09
tblVehicleEF	HHD	0.08	0.09
tblVehicleEF	HHD	1.90	2.00
tblVehicleEF	HHD	1.17	1.17
tblVehicleEF	HHD	3.19	3.33
tblVehicleEF	HHD	5,008.69	5,051.17
tblVehicleEF	HHD	1,660.44	1,679.50
tblVehicleEF	HHD	10.55	10.80
tblVehicleEF	HHD	0.03	0.03
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tblVehicleEF	HHD	3.97	4.34
tblVehicleEF	HHD	19.56	19.57
tblVehicleEF	HHD	0.01	0.02
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.04	0.04



tblVehicleEF	HHD	0.02	0.02
tblVehicleEF	HHD	8.8000e-005	1.0700e-004
tblVehicleEF	HHD	0.01	0.02
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8360e-003	8.8340e-003
tblVehicleEF	HHD	0.02	0.02
tblVehicleEF	HHD	8.1000e-005	9.9000e-005
tblVehicleEF	HHD	1.7000e-004	1.8800e-004
tblVehicleEF	HHD	4.9980e-003	5.7950e-003
tblVehicleEF	HHD	0.61	0.65
tblVehicleEF	HHD	1.2100e-004	1.3300e-004
tblVehicleEF	HHD	0.15	0.16
tblVehicleEF	HHD	4.2100e-004	4.8300e-004
tblVehicleEF	HHD	0.08	0.10
tblVehicleEF	HHD	0.05	0.05
tblVehicleEF	HHD	0.02	0.02
tblVehicleEF	HHD	1.5800e-004	1.6300e-004
tblVehicleEF	HHD	1.7000e-004	1.8800e-004
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tblVehicleEF	HHD	4.2100e-004	4.8300e-004
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tblVehicleEF	HHD	19.57	19.58
tblVehicleEF	HHD	0.02	0.02
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	0.02	0.02
tblVehicleEF	HHD	8.8000e-005	1.0700e-004
tblVehicleEF	HHD	0.02	0.02
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8360e-003	8.8340e-003
tblVehicleEF	HHD	0.02	0.02
tblVehicleEF	HHD	8.1000e-005	9.9000e-005
tblVehicleEF	HHD	1.1000e-004	1.2200e-004
tblVehicleEF	HHD	5.2380e-003	6.2650e-003
tblVehicleEF	HHD	0.70	0.74
tblVehicleEF	HHD	8.1000e-005	8.8000e-005
tblVehicleEF	HHD	0.15	0.16
tblVehicleEF	HHD	4.6800e-004	5.3300e-004
tblVehicleEF	HHD	0.09	0.10
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	0.02	0.02
tblVehicleEF	HHD	1.6100e-004	1.6700e-004
tblVehicleEF	HHD	1.1000e-004	1.2200e-004
tblVehicleEF	HHD	5.2380e-003	6.2650e-003
tblVehicleEF	HHD	0.82	0.86



tblVehicleEF	HHD	8.1000e-005	8.8000e-005
tblVehicleEF	HHD	0.26	0.27
tblVehicleEF	HHD	4.6800e-004	5.3300e-004
tblVehicleEF	HHD	0.10	0.11
tblVehicleEF	LDA	5.9160e-003	6.5530e-003
tblVehicleEF	LDA	6.1880e-003	7.1270e-003
tblVehicleEF	LDA	0.71	0.76
tblVehicleEF	LDA	1.27	1.42
tblVehicleEF	LDA	285.63	296.37
tblVehicleEF	LDA	59.19	61.25
tblVehicleEF	LDA	0.55	0.55
tblVehicleEF	LDA	0.06	0.06
tblVehicleEF	LDA	0.08	0.09
tblVehicleEF	LDA	2.2290e-003	2.2990e-003
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tblVehicleEF	LDA	2.0560e-003	2.1210e-003
tblVehicleEF	LDA	2.1160e-003	2.1610e-003
tblVehicleEF	LDA	0.04	0.05
tblVehicleEF	LDA	0.11	0.12
tblVehicleEF	LDA	0.04	0.04
tblVehicleEF	LDA	0.01	0.02
tblVehicleEF	LDA	0.04	0.04
tblVehicleEF	LDA	0.08	0.10
tblVehicleEF	LDA	2.8620e-003	2.9700e-003
tblVehicleEF	LDA	6.1400e-004	6.3700e-004
tblVehicleEF	LDA	0.04	0.05
tblVehicleEF	LDA	0.11	0.12
tblVehicleEF	LDA	0.04	0.04
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.04	0.04



tblVehicleEF	LDA	0.09	0.11
tblVehicleEF	LDA	6.2800e-003	6.9520e-003
tblVehicleEF	LDA	5.4950e-003	6.3260e-003
tblVehicleEF	LDA	0.78	0.83
tblVehicleEF	LDA	1.09	1.21
tblVehicleEF	LDA	298.94	310.18
tblVehicleEF	LDA	59.19	61.25
tblVehicleEF	LDA	0.55	0.55
tblVehicleEF	LDA	0.05	0.06
tblVehicleEF	LDA	0.07	0.08
tblVehicleEF	LDA	2.2290e-003	2.2990e-003
tblVehicleEF	LDA	2.3010e-003	2.3500e-003
tblVehicleEF	LDA	2.0560e-003	2.1210e-003
tblVehicleEF	LDA	2.1160e-003	2.1610e-003
tblVehicleEF	LDA	0.07	0.07
tblVehicleEF	LDA	0.11	0.12
tblVehicleEF	LDA	0.06	0.06
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.04	0.04
tblVehicleEF	LDA	0.07	0.09
tblVehicleEF	LDA	2.9960e-003	3.1090e-003
tblVehicleEF	LDA	6.1000e-004	6.3300e-004
tblVehicleEF	LDA	0.07	0.07
tblVehicleEF	LDA	0.11	0.12
tblVehicleEF	LDA	0.06	0.06
tblVehicleEF	LDA	0.02	0.03
tblVehicleEF	LDA	0.04	0.04
tblVehicleEF	LDA	0.08	0.09
tblVehicleEF	LDA	5.7950e-003	6.4200e-003
tblVehicleEF	LDA	6.3340e-003	7.2950e-003



tblVehicleEF	LDA	0.68	0.73
tblVehicleEF	LDA	1.31	1.46
tblVehicleEF	LDA	280.76	291.32
tblVehicleEF	LDA	59.19	61.25
tblVehicleEF	LDA	0.55	0.55
tblVehicleEF	LDA	0.06	0.06
tblVehicleEF	LDA	0.08	0.09
tblVehicleEF	LDA	2.2290e-003	2.2990e-003
tblVehicleEF	LDA	2.3010e-003	2.3500e-003
tblVehicleEF	LDA	2.0560e-003	2.1210e-003
tblVehicleEF	LDA	2.1160e-003	2.1610e-003
tblVehicleEF	LDA	0.04	0.05
tblVehicleEF	LDA	0.12	0.13
tblVehicleEF	LDA	0.04	0.04
tblVehicleEF	LDA	0.01	0.02
tblVehicleEF	LDA	0.05	0.05
tblVehicleEF	LDA	0.09	0.10
tblVehicleEF	LDA	2.8130e-003	2.9190e-003
tblVehicleEF	LDA	6.1400e-004	6.3800e-004
tblVehicleEF	LDA	0.04	0.05
tblVehicleEF	LDA	0.12	0.13
tblVehicleEF	LDA	0.04	0.04
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.05	0.05
tblVehicleEF	LDA	0.09	0.11
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	1.84	2.02
tblVehicleEF	LDT1	3.09	3.43
tblVehicleEF	LDT1	351.43	360.63



tblVehicleEF	LDT1	71.32	73.09
tblVehicleEF	LDT1	0.05	0.05
tblVehicleEF	LDT1	0.17	0.19
tblVehicleEF	LDT1	0.18	0.20
tblVehicleEF	LDT1	3.7390e-003	3.9490e-003
tblVehicleEF	LDT1	3.5990e-003	3.7850e-003
tblVehicleEF	LDT1	3.4440e-003	3.6370e-003
tblVehicleEF	LDT1	3.3100e-003	3.4820e-003
tblVehicleEF	LDT1	0.14	0.15
tblVehicleEF	LDT1	0.28	0.30
tblVehicleEF	LDT1	0.11	0.12
tblVehicleEF	LDT1	0.04	0.05
tblVehicleEF	LDT1	0.18	0.19
tblVehicleEF	LDT1	0.21	0.24
tblVehicleEF	LDT1	3.5380e-003	3.6330e-003
tblVehicleEF	LDT1	7.6700e-004	7.9100e-004
tblVehicleEF	LDT1	0.14	0.15
tblVehicleEF	LDT1	0.28	0.30
tblVehicleEF	LDT1	0.11	0.12
tblVehicleEF	LDT1	0.06	0.07
tblVehicleEF	LDT1	0.18	0.19
tblVehicleEF	LDT1	0.24	0.26
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	0.01	0.02
tblVehicleEF	LDT1	1.99	2.18
tblVehicleEF	LDT1	2.62	2.91
tblVehicleEF	LDT1	366.73	376.30
tblVehicleEF	LDT1	71.32	73.09
tblVehicleEF	LDT1	0.05	0.05
tblVehicleEF	LDT1	0.15	0.17



tblVehicleEF	LDT1	0.16	0.18
tblVehicleEF	LDT1	3.7390e-003	3.9490e-003
tblVehicleEF	LDT1	3.5990e-003	3.7850e-003
tblVehicleEF	LDT1	3.4440e-003	3.6370e-003
tblVehicleEF	LDT1	3.3100e-003	3.4820e-003
tblVehicleEF	LDT1	0.21	0.23
tblVehicleEF	LDT1	0.30	0.32
tblVehicleEF	LDT1	0.16	0.17
tblVehicleEF	LDT1	0.05	0.05
tblVehicleEF	LDT1	0.17	0.18
tblVehicleEF	LDT1	0.19	0.21
tblVehicleEF	LDT1	3.6940e-003	3.7920e-003
tblVehicleEF	LDT1	7.5900e-004	7.8200e-004
tblVehicleEF	LDT1	0.21	0.23
tblVehicleEF	LDT1	0.30	0.32
tblVehicleEF	LDT1	0.16	0.17
tblVehicleEF	LDT1	0.07	0.07
tblVehicleEF	LDT1	0.17	0.18
tblVehicleEF	LDT1	0.21	0.23
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	1.79	1.96
tblVehicleEF	LDT1	3.19	3.54
tblVehicleEF	LDT1	345.81	354.88
tblVehicleEF	LDT1	71.32	73.09
tblVehicleEF	LDT1	0.05	0.05
tblVehicleEF	LDT1	0.17	0.19
tblVehicleEF	LDT1	0.18	0.20
tblVehicleEF	LDT1	3.7390e-003	3.9490e-003
tblVehicleEF	LDT1	3.5990e-003	3.7850e-003



tblVehicleEF	LDT1	3.4440e-003	3.6370e-003
tblVehicleEF	LDT1	3.3100e-003	3.4820e-003
tblVehicleEF	LDT1	0.14	0.15
tblVehicleEF	LDT1	0.32	0.35
tblVehicleEF	LDT1	0.11	0.11
tblVehicleEF	LDT1	0.04	0.05
tblVehicleEF	LDT1	0.21	0.23
tblVehicleEF	LDT1	0.22	0.25
tblVehicleEF	LDT1	3.4810e-003	3.5750e-003
tblVehicleEF	LDT1	7.6900e-004	7.9300e-004
tblVehicleEF	LDT1	0.14	0.15
tblVehicleEF	LDT1	0.32	0.35
tblVehicleEF	LDT1	0.11	0.11
tblVehicleEF	LDT1	0.06	0.07
tblVehicleEF	LDT1	0.21	0.23
tblVehicleEF	LDT1	0.24	0.27
tblVehicleEF	LDT2	7.8740e-003	8.6320e-003
tblVehicleEF	LDT2	7.2440e-003	8.2970e-003
tblVehicleEF	LDT2	0.90	0.97
tblVehicleEF	LDT2	1.49	1.67
tblVehicleEF	LDT2	395.42	408.00
tblVehicleEF	LDT2	80.68	83.22
tblVehicleEF	LDT2	0.20	0.20
tblVehicleEF	LDT2	0.09	0.10
tblVehicleEF	LDT2	0.12	0.14
tblVehicleEF	LDT2	2.1620e-003	2.1760e-003
tblVehicleEF	LDT2	2.3490e-003	2.3520e-003
tblVehicleEF	LDT2	1.9880e-003	2.0020e-003
tblVehicleEF	LDT2	2.1600e-003	2.1630e-003
tblVehicleEF	LDT2	0.05	0.05



tblVehicleEF	LDT2	0.11	0.12
tblVehicleEF	LDT2	0.05	0.05
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.06	0.07
tblVehicleEF	LDT2	0.10	0.11
tblVehicleEF	LDT2	3.9620e-003	4.0880e-003
tblVehicleEF	LDT2	8.3200e-004	8.6100e-004
tblVehicleEF	LDT2	0.05	0.05
tblVehicleEF	LDT2	0.11	0.12
tblVehicleEF	LDT2	0.05	0.05
tblVehicleEF	LDT2	0.03	0.03
tblVehicleEF	LDT2	0.06	0.07
tblVehicleEF	LDT2	0.11	0.12
tblVehicleEF	LDT2	8.3450e-003	9.1430e-003
tblVehicleEF	LDT2	6.4440e-003	7.3790e-003
tblVehicleEF	LDT2	0.99	1.07
tblVehicleEF	LDT2	1.27	1.43
tblVehicleEF	LDT2	413.17	426.32
tblVehicleEF	LDT2	80.68	83.22
tblVehicleEF	LDT2	0.20	0.20
tblVehicleEF	LDT2	0.08	0.09
tblVehicleEF	LDT2	0.11	0.13
tblVehicleEF	LDT2	2.1620e-003	2.1760e-003
tblVehicleEF	LDT2	2.3490e-003	2.3520e-003
tblVehicleEF	LDT2	1.9880e-003	2.0020e-003
tblVehicleEF	LDT2	2.1600e-003	2.1630e-003
tblVehicleEF	LDT2	0.07	0.08
tblVehicleEF	LDT2	0.11	0.12
tblVehicleEF	LDT2	0.07	0.07
tblVehicleEF	LDT2	0.02	0.02



tblVehicleEF	LDT2	0.06	0.06
tblVehicleEF	LDT2	0.09	0.10
tblVehicleEF	LDT2	4.1400e-003	4.2730e-003
tblVehicleEF	LDT2	8.2800e-004	8.5600e-004
tblVehicleEF	LDT2	0.07	0.08
tblVehicleEF	LDT2	0.11	0.12
tblVehicleEF	LDT2	0.07	0.07
tblVehicleEF	LDT2	0.03	0.03
tblVehicleEF	LDT2	0.06	0.06
tblVehicleEF	LDT2	0.10	0.11
tblVehicleEF	LDT2	7.7190e-003	8.4620e-003
tblVehicleEF	LDT2	7.4150e-003	8.4930e-003
tblVehicleEF	LDT2	0.87	0.94
tblVehicleEF	LDT2	1.54	1.73
tblVehicleEF	LDT2	388.90	401.27
tblVehicleEF	LDT2	80.68	83.22
tblVehicleEF	LDT2	0.20	0.20
tblVehicleEF	LDT2	0.09	0.10
tblVehicleEF	LDT2	0.12	0.15
tblVehicleEF	LDT2	2.1620e-003	2.1760e-003
tblVehicleEF	LDT2	2.3490e-003	2.3520e-003
tblVehicleEF	LDT2	1.9880e-003	2.0020e-003
tblVehicleEF	LDT2	2.1600e-003	2.1630e-003
tblVehicleEF	LDT2	0.05	0.05
tblVehicleEF	LDT2	0.12	0.13
tblVehicleEF	LDT2	0.04	0.05
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.07	0.08
tblVehicleEF	LDT2	0.10	0.11
tblVehicleEF	LDT2	3.8960e-003	4.0210e-003



tblVehicleEF	LDT2	8.3300e-004	8.6200e-004
tblVehicleEF	LDT2	0.05	0.05
tblVehicleEF	LDT2	0.12	0.13
tblVehicleEF	LDT2	0.04	0.05
tblVehicleEF	LDT2	0.03	0.03
tblVehicleEF	LDT2	0.07	0.08
tblVehicleEF	LDT2	0.11	0.13
tblVehicleEF	LHD1	6.0120e-003	6.3570e-003
tblVehicleEF	LHD1	0.01	0.02
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	0.16	0.16
tblVehicleEF	LHD1	0.94	1.07
tblVehicleEF	LHD1	3.04	3.29
tblVehicleEF	LHD1	8.91	8.89
tblVehicleEF	LHD1	612.93	622.45
tblVehicleEF	LHD1	34.52	35.85
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	0.07	0.07
tblVehicleEF	LHD1	1.05	1.15
tblVehicleEF	LHD1	1.07	1.13
tblVehicleEF	LHD1	8.1600e-004	7.9800e-004
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tblVehicleEF	LHD1	9.4020e-003	9.6360e-003
tblVehicleEF	LHD1	1.0850e-003	1.1970e-003
tblVehicleEF	LHD1	7.8100e-004	7.6300e-004
tblVehicleEF	LHD1	2.4950e-003	2.4720e-003
tblVehicleEF	LHD1	8.9670e-003	9.1880e-003
tblVehicleEF	LHD1	9.9800e-004	1.1020e-003
tblVehicleEF	LHD1	3.3130e-003	3.4680e-003
tblVehicleEF	LHD1	0.11	0.11



tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	1.9910e-003	2.0560e-003
tblVehicleEF	LHD1	0.07	0.07
tblVehicleEF	LHD1	0.32	0.33
tblVehicleEF	LHD1	0.29	0.32
tblVehicleEF	LHD1	6.0260e-003	6.1270e-003
tblVehicleEF	LHD1	4.0200e-004	4.2000e-004
tblVehicleEF	LHD1	3.3130e-003	3.4680e-003
tblVehicleEF	LHD1	0.11	0.11
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	1.9910e-003	2.0560e-003
tblVehicleEF	LHD1	0.09	0.10
tblVehicleEF	LHD1	0.32	0.33
tblVehicleEF	LHD1	0.32	0.35
tblVehicleEF	LHD1	6.0120e-003	6.3570e-003
tblVehicleEF	LHD1	0.01	0.02
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	0.16	0.16
tblVehicleEF	LHD1	0.96	1.08
tblVehicleEF	LHD1	2.90	3.14
tblVehicleEF	LHD1	8.91	8.89
tblVehicleEF	LHD1	612.93	622.45
tblVehicleEF	LHD1	34.52	35.85
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	0.07	0.07
tblVehicleEF	LHD1	0.98	1.07
tblVehicleEF	LHD1	1.03	1.08
tblVehicleEF	LHD1	8.1600e-004	7.9800e-004
tblVehicleEF	LHD1	9.9780e-003	9.8890e-003
tblVehicleEF	LHD1	9.4020e-003	9.6360e-003



tblVehicleEF	LHD1	1.0850e-003	1.1970e-003
tblVehicleEF	LHD1	7.8100e-004	7.6300e-004
tblVehicleEF	LHD1	2.4950e-003	2.4720e-003
tblVehicleEF	LHD1	8.9670e-003	9.1880e-003
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tblVehicleEF	LHD1	4.9680e-003	5.2080e-003
tblVehicleEF	LHD1	0.11	0.12
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	2.8120e-003	2.9180e-003
tblVehicleEF	LHD1	0.07	0.08
tblVehicleEF	LHD1	0.31	0.32
tblVehicleEF	LHD1	0.28	0.31
tblVehicleEF	LHD1	6.0270e-003	6.1280e-003
tblVehicleEF	LHD1	3.9900e-004	4.1700e-004
tblVehicleEF	LHD1	4.9680e-003	5.2080e-003
tblVehicleEF	LHD1	0.11	0.12
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	2.8120e-003	2.9180e-003
tblVehicleEF	LHD1	0.09	0.10
tblVehicleEF	LHD1	0.31	0.32
tblVehicleEF	LHD1	0.31	0.34
tblVehicleEF	LHD1	6.0120e-003	6.3570e-003
tblVehicleEF	LHD1	0.01	0.02
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	0.16	0.16
tblVehicleEF	LHD1	0.94	1.06
tblVehicleEF	LHD1	3.06	3.32
tblVehicleEF	LHD1	8.91	8.89
tblVehicleEF	LHD1	612.93	622.45
tblVehicleEF	LHD1	34.52	35.85



tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	0.07	0.07
tblVehicleEF	LHD1	1.03	1.13
tblVehicleEF	LHD1	1.08	1.14
tblVehicleEF	LHD1	8.1600e-004	7.9800e-004
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tblVehicleEF	LHD1	9.4020e-003	9.6360e-003
tblVehicleEF	LHD1	1.0850e-003	1.1970e-003
tblVehicleEF	LHD1	7.8100e-004	7.6300e-004
tblVehicleEF	LHD1	2.4950e-003	2.4720e-003
tblVehicleEF	LHD1	8.9670e-003	9.1880e-003
tblVehicleEF	LHD1	9.9800e-004	1.1020e-003
tblVehicleEF	LHD1	3.5020e-003	3.6860e-003
tblVehicleEF	LHD1	0.12	0.13
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	1.9650e-003	2.0330e-003
tblVehicleEF	LHD1	0.07	0.07
tblVehicleEF	LHD1	0.34	0.35
tblVehicleEF	LHD1	0.30	0.32
tblVehicleEF	LHD1	6.0260e-003	6.1270e-003
tblVehicleEF	LHD1	4.0200e-004	4.2100e-004
tblVehicleEF	LHD1	3.5020e-003	3.6860e-003
tblVehicleEF	LHD1	0.12	0.13
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	1.9650e-003	2.0330e-003
tblVehicleEF	LHD1	0.09	0.10
tblVehicleEF	LHD1	0.34	0.35
tblVehicleEF	LHD1	0.32	0.36
tblVehicleEF	LHD2	4.3410e-003	4.6500e-003
tblVehicleEF	LHD2	5.0230e-003	5.8620e-003



tblVehicleEF	LHD2	9.9030e-003	0.01
tblVehicleEF	LHD2	0.13	0.14
tblVehicleEF	LHD2	0.39	0.45
tblVehicleEF	LHD2	1.51	1.67
tblVehicleEF	LHD2	13.55	13.53
tblVehicleEF	LHD2	625.73	634.55
tblVehicleEF	LHD2	28.89	30.01
tblVehicleEF	LHD2	6.1430e-003	6.0900e-003
tblVehicleEF	LHD2	0.10	0.10
tblVehicleEF	LHD2	0.76	0.88
tblVehicleEF	LHD2	0.61	0.66
tblVehicleEF	LHD2	1.1760e-003	1.1790e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	9.3050e-003	9.7680e-003
tblVehicleEF	LHD2	5.0600e-004	5.5800e-004
tblVehicleEF	LHD2	1.1250e-003	1.1280e-003
tblVehicleEF	LHD2	2.6430e-003	2.6300e-003
tblVehicleEF	LHD2	8.8870e-003	9.3300e-003
tblVehicleEF	LHD2	4.6500e-004	5.1400e-004
tblVehicleEF	LHD2	1.2670e-003	1.4140e-003
tblVehicleEF	LHD2	0.04	0.05
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	8.0900e-004	8.8000e-004
tblVehicleEF	LHD2	0.05	0.05
tblVehicleEF	LHD2	0.10	0.11
tblVehicleEF	LHD2	0.13	0.15
tblVehicleEF	LHD2	6.1010e-003	6.1920e-003
tblVehicleEF	LHD2	3.1600e-004	3.3100e-004
tblVehicleEF	LHD2	1.2670e-003	1.4140e-003
tblVehicleEF	LHD2	0.04	0.05



tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	8.0900e-004	8.8000e-004
tblVehicleEF	LHD2	0.06	0.06
tblVehicleEF	LHD2	0.10	0.11
tblVehicleEF	LHD2	0.15	0.17
tblVehicleEF	LHD2	4.3410e-003	4.6500e-003
tblVehicleEF	LHD2	5.0980e-003	5.9540e-003
tblVehicleEF	LHD2	9.5540e-003	0.01
tblVehicleEF	LHD2	0.13	0.14
tblVehicleEF	LHD2	0.40	0.46
tblVehicleEF	LHD2	1.44	1.60
tblVehicleEF	LHD2	13.55	13.53
tblVehicleEF	LHD2	625.73	634.55
tblVehicleEF	LHD2	28.89	30.01
tblVehicleEF	LHD2	6.1430e-003	6.0900e-003
tblVehicleEF	LHD2	0.10	0.10
tblVehicleEF	LHD2	0.72	0.83
tblVehicleEF	LHD2	0.58	0.63
tblVehicleEF	LHD2	1.1760e-003	1.1790e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	9.3050e-003	9.7680e-003
tblVehicleEF	LHD2	5.0600e-004	5.5800e-004
tblVehicleEF	LHD2	1.1250e-003	1.1280e-003
tblVehicleEF	LHD2	2.6430e-003	2.6300e-003
tblVehicleEF	LHD2	8.8870e-003	9.3300e-003
tblVehicleEF	LHD2	4.6500e-004	5.1400e-004
tblVehicleEF	LHD2	1.8880e-003	2.1090e-003
tblVehicleEF	LHD2	0.04	0.05
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	1.1340e-003	1.2380e-003



tblVehicleEF	LHD2	0.05	0.05
tblVehicleEF	LHD2	0.09	0.10
tblVehicleEF	LHD2	0.13	0.15
tblVehicleEF	LHD2	6.1010e-003	6.1920e-003
tblVehicleEF	LHD2	3.1500e-004	3.3000e-004
tblVehicleEF	LHD2	1.8880e-003	2.1090e-003
tblVehicleEF	LHD2	0.04	0.05
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	1.1340e-003	1.2380e-003
tblVehicleEF	LHD2	0.06	0.06
tblVehicleEF	LHD2	0.09	0.10
tblVehicleEF	LHD2	0.14	0.16
tblVehicleEF	LHD2	4.3410e-003	4.6500e-003
tblVehicleEF	LHD2	5.0030e-003	5.8380e-003
tblVehicleEF	LHD2	9.9730e-003	0.01
tblVehicleEF	LHD2	0.13	0.14
tblVehicleEF	LHD2	0.39	0.45
tblVehicleEF	LHD2	1.52	1.68
tblVehicleEF	LHD2	13.55	13.53
tblVehicleEF	LHD2	625.73	634.55
tblVehicleEF	LHD2	28.89	30.01
tblVehicleEF	LHD2	6.1430e-003	6.0900e-003
tblVehicleEF	LHD2	0.10	0.10
tblVehicleEF	LHD2	0.75	0.87
tblVehicleEF	LHD2	0.61	0.67
tblVehicleEF	LHD2	1.1760e-003	1.1790e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	9.3050e-003	9.7680e-003
tblVehicleEF	LHD2	5.0600e-004	5.5800e-004
tblVehicleEF	LHD2	1.1250e-003	1.1280e-003



tblVehicleEF	LHD2	2.6430e-003	2.6300e-003
tblVehicleEF	LHD2	8.8870e-003	9.3300e-003
tblVehicleEF	LHD2	4.6500e-004	5.1400e-004
tblVehicleEF	LHD2	1.3050e-003	1.4720e-003
tblVehicleEF	LHD2	0.05	0.05
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	7.8800e-004	8.5900e-004
tblVehicleEF	LHD2	0.05	0.05
tblVehicleEF	LHD2	0.10	0.12
tblVehicleEF	LHD2	0.13	0.16
tblVehicleEF	LHD2	6.1010e-003	6.1910e-003
tblVehicleEF	LHD2	3.1700e-004	3.3100e-004
tblVehicleEF	LHD2	1.3050e-003	1.4720e-003
tblVehicleEF	LHD2	0.05	0.05
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	7.8800e-004	8.5900e-004
tblVehicleEF	LHD2	0.06	0.06
tblVehicleEF	LHD2	0.10	0.12
tblVehicleEF	LHD2	0.15	0.17
tblVehicleEF	MCY	0.53	0.53
tblVehicleEF	MCY	0.15	0.15
tblVehicleEF	MCY	19.20	19.48
tblVehicleEF	MCY	9.64	9.63
tblVehicleEF	MCY	188.47	187.52
tblVehicleEF	MCY	44.88	45.30
tblVehicleEF	MCY	5.0780e-003	5.0050e-003
tblVehicleEF	MCY	1.13	1.13
tblVehicleEF	MCY	0.31	0.31
tblVehicleEF	MCY	2.3830e-003	2.3100e-003
tblVehicleEF	MCY	3.9570e-003	4.0640e-003



tblVehicleEF	MCY	2.2280e-003	2.1620e-003
tblVehicleEF	MCY	3.7290e-003	3.8350e-003
tblVehicleEF	MCY	1.07	1.07
tblVehicleEF	MCY	0.65	0.66
tblVehicleEF	MCY	0.65	0.66
tblVehicleEF	MCY	2.61	2.62
tblVehicleEF	MCY	0.62	0.63
tblVehicleEF	MCY	2.06	2.08
tblVehicleEF	MCY	2.2780e-003	2.2730e-003
tblVehicleEF	MCY	6.6700e-004	6.7100e-004
tblVehicleEF	MCY	1.07	1.07
tblVehicleEF	MCY	0.65	0.66
tblVehicleEF	MCY	0.65	0.66
tblVehicleEF	MCY	3.25	3.25
tblVehicleEF	MCY	0.62	0.63
tblVehicleEF	MCY	2.24	2.26
tblVehicleEF	MCY	0.52	0.52
tblVehicleEF	MCY	0.13	0.14
tblVehicleEF	MCY	18.48	18.74
tblVehicleEF	MCY	8.82	8.81
tblVehicleEF	MCY	188.47	187.52
tblVehicleEF	MCY	44.88	45.30
tblVehicleEF	MCY	5.0780e-003	5.0050e-003
tblVehicleEF	MCY	0.99	0.99
tblVehicleEF	MCY	0.29	0.29
tblVehicleEF	MCY	2.3830e-003	2.3100e-003
tblVehicleEF	MCY	3.9570e-003	4.0640e-003
tblVehicleEF	MCY	2.2280e-003	2.1620e-003
tblVehicleEF	MCY	3.7290e-003	3.8350e-003
tblVehicleEF	MCY	1.73	1.74



tblVehicleEF	MCY	0.71	0.72
tblVehicleEF	MCY	1.08	1.10
tblVehicleEF	MCY	2.55	2.56
tblVehicleEF	MCY	0.58	0.60
tblVehicleEF	MCY	1.84	1.85
tblVehicleEF	MCY	2.2640e-003	2.2590e-003
tblVehicleEF	MCY	6.4700e-004	6.5100e-004
tblVehicleEF	MCY	1.73	1.74
tblVehicleEF	MCY	0.71	0.72
tblVehicleEF	MCY	1.08	1.10
tblVehicleEF	MCY	3.17	3.17
tblVehicleEF	MCY	0.58	0.60
tblVehicleEF	MCY	2.00	2.01
tblVehicleEF	MCY	0.54	0.53
tblVehicleEF	MCY	0.15	0.16
tblVehicleEF	MCY	19.30	19.59
tblVehicleEF	MCY	9.78	9.76
tblVehicleEF	MCY	188.47	187.52
tblVehicleEF	MCY	44.88	45.30
tblVehicleEF	MCY	5.0780e-003	5.0050e-003
tblVehicleEF	MCY	1.11	1.11
tblVehicleEF	MCY	0.31	0.31
tblVehicleEF	MCY	2.3830e-003	2.3100e-003
tblVehicleEF	MCY	3.9570e-003	4.0640e-003
tblVehicleEF	MCY	2.2280e-003	2.1620e-003
tblVehicleEF	MCY	3.7290e-003	3.8350e-003
tblVehicleEF	MCY	1.16	1.17
tblVehicleEF	MCY	0.84	0.86
tblVehicleEF	MCY	0.62	0.63
tblVehicleEF	MCY	2.62	2.64



tblVehicleEF	MCY	0.71	0.73
tblVehicleEF	MCY	2.10	2.12
tblVehicleEF	MCY	2.2800e-003	2.2750e-003
tblVehicleEF	MCY	6.7100e-004	6.7500e-004
tblVehicleEF	MCY	1.16	1.17
tblVehicleEF	MCY	0.84	0.86
tblVehicleEF	MCY	0.62	0.63
tblVehicleEF	MCY	3.26	3.26
tblVehicleEF	MCY	0.71	0.73
tblVehicleEF	MCY	2.29	2.31
tblVehicleEF	MDV	0.02	0.02
tblVehicleEF	MDV	0.02	0.02
tblVehicleEF	MDV	1.56	1.77
tblVehicleEF	MDV	2.79	3.11
tblVehicleEF	MDV	528.65	543.27
tblVehicleEF	MDV	106.35	109.34
tblVehicleEF	MDV	0.12	0.12
tblVehicleEF	MDV	0.17	0.19
tblVehicleEF	MDV	0.25	0.29
tblVehicleEF	MDV	2.4280e-003	2.4830e-003
tblVehicleEF	MDV	2.5830e-003	2.6470e-003
tblVehicleEF	MDV	2.2400e-003	2.2920e-003
tblVehicleEF	MDV	2.3780e-003	2.4370e-003
tblVehicleEF	MDV	0.07	0.07
tblVehicleEF	MDV	0.16	0.17
tblVehicleEF	MDV	0.07	0.07
tblVehicleEF	MDV	0.04	0.05
tblVehicleEF	MDV	0.09	0.09
tblVehicleEF	MDV	0.22	0.25
tblVehicleEF	MDV	5.2990e-003	5.4490e-003



tblVehicleEF	MDV	1.1130e-003	1.1480e-003
tblVehicleEF	MDV	0.07	0.07
tblVehicleEF	MDV	0.16	0.17
tblVehicleEF	MDV	0.07	0.07
tblVehicleEF	MDV	0.06	0.07
tblVehicleEF	MDV	0.09	0.09
tblVehicleEF	MDV	0.24	0.27
tblVehicleEF	MDV	0.02	0.02
tblVehicleEF	MDV	0.01	0.02
tblVehicleEF	MDV	1.69	1.90
tblVehicleEF	MDV	2.39	2.66
tblVehicleEF	MDV	551.85	567.14
tblVehicleEF	MDV	106.35	109.34
tblVehicleEF	MDV	0.12	0.12
tblVehicleEF	MDV	0.15	0.17
tblVehicleEF	MDV	0.23	0.26
tblVehicleEF	MDV	2.4280e-003	2.4830e-003
tblVehicleEF	MDV	2.5830e-003	2.6470e-003
tblVehicleEF	MDV	2.2400e-003	2.2920e-003
tblVehicleEF	MDV	2.3780e-003	2.4370e-003
tblVehicleEF	MDV	0.11	0.11
tblVehicleEF	MDV	0.17	0.17
tblVehicleEF	MDV	0.10	0.10
tblVehicleEF	MDV	0.05	0.05
tblVehicleEF	MDV	0.08	0.09
tblVehicleEF	MDV	0.19	0.22
tblVehicleEF	MDV	5.5330e-003	5.6890e-003
tblVehicleEF	MDV	1.1050e-003	1.1400e-003
tblVehicleEF	MDV	0.11	0.11
tblVehicleEF	MDV	0.17	0.17



tblVehicleEF	MDV	0.10	0.10
tblVehicleEF	MDV	0.06	0.07
tblVehicleEF	MDV	0.08	0.09
tblVehicleEF	MDV	0.21	0.24
tblVehicleEF	MDV	0.01	0.02
tblVehicleEF	MDV	0.02	0.02
tblVehicleEF	MDV	1.52	1.72
tblVehicleEF	MDV	2.88	3.20
tblVehicleEF	MDV	520.14	534.52
tblVehicleEF	MDV	106.35	109.34
tblVehicleEF	MDV	0.12	0.12
tblVehicleEF	MDV	0.17	0.19
tblVehicleEF	MDV	0.26	0.29
tblVehicleEF	MDV	2.4280e-003	2.4830e-003
tblVehicleEF	MDV	2.5830e-003	2.6470e-003
tblVehicleEF	MDV	2.2400e-003	2.2920e-003
tblVehicleEF	MDV	2.3780e-003	2.4370e-003
tblVehicleEF	MDV	0.07	0.07
tblVehicleEF	MDV	0.17	0.18
tblVehicleEF	MDV	0.07	0.07
tblVehicleEF	MDV	0.04	0.05
tblVehicleEF	MDV	0.11	0.11
tblVehicleEF	MDV	0.22	0.25
tblVehicleEF	MDV	5.2130e-003	5.3610e-003
tblVehicleEF	MDV	1.1140e-003	1.1500e-003
tblVehicleEF	MDV	0.07	0.07
tblVehicleEF	MDV	0.17	0.18
tblVehicleEF	MDV	0.07	0.07
tblVehicleEF	MDV	0.06	0.07
tblVehicleEF	MDV	0.11	0.11



tblVehicleEF	MDV	0.24	0.28
tblVehicleEF	MH	0.04	0.04
tblVehicleEF	MH	0.03	0.03
tblVehicleEF	MH	2.77	3.53
tblVehicleEF	MH	6.41	7.14
tblVehicleEF	MH	1,135.33	1,138.98
tblVehicleEF	MH	61.01	63.70
tblVehicleEF	MH	8.9100e-004	9.0700e-004
tblVehicleEF	MH	1.17	1.26
tblVehicleEF	MH	0.85	0.90
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	1.2190e-003	1.5790e-003
tblVehicleEF	MH	3.1990e-003	3.1950e-003
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	1.1210e-003	1.4630e-003
tblVehicleEF	MH	1.07	1.18
tblVehicleEF	MH	0.08	0.08
tblVehicleEF	MH	0.45	0.49
tblVehicleEF	MH	0.10	0.13
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	0.36	0.43
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	7.2200e-004	7.6200e-004
tblVehicleEF	MH	1.07	1.18
tblVehicleEF	MH	0.08	0.08
tblVehicleEF	MH	0.45	0.49
tblVehicleEF	MH	0.14	0.18
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	0.40	0.47



tblVehicleEF	MH	0.04	0.04
tblVehicleEF	MH	0.03	0.03
tblVehicleEF	MH	2.85	3.59
tblVehicleEF	MH	6.02	6.72
tblVehicleEF	MH	1,135.33	1,138.98
tblVehicleEF	MH	61.01	63.70
tblVehicleEF	MH	8.9100e-004	9.0700e-004
tblVehicleEF	MH	1.07	1.15
tblVehicleEF	MH	0.82	0.86
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	1.2190e-003	1.5790e-003
tblVehicleEF	MH	3.1990e-003	3.1950e-003
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	1.1210e-003	1.4630e-003
tblVehicleEF	MH	1.58	1.74
tblVehicleEF	MH	0.08	0.08
tblVehicleEF	MH	0.65	0.71
tblVehicleEF	MH	0.11	0.13
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	0.35	0.41
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	7.1500e-004	7.5500e-004
tblVehicleEF	MH	1.58	1.74
tblVehicleEF	MH	0.08	0.08
tblVehicleEF	MH	0.65	0.71
tblVehicleEF	MH	0.15	0.18
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	0.38	0.45
tblVehicleEF	MH	0.04	0.04



tblVehicleEF	MH	0.03	0.03
tblVehicleEF	MH	2.74	3.51
tblVehicleEF	MH	6.46	7.19
tblVehicleEF	MH	1,135.33	1,138.98
tblVehicleEF	MH	61.01	63.70
tblVehicleEF	MH	8.9100e-004	9.0700e-004
tblVehicleEF	MH	1.15	1.23
tblVehicleEF	MH	0.86	0.91
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	1.2190e-003	1.5790e-003
tblVehicleEF	MH	3.1990e-003	3.1950e-003
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	1.1210e-003	1.4630e-003
tblVehicleEF	MH	1.21	1.35
tblVehicleEF	MH	0.09	0.10
tblVehicleEF	MH	0.46	0.51
tblVehicleEF	MH	0.10	0.13
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	0.37	0.43
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	7.2200e-004	7.6300e-004
tblVehicleEF	MH	1.21	1.35
tblVehicleEF	MH	0.09	0.10
tblVehicleEF	MH	0.46	0.51
tblVehicleEF	MH	0.14	0.18
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	0.40	0.47
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	5.7010e-003	8.6590e-003



tblVehicleEF	MHD	0.05	0.06
tblVehicleEF	MHD	0.39	0.44
tblVehicleEF	MHD	0.42	0.61
tblVehicleEF	MHD	6.85	7.49
tblVehicleEF	MHD	131.02	133.10
tblVehicleEF	MHD	1,155.79	1,158.03
tblVehicleEF	MHD	65.08	65.62
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	0.52	0.81
tblVehicleEF	MHD	1.23	1.86
tblVehicleEF	MHD	9.82	9.86
tblVehicleEF	MHD	2.8600e-004	2.2420e-003
tblVehicleEF	MHD	5.6410e-003	0.04
tblVehicleEF	MHD	8.9100e-004	9.3600e-004
tblVehicleEF	MHD	2.7300e-004	2.1450e-003
tblVehicleEF	MHD	5.3920e-003	0.04
tblVehicleEF	MHD	8.1900e-004	8.6100e-004
tblVehicleEF	MHD	1.2390e-003	1.3410e-003
tblVehicleEF	MHD	0.05	0.05
tblVehicleEF	MHD	0.03	0.03
tblVehicleEF	MHD	7.9100e-004	8.3700e-004
tblVehicleEF	MHD	0.05	0.09
tblVehicleEF	MHD	0.02	0.03
tblVehicleEF	MHD	0.42	0.46
tblVehicleEF	MHD	1.2630e-003	1.2830e-003
tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	7.7100e-004	7.8800e-004
tblVehicleEF	MHD	1.2390e-003	1.3410e-003
tblVehicleEF	MHD	0.05	0.05
tblVehicleEF	MHD	0.04	0.04



tblVehicleEF	MHD	7.9100e-004	8.3700e-004
tblVehicleEF	MHD	0.06	0.11
tblVehicleEF	MHD	0.02	0.03
tblVehicleEF	MHD	0.46	0.50
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	5.7940e-003	8.7760e-003
tblVehicleEF	MHD	0.05	0.06
tblVehicleEF	MHD	0.28	0.32
tblVehicleEF	MHD	0.43	0.62
tblVehicleEF	MHD	6.50	7.11
tblVehicleEF	MHD	138.77	140.97
tblVehicleEF	MHD	1,155.79	1,158.03
tblVehicleEF	MHD	65.08	65.62
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	0.53	0.84
tblVehicleEF	MHD	1.16	1.75
tblVehicleEF	MHD	9.78	9.81
tblVehicleEF	MHD	2.4100e-004	1.8900e-003
tblVehicleEF	MHD	5.6410e-003	0.04
tblVehicleEF	MHD	8.9100e-004	9.3600e-004
tblVehicleEF	MHD	2.3000e-004	1.8090e-003
tblVehicleEF	MHD	5.3920e-003	0.04
tblVehicleEF	MHD	8.1900e-004	8.6100e-004
tblVehicleEF	MHD	1.8580e-003	2.0150e-003
tblVehicleEF	MHD	0.05	0.05
tblVehicleEF	MHD	0.03	0.03
tblVehicleEF	MHD	1.1240e-003	1.1980e-003
tblVehicleEF	MHD	0.05	0.09
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	0.40	0.44



tblVehicleEF	MHD	1.3360e-003	1.3570e-003
tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	7.6500e-004	7.8100e-004
tblVehicleEF	MHD	1.8580e-003	2.0150e-003
tblVehicleEF	MHD	0.05	0.05
tblVehicleEF	MHD	0.04	0.04
tblVehicleEF	MHD	1.1240e-003	1.1980e-003
tblVehicleEF	MHD	0.06	0.11
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	0.44	0.48
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	5.6760e-003	8.6270e-003
tblVehicleEF	MHD	0.05	0.06
tblVehicleEF	MHD	0.53	0.61
tblVehicleEF	MHD	0.42	0.61
tblVehicleEF	MHD	6.91	7.56
tblVehicleEF	MHD	120.30	122.21
tblVehicleEF	MHD	1,155.79	1,158.03
tblVehicleEF	MHD	65.08	65.62
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	0.49	0.78
tblVehicleEF	MHD	1.21	1.83
tblVehicleEF	MHD	9.83	9.87
tblVehicleEF	MHD	3.4800e-004	2.7290e-003
tblVehicleEF	MHD	5.6410e-003	0.04
tblVehicleEF	MHD	8.9100e-004	9.3600e-004
tblVehicleEF	MHD	3.3300e-004	2.6110e-003
tblVehicleEF	MHD	5.3920e-003	0.04
tblVehicleEF	MHD	8.1900e-004	8.6100e-004
tblVehicleEF	MHD	1.2900e-003	1.4110e-003



tblVehicleEF	MHD	0.05	0.06
tblVehicleEF	MHD	0.03	0.04
tblVehicleEF	MHD	7.7500e-004	8.2400e-004
tblVehicleEF	MHD	0.05	0.09
tblVehicleEF	MHD	0.03	0.03
tblVehicleEF	MHD	0.42	0.46
tblVehicleEF	MHD	1.1630e-003	1.1810e-003
tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	7.7200e-004	7.8900e-004
tblVehicleEF	MHD	1.2900e-003	1.4110e-003
tblVehicleEF	MHD	0.05	0.06
tblVehicleEF	MHD	0.04	0.05
tblVehicleEF	MHD	7.7500e-004	8.2400e-004
tblVehicleEF	MHD	0.06	0.11
tblVehicleEF	MHD	0.03	0.03
tblVehicleEF	MHD	0.46	0.51
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	8.8720e-003	0.01
tblVehicleEF	OBUS	0.03	0.03
tblVehicleEF	OBUS	0.29	0.29
tblVehicleEF	OBUS	0.60	0.68
tblVehicleEF	OBUS	5.75	6.09
tblVehicleEF	OBUS	111.80	110.73
tblVehicleEF	OBUS	1,266.65	1,273.03
tblVehicleEF	OBUS	68.32	68.83
tblVehicleEF	OBUS	2.4790e-003	2.4380e-003
tblVehicleEF	OBUS	0.58	0.65
tblVehicleEF	OBUS	1.73	2.05
tblVehicleEF	OBUS	2.63	2.66
tblVehicleEF	OBUS	2.0400e-004	3.0000e-004



tblVehicleEF	OBUS	8.7020e-003	0.01
tblVehicleEF	OBUS	7.8900e-004	7.8200e-004
tblVehicleEF	OBUS	1.9500e-004	2.8700e-004
tblVehicleEF	OBUS	8.3100e-003	9.9080e-003
tblVehicleEF	OBUS	7.2500e-004	7.2000e-004
tblVehicleEF	OBUS	1.4710e-003	1.4950e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.04	0.04
tblVehicleEF	OBUS	7.7800e-004	7.8100e-004
tblVehicleEF	OBUS	0.07	0.07
tblVehicleEF	OBUS	0.04	0.04
tblVehicleEF	OBUS	0.36	0.38
tblVehicleEF	OBUS	1.0790e-003	1.0690e-003
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	7.8400e-004	7.9500e-004
tblVehicleEF	OBUS	1.4710e-003	1.4950e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.06	0.06
tblVehicleEF	OBUS	7.7800e-004	7.8100e-004
tblVehicleEF	OBUS	0.08	0.09
tblVehicleEF	OBUS	0.04	0.04
tblVehicleEF	OBUS	0.39	0.42
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	9.0250e-003	0.01
tblVehicleEF	OBUS	0.03	0.03
tblVehicleEF	OBUS	0.27	0.27
tblVehicleEF	OBUS	0.61	0.69
tblVehicleEF	OBUS	5.43	5.75
tblVehicleEF	OBUS	117.45	116.31
tblVehicleEF	OBUS	1,266.65	1,273.03



tblVehicleEF	OBUS	68.32	68.83
tblVehicleEF	OBUS	2.4790e-003	2.4380e-003
tblVehicleEF	OBUS	0.60	0.67
tblVehicleEF	OBUS	1.63	1.93
tblVehicleEF	OBUS	2.59	2.62
tblVehicleEF	OBUS	1.7200e-004	2.5300e-004
tblVehicleEF	OBUS	8.7020e-003	0.01
tblVehicleEF	OBUS	7.8900e-004	7.8200e-004
tblVehicleEF	OBUS	1.6400e-004	2.4200e-004
tblVehicleEF	OBUS	8.3100e-003	9.9080e-003
tblVehicleEF	OBUS	7.2500e-004	7.2000e-004
tblVehicleEF	OBUS	2.1550e-003	2.1920e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.04	0.04
tblVehicleEF	OBUS	1.1010e-003	1.1100e-003
tblVehicleEF	OBUS	0.07	0.07
tblVehicleEF	OBUS	0.04	0.04
tblVehicleEF	OBUS	0.35	0.37
tblVehicleEF	OBUS	1.1330e-003	1.1220e-003
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	7.7900e-004	7.9000e-004
tblVehicleEF	OBUS	2.1550e-003	2.1920e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.05	0.06
tblVehicleEF	OBUS	1.1010e-003	1.1100e-003
tblVehicleEF	OBUS	0.08	0.09
tblVehicleEF	OBUS	0.04	0.04
tblVehicleEF	OBUS	0.38	0.40
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	8.8310e-003	0.01



tblVehicleEF	OBUS	0.03	0.03
tblVehicleEF	OBUS	0.31	0.31
tblVehicleEF	OBUS	0.60	0.68
tblVehicleEF	OBUS	5.81	6.15
tblVehicleEF	OBUS	104.00	103.03
tblVehicleEF	OBUS	1,266.65	1,273.03
tblVehicleEF	OBUS	68.32	68.83
tblVehicleEF	OBUS	2.4790e-003	2.4380e-003
tblVehicleEF	OBUS	0.56	0.62
tblVehicleEF	OBUS	1.70	2.02
tblVehicleEF	OBUS	2.64	2.67
tblVehicleEF	OBUS	2.4800e-004	3.6500e-004
tblVehicleEF	OBUS	8.7020e-003	0.01
tblVehicleEF	OBUS	7.8900e-004	7.8200e-004
tblVehicleEF	OBUS	2.3700e-004	3.4900e-004
tblVehicleEF	OBUS	8.3100e-003	9.9080e-003
tblVehicleEF	OBUS	7.2500e-004	7.2000e-004
tblVehicleEF	OBUS	1.5180e-003	1.5550e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.04	0.04
tblVehicleEF	OBUS	7.5800e-004	7.6300e-004
tblVehicleEF	OBUS	0.07	0.07
tblVehicleEF	OBUS	0.04	0.04
tblVehicleEF	OBUS	0.36	0.39
tblVehicleEF	OBUS	1.0040e-003	9.9500e-004
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	7.8500e-004	7.9600e-004
tblVehicleEF	OBUS	1.5180e-003	1.5550e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.06	0.06



tblVehicleEF	OBUS	7.5800e-004	7.6300e-004
tblVehicleEF	OBUS	0.08	0.09
tblVehicleEF	OBUS	0.04	0.04
tblVehicleEF	OBUS	0.40	0.42
tblVehicleEF	SBUS	0.86	0.88
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.07	0.07
tblVehicleEF	SBUS	8.04	7.89
tblVehicleEF	SBUS	0.79	0.84
tblVehicleEF	SBUS	7.53	7.67
tblVehicleEF	SBUS	1,136.99	1,153.25
tblVehicleEF	SBUS	1,088.61	1,098.50
tblVehicleEF	SBUS	53.57	52.01
tblVehicleEF	SBUS	6.8200e-004	6.7700e-004
tblVehicleEF	SBUS	9.91	10.62
tblVehicleEF	SBUS	4.55	4.93
tblVehicleEF	SBUS	12.42	12.73
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	7.8000e-004	7.4700e-004
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	2.6770e-003	2.6880e-003
tblVehicleEF	SBUS	0.02	0.03
tblVehicleEF	SBUS	7.1700e-004	6.8700e-004
tblVehicleEF	SBUS	3.3870e-003	3.4480e-003
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	0.97	0.96
tblVehicleEF	SBUS	1.7160e-003	1.6800e-003
tblVehicleEF	SBUS	0.11	0.12



tblVehicleEF	SBUS	0.01	0.02
tblVehicleEF	SBUS	0.40	0.40
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	6.6600e-004	6.5300e-004
tblVehicleEF	SBUS	3.3870e-003	3.4480e-003
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	1.40	1.38
tblVehicleEF	SBUS	1.7160e-003	1.6800e-003
tblVehicleEF	SBUS	0.13	0.14
tblVehicleEF	SBUS	0.01	0.02
tblVehicleEF	SBUS	0.43	0.44
tblVehicleEF	SBUS	0.86	0.88
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.06	0.06
tblVehicleEF	SBUS	7.92	7.76
tblVehicleEF	SBUS	0.80	0.86
tblVehicleEF	SBUS	6.11	6.22
tblVehicleEF	SBUS	1,188.84	1,206.53
tblVehicleEF	SBUS	1,088.61	1,098.50
tblVehicleEF	SBUS	53.57	52.01
tblVehicleEF	SBUS	6.8200e-004	6.7700e-004
tblVehicleEF	SBUS	10.22	10.96
tblVehicleEF	SBUS	4.29	4.65
tblVehicleEF	SBUS	12.39	12.69
tblVehicleEF	SBUS	9.0250e-003	0.01
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	7.8000e-004	7.4700e-004
tblVehicleEF	SBUS	8.6350e-003	9.8410e-003



tblVehicleEF	SBUS	2.6770e-003	2.6880e-003
tblVehicleEF	SBUS	0.02	0.03
tblVehicleEF	SBUS	7.1700e-004	6.8700e-004
tblVehicleEF	SBUS	4.9940e-003	5.0870e-003
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	0.97	0.95
tblVehicleEF	SBUS	2.4540e-003	2.4200e-003
tblVehicleEF	SBUS	0.11	0.12
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.35	0.36
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	6.4200e-004	6.2900e-004
tblVehicleEF	SBUS	4.9940e-003	5.0870e-003
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	1.39	1.37
tblVehicleEF	SBUS	2.4540e-003	2.4200e-003
tblVehicleEF	SBUS	0.13	0.14
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.38	0.39
tblVehicleEF	SBUS	0.86	0.88
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.07	0.07
tblVehicleEF	SBUS	8.21	8.07
tblVehicleEF	SBUS	0.78	0.84
tblVehicleEF	SBUS	7.78	7.93
tblVehicleEF	SBUS	1,065.38	1,079.68
tblVehicleEF	SBUS	1,088.61	1,098.50
tblVehicleEF	SBUS	53.57	52.01
tblVehicleEF	SBUS	6.8200e-004	6.7700e-004



tblVehicleEF	SBUS	9.47	10.15
tblVehicleEF	SBUS	4.47	4.85
tblVehicleEF	SBUS	12.43	12.73
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	7.8000e-004	7.4700e-004
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	2.6770e-003	2.6880e-003
tblVehicleEF	SBUS	0.02	0.03
tblVehicleEF	SBUS	7.1700e-004	6.8700e-004
tblVehicleEF	SBUS	3.5050e-003	3.6280e-003
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	0.97	0.96
tblVehicleEF	SBUS	1.6510e-003	1.6230e-003
tblVehicleEF	SBUS	0.11	0.12
tblVehicleEF	SBUS	0.02	0.02
tblVehicleEF	SBUS	0.40	0.41
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	6.7000e-004	6.5700e-004
tblVehicleEF	SBUS	3.5050e-003	3.6280e-003
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	1.40	1.38
tblVehicleEF	SBUS	1.6510e-003	1.6230e-003
tblVehicleEF	SBUS	0.13	0.14
tblVehicleEF	SBUS	0.02	0.02
tblVehicleEF	SBUS	0.44	0.45
tblVehicleEF	UBUS	2.78	2.95
tblVehicleEF	UBUS	0.05	0.05



tblVehicleEF	UBUS	11.79	12.36
tblVehicleEF	UBUS	8.90	8.85
tblVehicleEF	UBUS	1,987.48	2,008.92
tblVehicleEF	UBUS	92.58	88.02
tblVehicleEF	UBUS	2.2700e-003	2.3590e-003
tblVehicleEF	UBUS	10.68	11.49
tblVehicleEF	UBUS	15.66	15.98
tblVehicleEF	UBUS	0.62	0.64
tblVehicleEF	UBUS	0.14	0.15
tblVehicleEF	UBUS	1.0320e-003	9.7400e-004
tblVehicleEF	UBUS	0.27	0.27
tblVehicleEF	UBUS	0.13	0.14
tblVehicleEF	UBUS	9.4900e-004	8.9600e-004
tblVehicleEF	UBUS	0.07	0.07
tblVehicleEF	UBUS	2.3580e-003	2.3210e-003
tblVehicleEF	UBUS	0.90	0.96
tblVehicleEF	UBUS	0.02	0.02
tblVehicleEF	UBUS	0.67	0.66
tblVehicleEF	UBUS	9.9290e-003	0.01
tblVehicleEF	UBUS	1.0860e-003	1.0390e-003
tblVehicleEF	UBUS	0.07	0.07
tblVehicleEF	UBUS	2.3580e-003	2.3210e-003
tblVehicleEF	UBUS	3.79	4.03
tblVehicleEF	UBUS	0.02	0.02
tblVehicleEF	UBUS	0.73	0.72
tblVehicleEF	UBUS	2.78	2.95
tblVehicleEF	UBUS	0.05	0.04
tblVehicleEF	UBUS	11.84	12.41
tblVehicleEF	UBUS	7.71	7.66
tblVehicleEF	UBUS	1,987.48	2,008.92



tblVehicleEF	UBUS	92.58	88.02
tblVehicleEF	UBUS	2.2700e-003	2.3590e-003
tblVehicleEF	UBUS	10.07	10.84
tblVehicleEF	UBUS	15.61	15.93
tblVehicleEF	UBUS	0.62	0.64
tblVehicleEF	UBUS	0.14	0.15
tblVehicleEF	UBUS	1.0320e-003	9.7400e-004
tblVehicleEF	UBUS	0.27	0.27
tblVehicleEF	UBUS	0.13	0.14
tblVehicleEF	UBUS	9.4900e-004	8.9600e-004
tblVehicleEF	UBUS	5.9260e-003	5.9230e-003
tblVehicleEF	UBUS	0.07	0.07
tblVehicleEF	UBUS	3.2450e-003	3.1960e-003
tblVehicleEF	UBUS	0.91	0.97
tblVehicleEF	UBUS	0.02	0.02
tblVehicleEF	UBUS	0.61	0.60
tblVehicleEF	UBUS	9.9300e-003	0.01
tblVehicleEF	UBUS	1.0650e-003	1.0190e-003
tblVehicleEF	UBUS	5.9260e-003	5.9230e-003
tblVehicleEF	UBUS	0.07	0.07
tblVehicleEF	UBUS	3.2450e-003	3.1960e-003
tblVehicleEF	UBUS	3.80	4.04
tblVehicleEF	UBUS	0.02	0.02
tblVehicleEF	UBUS	0.67	0.66
tblVehicleEF	UBUS	2.78	2.95
tblVehicleEF	UBUS	0.05	0.05
tblVehicleEF	UBUS	11.77	12.34
tblVehicleEF	UBUS	9.11	9.07
tblVehicleEF	UBUS	1,987.48	2,008.92
tblVehicleEF	UBUS	92.58	88.02



tblVehicleEF	UBUS	2.2700e-003	2.3590e-003
tblVehicleEF	UBUS	10.47	11.27
tblVehicleEF	UBUS	15.67	15.99
tblVehicleEF	UBUS	0.62	0.64
tblVehicleEF	UBUS	0.14	0.15
tblVehicleEF	UBUS	1.0320e-003	9.7400e-004
tblVehicleEF	UBUS	0.27	0.27
tblVehicleEF	UBUS	0.13	0.14
tblVehicleEF	UBUS	9.4900e-004	8.9600e-004
tblVehicleEF	UBUS	4.7460e-003	4.7740e-003
tblVehicleEF	UBUS	0.09	0.09
tblVehicleEF	UBUS	2.4840e-003	2.4590e-003
tblVehicleEF	UBUS	0.90	0.96
tblVehicleEF	UBUS	0.03	0.03
tblVehicleEF	UBUS	0.68	0.67
tblVehicleEF	UBUS	9.9290e-003	0.01
tblVehicleEF	UBUS	1.0900e-003	1.0430e-003
tblVehicleEF	UBUS	4.7460e-003	4.7740e-003
tblVehicleEF	UBUS	0.09	0.09
tblVehicleEF	UBUS	2.4840e-003	2.4590e-003
tblVehicleEF	UBUS	3.78	4.02
tblVehicleEF	UBUS	0.03	0.03
tblVehicleEF	UBUS	0.75	0.74
tblVehicleTrips	WD_TR	4.99	5.77
tblWoodstoves	NumberCatalytic	5.70	0.00
tblWoodstoves	NumberNoncatalytic	5.70	0.00

## 2.0 Emissions Summary

### 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					
2018	0.5362	5.4739	3.3369	9.4300e-003	0.4020	0.2246	0.6266	0.1772	0.2133	0.3906	0.0000	865.3996	865.3996	0.1353	0.0000	868.7809
2019	0.6259	1.3929	1.4374	2.8000e-003	0.0572	0.0777	0.1349	0.0153	0.0759	0.0911	0.0000	243.1293	243.1293	0.0322	0.0000	243.9333
2020	2.5900e-003	8.7000e-004	1.2500e-003	0.0000	9.0000e-005	6.0000e-005	1.4000e-004	2.0000e-005	6.0000e-005	8.0000e-005	0.0000	0.2094	0.2094	1.0000e-005	0.0000	0.2097
Maximum	0.6259	5.4739	3.3369	9.4300e-003	0.4020	0.2246	0.6266	0.1772	0.2133	0.3906	0.0000	865.3996	865.3996	0.1353	0.0000	868.7809

**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					
2018	0.5362	5.4739	3.3369	9.4300e-003	0.1866	0.2246	0.4112	0.0772	0.2133	0.2906	0.0000	865.3991	865.3991	0.1353	0.0000	868.7803
2019	0.6259	1.3929	1.4374	2.8000e-003	0.0347	0.0777	0.1124	9.7300e-003	0.0759	0.0856	0.0000	243.1291	243.1291	0.0322	0.0000	243.9331
2020	2.5900e-003	8.7000e-004	1.2500e-003	0.0000	5.0000e-005	6.0000e-005	1.1000e-004	1.0000e-005	6.0000e-005	7.0000e-005	0.0000	0.2094	0.2094	1.0000e-005	0.0000	0.2097
Maximum	0.6259	5.4739	3.3369	9.4300e-003	0.1866	0.2246	0.4112	0.0772	0.2133	0.2906	0.0000	865.3991	865.3991	0.1353	0.0000	868.7803

	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
Percent Reduction	0.00	0.00	0.00	0.00	51.82	0.00	31.25	54.83	0.00	21.91	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)
1	3-4-2019	6-3-2019	0.7583	0.7583



2	6-4-2019	9-3-2019	0.2334	0.2334
3	9-4-2019	12-3-2019	0.2312	0.2312
4	12-4-2019	3-3-2020	0.0737	0.0737
		Highest	0.7583	0.7583

## 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	0.5730	0.0136	1.1799	6.0000e-005		6.5000e-003	6.5000e-003		6.5000e-003	6.5000e-003	0.0000	1.9237	1.9237	1.8700e-003	0.0000	1.9705
Energy	4.4200e-003	0.0377	0.0161	2.4000e-004		3.0500e-003	3.0500e-003		3.0500e-003	3.0500e-003	0.0000	397.2561	397.2561	9.1900e-003	2.5300e-003	398.2394
Mobile	0.2269	1.1885	3.1568	0.0103	0.8071	0.0107	0.8178	0.2164	0.0100	0.2264	0.0000	951.1335	951.1335	0.0526	0.0000	952.4486
Waste						0.0000	0.0000		0.0000	0.0000	10.6449	0.0000	10.6449	0.6291	0.0000	26.3722
Water						0.0000	0.0000		0.0000	0.0000	2.3564	82.8413	85.1977	0.2440	6.1200e-003	93.1209
Total	0.8043	1.2398	4.3528	0.0106	0.8071	0.0202	0.8273	0.2164	0.0196	0.2359	13.0013	1,433.1546	1,446.1558	0.9367	8.6500e-003	1,472.1515

### 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	0.5730	0.0136	1.1799	6.0000e-005		6.5000e-003	6.5000e-003		6.5000e-003	6.5000e-003	0.0000	1.9237	1.9237	1.8700e-003	0.0000	1.9705
Energy	4.4200e-003	0.0377	0.0161	2.4000e-004		3.0500e-003	3.0500e-003		3.0500e-003	3.0500e-003	0.0000	397.2561	397.2561	9.1900e-003	2.5300e-003	398.2394



Mobile	0.2269	1.1885	3.1568	0.0103	0.8071	0.0107	0.8178	0.2164	0.0100	0.2264	0.0000	951.1335	951.1335	0.0526	0.0000	952.4486
Waste						0.0000	0.0000		0.0000	0.0000	10.6449	0.0000	10.6449	0.6291	0.0000	26.3722
Water						0.0000	0.0000		0.0000	0.0000	2.3564	82.8413	85.1977	0.2440	6.1200e-003	93.1209
<b>Total</b>	<b>0.8043</b>	<b>1.2398</b>	<b>4.3528</b>	<b>0.0106</b>	<b>0.8071</b>	<b>0.0202</b>	<b>0.8273</b>	<b>0.2164</b>	<b>0.0196</b>	<b>0.2359</b>	<b>13.0013</b>	<b>1,433.1546</b>	<b>1,446.1558</b>	<b>0.9367</b>	<b>8.6500e-003</b>	<b>1,472.1515</b>

	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	Demolition	Demolition	1/1/2018	1/31/2018	5	23	
2	Grading	Grading	3/1/2018	6/30/2018	5	87	
3	Building Construction	Building Construction	7/1/2018	4/30/2019	5	217	
4	Architectural Coating	Architectural Coating	5/1/2019	1/1/2020	5	176	
5	Site Preparation	Site Preparation	2/1/2018	2/28/2018	5	20	

**Acres of Grading (Site Preparation Phase): 10**

**Acres of Grading (Grading Phase): 0.71**

**Acres of Paving: 0.71**

**Residential Indoor: 277,020; Residential Outdoor: 92,340; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0**

#### OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Grading	Graders	1	8.00	187	0.41
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73



Building Construction	Concrete/Industrial Saws	2	8.00	84	0.74
Building Construction	Cranes	1	6.00	231	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Site Preparation	Graders	1	8.00	187	0.41
Grading	Rubber Tired Loaders	1	8.00	203	0.36
Grading	Skid Steer Loaders	1	6.00	65	0.37
Demolition	Crushing/Proc. Equipment	1	8.00	247	0.40
Grading	Dumpers/Tenders	1	8.00	247	0.40
Building Construction	Rough Terrain Forklifts	1	6.00	97	0.37
Demolition	Excavators	1	8.00	97	0.37
Grading	Excavators	2	8.00	97	0.37
Grading	Off-Highway Trucks	1	6.00	402	0.38
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Bore/Drill Rigs	1	6.00	187	0.41
Building Construction	Surfacing Equipment	1	6.00	263	0.30
Site Preparation	Rubber Tired Dozers	1	7.00	247	0.40
Building Construction	Dumpers/Tenders	1	8.00	46	0.45
Building Construction	Generator Sets	1	8.00	84	0.74
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Rubber Tired Dozers	1	6.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45

### 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	1	16.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	12	82.00	12.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT



Demolition	7	8.00	0.00	2,719.00	14.70	6.90	35.00	LD_Mix	HDT_Mix	HHDT
Grading	10	20.00	0.00	1,961.00	14.70	6.90	35.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

- Replace Ground Cover
- Water Exposed Area
- Clean Paved Roads

3.2 Demolition - 2018

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					
Off-Road	0.0377	0.3601	0.2227	4.3000e-004		0.0200	0.0200		0.0188	0.0188	0.0000	38.4872	38.4872	7.8500e-003	0.0000	38.6833
Total	0.0377	0.3601	0.2227	4.3000e-004		0.0200	0.0200		0.0188	0.0188	0.0000	38.4872	38.4872	7.8500e-003	0.0000	38.6833

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	0.0217	0.6917	0.1476	1.8100e-003	0.0409	2.8600e-003	0.0437	0.0112	2.7400e-003	0.0140	0.0000	177.5487	177.5487	0.0114	0.0000	177.8339



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	5.1000e-004	4.4000e-004	4.6900e-003	1.0000e-005	1.0100e-003	1.0000e-005	1.0200e-003	2.7000e-004	1.0000e-005	2.8000e-004	0.0000	1.0017	1.0017	4.0000e-005	0.0000	1.0026
<b>Total</b>	<b>0.0222</b>	<b>0.6921</b>	<b>0.1523</b>	<b>1.8200e-003</b>	<b>0.0419</b>	<b>2.8700e-003</b>	<b>0.0448</b>	<b>0.0115</b>	<b>2.7500e-003</b>	<b>0.0142</b>	<b>0.0000</b>	<b>178.5504</b>	<b>178.5504</b>	<b>0.0115</b>	<b>0.0000</b>	<b>178.8366</b>

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					
Off-Road	0.0377	0.3601	0.2227	4.3000e-004		0.0200	0.0200		0.0188	0.0188	0.0000	38.4871	38.4871	7.8500e-003	0.0000	38.6833
<b>Total</b>	<b>0.0377</b>	<b>0.3601</b>	<b>0.2227</b>	<b>4.3000e-004</b>		<b>0.0200</b>	<b>0.0200</b>		<b>0.0188</b>	<b>0.0188</b>	<b>0.0000</b>	<b>38.4871</b>	<b>38.4871</b>	<b>7.8500e-003</b>	<b>0.0000</b>	<b>38.6833</b>

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	0.0217	0.6917	0.1476	1.8100e-003	0.0267	2.8600e-003	0.0296	7.7500e-003	2.7400e-003	0.0105	0.0000	177.5487	177.5487	0.0114	0.0000	177.8339
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	5.1000e-004	4.4000e-004	4.6900e-003	1.0000e-005	6.1000e-004	1.0000e-005	6.2000e-004	1.7000e-004	1.0000e-005	1.8000e-004	0.0000	1.0017	1.0017	4.0000e-005	0.0000	1.0026
<b>Total</b>	<b>0.0222</b>	<b>0.6921</b>	<b>0.1523</b>	<b>1.8200e-003</b>	<b>0.0273</b>	<b>2.8700e-003</b>	<b>0.0302</b>	<b>7.9200e-003</b>	<b>2.7500e-003</b>	<b>0.0107</b>	<b>0.0000</b>	<b>178.5504</b>	<b>178.5504</b>	<b>0.0115</b>	<b>0.0000</b>	<b>178.8366</b>



### 3.3 Grading - 2018

#### 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					
Fugitive Dust					0.1984	0.0000	0.1984	0.1083	0.0000	0.1083	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1449	1.6664	0.8171	1.9400e-003		0.0733	0.0733		0.0675	0.0675	0.0000	176.9054	176.9054	0.0551	0.0000	178.2823
<b>Total</b>	<b>0.1449</b>	<b>1.6664</b>	<b>0.8171</b>	<b>1.9400e-003</b>	<b>0.1984</b>	<b>0.0733</b>	<b>0.2717</b>	<b>0.1083</b>	<b>0.0675</b>	<b>0.1757</b>	<b>0.0000</b>	<b>176.9054</b>	<b>176.9054</b>	<b>0.0551</b>	<b>0.0000</b>	<b>178.2823</b>

#### 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	0.0156	0.4989	0.1064	1.3100e-003	0.0295	2.0700e-003	0.0315	8.0900e-003	1.9800e-003	0.0101	0.0000	128.0519	128.0519	8.2300e-003	0.0000	128.2576
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	4.8200e-003	4.1200e-003	0.0444	1.0000e-004	9.5300e-003	9.0000e-005	9.6200e-003	2.5300e-003	8.0000e-005	2.6100e-003	0.0000	9.4725	9.4725	3.6000e-004	0.0000	9.4814
<b>Total</b>	<b>0.0205</b>	<b>0.5030</b>	<b>0.1508</b>	<b>1.4100e-003</b>	<b>0.0390</b>	<b>2.1600e-003</b>	<b>0.0412</b>	<b>0.0106</b>	<b>2.0600e-003</b>	<b>0.0127</b>	<b>0.0000</b>	<b>137.5244</b>	<b>137.5244</b>	<b>8.5900e-003</b>	<b>0.0000</b>	<b>137.7390</b>

#### 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
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Category	tons/yr										MT/yr					
Fugitive Dust					0.0735	0.0000	0.0735	0.0401	0.0000	0.0401	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1449	1.6664	0.8171	1.9400e-003		0.0733	0.0733		0.0675	0.0675	0.0000	176.9052	176.9052	0.0551	0.0000	178.2821
<b>Total</b>	<b>0.1449</b>	<b>1.6664</b>	<b>0.8171</b>	<b>1.9400e-003</b>	<b>0.0735</b>	<b>0.0733</b>	<b>0.1468</b>	<b>0.0401</b>	<b>0.0675</b>	<b>0.1076</b>	<b>0.0000</b>	<b>176.9052</b>	<b>176.9052</b>	<b>0.0551</b>	<b>0.0000</b>	<b>178.2821</b>

### 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	0.0156	0.4989	0.1064	1.3100e-003	0.0193	2.0700e-003	0.0213	5.5900e-003	1.9800e-003	7.5600e-003	0.0000	128.0519	128.0519	8.2300e-003	0.0000	128.2576
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	4.8200e-003	4.1200e-003	0.0444	1.0000e-004	5.7300e-003	9.0000e-005	5.8200e-003	1.6000e-003	8.0000e-005	1.6800e-003	0.0000	9.4725	9.4725	3.6000e-004	0.0000	9.4814
<b>Total</b>	<b>0.0205</b>	<b>0.5030</b>	<b>0.1508</b>	<b>1.4100e-003</b>	<b>0.0250</b>	<b>2.1600e-003</b>	<b>0.0272</b>	<b>7.1900e-003</b>	<b>2.0600e-003</b>	<b>9.2400e-003</b>	<b>0.0000</b>	<b>137.5244</b>	<b>137.5244</b>	<b>8.5900e-003</b>	<b>0.0000</b>	<b>137.7390</b>

## 3.4 Building Construction - 2018

### 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					
Off-Road	0.2590	1.9206	1.6077	2.7900e-003		0.1155	0.1155		0.1124	0.1124	0.0000	238.9795	238.9795	0.0438	0.0000	240.0747
<b>Total</b>	<b>0.2590</b>	<b>1.9206</b>	<b>1.6077</b>	<b>2.7900e-003</b>		<b>0.1155</b>	<b>0.1155</b>		<b>0.1124</b>	<b>0.1124</b>	<b>0.0000</b>	<b>238.9795</b>	<b>238.9795</b>	<b>0.0438</b>	<b>0.0000</b>	<b>240.0747</b>



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	3.6800e-003	0.0984	0.0277	2.1000e-004	4.9500e-003	6.8000e-004	5.6300e-003	1.4300e-003	6.5000e-004	2.0800e-003	0.0000	19.8596	19.8596	1.3600e-003	0.0000	19.8936
Worker	0.0298	0.0255	0.2738	6.5000e-004	0.0589	5.4000e-004	0.0594	0.0156	4.9000e-004	0.0161	0.0000	58.4792	58.4792	2.2000e-003	0.0000	58.5341
Total	0.0334	0.1239	0.3015	8.6000e-004	0.0638	1.2200e-003	0.0650	0.0171	1.1400e-003	0.0182	0.0000	78.3387	78.3387	3.5600e-003	0.0000	78.4278

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					
Off-Road	0.2590	1.9206	1.6077	2.7900e-003		0.1155	0.1155		0.1124	0.1124	0.0000	238.9793	238.9793	0.0438	0.0000	240.0744
Total	0.2590	1.9206	1.6077	2.7900e-003		0.1155	0.1155		0.1124	0.1124	0.0000	238.9793	238.9793	0.0438	0.0000	240.0744

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	3.6800e-003	0.0984	0.0277	2.1000e-004	3.3400e-003	6.8000e-004	4.0200e-003	1.0300e-003	6.5000e-004	1.6900e-003	0.0000	19.8596	19.8596	1.3600e-003	0.0000	19.8936
Worker	0.0298	0.0255	0.2738	6.5000e-004	0.0354	5.4000e-004	0.0359	9.8700e-003	4.9000e-004	0.0104	0.0000	58.4792	58.4792	2.2000e-003	0.0000	58.5341
<b>Total</b>	<b>0.0334</b>	<b>0.1239</b>	<b>0.3015</b>	<b>8.6000e-004</b>	<b>0.0387</b>	<b>1.2200e-003</b>	<b>0.0399</b>	<b>0.0109</b>	<b>1.1400e-003</b>	<b>0.0121</b>	<b>0.0000</b>	<b>78.3387</b>	<b>78.3387</b>	<b>3.5600e-003</b>	<b>0.0000</b>	<b>78.4278</b>

### 3.4 Building Construction - 2019

#### 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					
Off-Road	0.1502	1.1508	1.0359	1.8300e-003		0.0656	0.0656		0.0638	0.0638	0.0000	155.9967	155.9967	0.0276	0.0000	156.6873
<b>Total</b>	<b>0.1502</b>	<b>1.1508</b>	<b>1.0359</b>	<b>1.8300e-003</b>		<b>0.0656</b>	<b>0.0656</b>		<b>0.0638</b>	<b>0.0638</b>	<b>0.0000</b>	<b>155.9967</b>	<b>155.9967</b>	<b>0.0276</b>	<b>0.0000</b>	<b>156.6873</b>

#### 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	2.1800e-003	0.0610	0.0167	1.3000e-004	3.2500e-003	3.8000e-004	3.6300e-003	9.4000e-004	3.7000e-004	1.3000e-003	0.0000	12.9033	12.9033	8.6000e-004	0.0000	12.9249
Worker	0.0177	0.0147	0.1601	4.1000e-004	0.0386	3.4000e-004	0.0390	0.0103	3.1000e-004	0.0106	0.0000	37.1414	37.1414	1.2800e-003	0.0000	37.1733
Total	0.0198	0.0757	0.1768	5.4000e-004	0.0419	7.2000e-004	0.0426	0.0112	6.8000e-004	0.0119	0.0000	50.0447	50.0447	2.1400e-003	0.0000	50.0982

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					
Off-Road	0.1502	1.1508	1.0359	1.8300e-003		0.0656	0.0656		0.0638	0.0638	0.0000	155.9965	155.9965	0.0276	0.0000	156.6871
Total	0.1502	1.1508	1.0359	1.8300e-003		0.0656	0.0656		0.0638	0.0638	0.0000	155.9965	155.9965	0.0276	0.0000	156.6871

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	2.1800e-003	0.0610	0.0167	1.3000e-004	2.1900e-003	3.8000e-004	2.5800e-003	6.8000e-004	3.7000e-004	1.0500e-003	0.0000	12.9033	12.9033	8.6000e-004	0.0000	12.9249
Worker	0.0177	0.0147	0.1601	4.1000e-004	0.0232	3.4000e-004	0.0236	6.4800e-003	3.1000e-004	6.7900e-003	0.0000	37.1414	37.1414	1.2800e-003	0.0000	37.1733



Total	0.0198	0.0757	0.1768	5.4000e-004	0.0254	7.2000e-004	0.0262	7.1600e-003	6.8000e-004	7.8400e-003	0.0000	50.0447	50.0447	2.1400e-003	0.0000	50.0982
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### 3.5 Architectural Coating - 2019

#### 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	0.4256					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0233	0.1606	0.1611	2.6000e-004		0.0113	0.0113		0.0113	0.0113	0.0000	22.3410	22.3410	1.8900e-003	0.0000	22.3881
Total	0.4489	0.1606	0.1611	2.6000e-004		0.0113	0.0113		0.0113	0.0113	0.0000	22.3410	22.3410	1.8900e-003	0.0000	22.3881

#### 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	7.0100e-003	5.8400e-003	0.0636	1.6000e-004	0.0153	1.3000e-004	0.0155	4.0700e-003	1.2000e-004	4.2000e-003	0.0000	14.7470	14.7470	5.1000e-004	0.0000	14.7597
Total	7.0100e-003	5.8400e-003	0.0636	1.6000e-004	0.0153	1.3000e-004	0.0155	4.0700e-003	1.2000e-004	4.2000e-003	0.0000	14.7470	14.7470	5.1000e-004	0.0000	14.7597

#### 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	0.4256					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0233	0.1606	0.1611	2.6000e-004		0.0113	0.0113		0.0113	0.0113	0.0000	22.3409	22.3409	1.8900e-003	0.0000	22.3881
Total	0.4489	0.1606	0.1611	2.6000e-004		0.0113	0.0113		0.0113	0.0113	0.0000	22.3409	22.3409	1.8900e-003	0.0000	22.3881

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	7.0100e-003	5.8400e-003	0.0636	1.6000e-004	9.2200e-003	1.3000e-004	9.3600e-003	2.5700e-003	1.2000e-004	2.7000e-003	0.0000	14.7470	14.7470	5.1000e-004	0.0000	14.7597
Total	7.0100e-003	5.8400e-003	0.0636	1.6000e-004	9.2200e-003	1.3000e-004	9.3600e-003	2.5700e-003	1.2000e-004	2.7000e-003	0.0000	14.7470	14.7470	5.1000e-004	0.0000	14.7597

3.5 Architectural Coating - 2020

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	2.4300e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	
Off-Road	1.2000e-004	8.4000e-004	9.2000e-004	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005	0.0000	0.1277	0.1277	1.0000e-005	0.0000	0.1279
Total	2.5500e-003	8.4000e-004	9.2000e-004	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005	0.0000	0.1277	0.1277	1.0000e-005	0.0000	0.1279

**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	4.0000e-005	3.0000e-005	3.3000e-004	0.0000	9.0000e-005	0.0000	9.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0817	0.0817	0.0000	0.0000	0.0818
<b>Total</b>	<b>4.0000e-005</b>	<b>3.0000e-005</b>	<b>3.3000e-004</b>	<b>0.0000</b>	<b>9.0000e-005</b>	<b>0.0000</b>	<b>9.0000e-005</b>	<b>2.0000e-005</b>	<b>0.0000</b>	<b>2.0000e-005</b>	<b>0.0000</b>	<b>0.0817</b>	<b>0.0817</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0818</b>

**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	2.4300e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.2000e-004	8.4000e-004	9.2000e-004	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005	0.0000	0.1277	0.1277	1.0000e-005	0.0000	0.1279
<b>Total</b>	<b>2.5500e-003</b>	<b>8.4000e-004</b>	<b>9.2000e-004</b>	<b>0.0000</b>		<b>6.0000e-005</b>	<b>6.0000e-005</b>		<b>6.0000e-005</b>	<b>6.0000e-005</b>	<b>0.0000</b>	<b>0.1277</b>	<b>0.1277</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>0.1279</b>



### 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	4.0000e-005	3.0000e-005	3.3000e-004	0.0000	5.0000e-005	0.0000	5.0000e-005	1.0000e-005	0.0000	2.0000e-005	0.0000	0.0817	0.0817	0.0000	0.0000	0.0818
Total	4.0000e-005	3.0000e-005	3.3000e-004	0.0000	5.0000e-005	0.0000	5.0000e-005	1.0000e-005	0.0000	2.0000e-005	0.0000	0.0817	0.0817	0.0000	0.0000	0.0818

### 3.6 Site Preparation - 2018

#### 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					
Fugitive Dust					0.0580	0.0000	0.0580	0.0295	0.0000	0.0295	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0181	0.2075	0.0808	1.7000e-004		9.5200e-003	9.5200e-003		8.7600e-003	8.7600e-003	0.0000	15.7430	15.7430	4.9000e-003	0.0000	15.8655
Total	0.0181	0.2075	0.0808	1.7000e-004	0.0580	9.5200e-003	0.0675	0.0295	8.7600e-003	0.0383	0.0000	15.7430	15.7430	4.9000e-003	0.0000	15.8655

#### 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
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Worker	4.4000e-004	3.8000e-004	4.0800e-003	1.0000e-005	5.3000e-004	1.0000e-005	5.4000e-004	1.5000e-004	1.0000e-005	1.5000e-004	0.0000	0.8710	0.8710	3.0000e-005	0.0000	0.8719
Total	4.4000e-004	3.8000e-004	4.0800e-003	1.0000e-005	5.3000e-004	1.0000e-005	5.4000e-004	1.5000e-004	1.0000e-005	1.5000e-004	0.0000	0.8710	0.8710	3.0000e-005	0.0000	0.8719

## 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	0.2269	1.1885	3.1568	0.0103	0.8071	0.0107	0.8178	0.2164	0.0100	0.2264	0.0000	951.1335	951.1335	0.0526	0.0000	952.4486
Unmitigated	0.2269	1.1885	3.1568	0.0103	0.8071	0.0107	0.8178	0.2164	0.0100	0.2264	0.0000	951.1335	951.1335	0.0526	0.0000	952.4486

### 4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Enclosed Parking with Elevator	0.00	0.00	0.00		
Mobile Home Park	657.78	570.00	497.04	2,126,416	2,126,416
Total	657.78	570.00	497.04	2,126,416	2,126,416

### 4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	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
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Mobile Home Park	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
Enclosed Parking with Elevator	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891
Mobile Home Park	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891

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	353.5554	353.5554	8.3500e-003	1.7300e-003	354.2790
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	353.5554	353.5554	8.3500e-003	1.7300e-003	354.2790
NaturalGas Mitigated	4.4200e-003	0.0377	0.0161	2.4000e-004		3.0500e-003	3.0500e-003		3.0500e-003	3.0500e-003	0.0000	43.7006	43.7006	8.4000e-004	8.0000e-004	43.9603
NaturalGas Unmitigated	4.4200e-003	0.0377	0.0161	2.4000e-004		3.0500e-003	3.0500e-003		3.0500e-003	3.0500e-003	0.0000	43.7006	43.7006	8.4000e-004	8.0000e-004	43.9603

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					



Enclosed Parking with Elevator	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
Mobile Home Park	818919	4.4200e-003	0.0377	0.0161	2.4000e-004		3.0500e-003	3.0500e-003		3.0500e-003	3.0500e-003	0.0000	43.7006	43.7006	8.4000e-004	8.0000e-004	43.9603
<b>Total</b>		<b>4.4200e-003</b>	<b>0.0377</b>	<b>0.0161</b>	<b>2.4000e-004</b>		<b>3.0500e-003</b>	<b>3.0500e-003</b>		<b>3.0500e-003</b>	<b>3.0500e-003</b>	<b>0.0000</b>	<b>43.7006</b>	<b>43.7006</b>	<b>8.4000e-004</b>	<b>8.0000e-004</b>	<b>43.9603</b>

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					
Enclosed Parking with Elevator	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
Mobile Home Park	818919	4.4200e-003	0.0377	0.0161	2.4000e-004		3.0500e-003	3.0500e-003		3.0500e-003	3.0500e-003	0.0000	43.7006	43.7006	8.4000e-004	8.0000e-004	43.9603
<b>Total</b>		<b>4.4200e-003</b>	<b>0.0377</b>	<b>0.0161</b>	<b>2.4000e-004</b>		<b>3.0500e-003</b>	<b>3.0500e-003</b>		<b>3.0500e-003</b>	<b>3.0500e-003</b>	<b>0.0000</b>	<b>43.7006</b>	<b>43.7006</b>	<b>8.4000e-004</b>	<b>8.0000e-004</b>	<b>43.9603</b>

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Enclosed Parking with Elevator	4.7854	2.6700e-003	0.0000	0.0000	2.6700e-003
Mobile Home Park	634788	353.5528	8.3500e-003	1.7300e-003	354.2764
<b>Total</b>		<b>353.5554</b>	<b>8.3500e-003</b>	<b>1.7300e-003</b>	<b>354.2790</b>



Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Enclosed Parking with Elevator	4.7854	2.6700e-003	0.0000	0.0000	2.6700e-003
Mobile Home Park	634788	353.5528	8.3500e-003	1.7300e-003	354.2764
Total		353.5554	8.3500e-003	1.7300e-003	354.2790

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	tons/yr										MT/yr					
Mitigated	0.5730	0.0136	1.1799	6.0000e-005		6.5000e-003	6.5000e-003		6.5000e-003	6.5000e-003	0.0000	1.9237	1.9237	1.8700e-003	0.0000	1.9705
Unmitigated	0.5730	0.0136	1.1799	6.0000e-005		6.5000e-003	6.5000e-003		6.5000e-003	6.5000e-003	0.0000	1.9237	1.9237	1.8700e-003	0.0000	1.9705

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	0.0428					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.4943					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	0.0359	0.0136	1.1799	6.0000e-005		6.5000e-003	6.5000e-003		6.5000e-003	6.5000e-003	0.0000	1.9237	1.9237	1.8700e-003	0.0000	1.9705
Total	0.5730	0.0136	1.1799	6.0000e-005		6.5000e-003	6.5000e-003		6.5000e-003	6.5000e-003	0.0000	1.9237	1.9237	1.8700e-003	0.0000	1.9705

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	0.0428					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.4943					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	0.0359	0.0136	1.1799	6.0000e-005		6.5000e-003	6.5000e-003		6.5000e-003	6.5000e-003	0.0000	1.9237	1.9237	1.8700e-003	0.0000	1.9705
Total	0.5730	0.0136	1.1799	6.0000e-005		6.5000e-003	6.5000e-003		6.5000e-003	6.5000e-003	0.0000	1.9237	1.9237	1.8700e-003	0.0000	1.9705

7.0 Water Detail

7.1 Mitigation Measures Water



	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	85.1977	0.2440	6.1200e-003	93.1209
Unmitigated	85.1977	0.2440	6.1200e-003	93.1209

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
Mobile Home Park	7.42756 / 4.68259	85.1977	0.2440	6.1200e-003	93.1209
Total		85.1977	0.2440	6.1200e-003	93.1209

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			



Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
Mobile Home Park	7.42756 / 4.68259	85.1977	0.2440	6.1200e-003	93.1209
<b>Total</b>		<b>85.1977</b>	<b>0.2440</b>	<b>6.1200e-003</b>	<b>93.1209</b>

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	10.6449	0.6291	0.0000	26.3722
Unmitigated	10.6449	0.6291	0.0000	26.3722

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
Mobile Home Park	52.44	10.6449	0.6291	0.0000	26.3722



Total		10.6449	0.6291	0.0000	26.3722
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Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
Mobile Home Park	52.44	10.6449	0.6291	0.0000	26.3722
Total		10.6449	0.6291	0.0000	26.3722

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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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



16161 Ventura Boulevard Future - Los Angeles-South Coast County, Summer

**16161 Ventura Boulevard Future**  
**Los Angeles-South Coast County, Summer**

## 1.0 Project Characteristics

### 1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Enclosed Parking with Elevator	134.00	Space	0.71	0.71	0
Mobile Home Park	114.00	Dwelling Unit	0.71	136,800.00	326

### 1.2 Other Project Characteristics

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	2.2	<b>Precipitation Freq (Days)</b>	33
<b>Climate Zone</b>	11			<b>Operational Year</b>	2021
<b>Utility Company</b>	Los Angeles Department of Water & Power				
<b>CO2 Intensity (lb/MW hr)</b>	1227.89	<b>CH4 Intensity (lb/MW hr)</b>	0.029	<b>N2O Intensity (lb/MW hr)</b>	0.006

### 1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Overland Traffic Consultants traffic study September 2017 Table 2

Vehicle Trips - Overland Traffic Consultants, Inc. September 2017 traffic study, Table 2

Construction Phase - Developer information

Off-road Equipment - Developer information

Off-road Equipment - Developer information

Off-road Equipment - Developer information

Off-road Equipment -

Grading - Developer information

Demolition - Developer information



Trips and VMT - Developer information

Woodstoves - Developer information

Construction Off-road Equipment Mitigation - Assumes SCAQMD Rule 403

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	46
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	40	0
tblConstructionPhase	NumDays	10.00	176.00
tblConstructionPhase	NumDays	200.00	217.00
tblConstructionPhase	NumDays	20.00	23.00
tblConstructionPhase	NumDays	4.00	87.00
tblConstructionPhase	NumDays	2.00	20.00
tblFireplaces	NumberGas	96.90	0.00
tblFireplaces	NumberNoFireplace	11.40	114.00
tblFireplaces	NumberWood	5.70	0.00
tblGrading	AcresOfGrading	43.50	0.71
tblGrading	MaterialExported	0.00	26,957.00
tblGrading	MaterialImported	0.00	500.00
tblLandUse	BuildingSpaceSquareFeet	53,600.00	0.71
tblLandUse	LandUseSquareFeet	53,600.00	0.71
tblLandUse	LotAcreage	1.21	0.71
tblLandUse	LotAcreage	14.36	0.71
tblOffRoadEquipment	HorsePower	81.00	84.00
tblOffRoadEquipment	HorsePower	85.00	247.00
tblOffRoadEquipment	HorsePower	16.00	247.00
tblOffRoadEquipment	HorsePower	100.00	97.00
tblOffRoadEquipment	HorsePower	158.00	97.00
tblOffRoadEquipment	HorsePower	158.00	97.00
tblOffRoadEquipment	HorsePower	221.00	187.00
tblOffRoadEquipment	HorsePower	16.00	46.00
tblOffRoadEquipment	LoadFactor	0.73	0.74



tblOffRoadEquipment	LoadFactor	0.78	0.40
tblOffRoadEquipment	LoadFactor	0.38	0.40
tblOffRoadEquipment	LoadFactor	0.40	0.37
tblOffRoadEquipment	LoadFactor	0.38	0.37
tblOffRoadEquipment	LoadFactor	0.38	0.37
tblOffRoadEquipment	LoadFactor	0.50	0.41
tblOffRoadEquipment	LoadFactor	0.38	0.45
tblOffRoadEquipment	LoadFactor	0.41	0.41
tblOffRoadEquipment	LoadFactor	0.36	0.36
tblOffRoadEquipment	LoadFactor	0.37	0.37
tblOffRoadEquipment	LoadFactor	0.38	0.38
tblOffRoadEquipment	LoadFactor	0.30	0.30
tblOffRoadEquipment	OffRoadEquipmentType	Generator Sets	Concrete/Industrial Saws
tblOffRoadEquipment	OffRoadEquipmentType	Rubber Tired Dozers	Crushing/Proc. Equipment
tblOffRoadEquipment	OffRoadEquipmentType	Rubber Tired Dozers	Dumpers/Tenders
tblOffRoadEquipment	OffRoadEquipmentType	Tractors/Loaders/Backhoes	Rough Terrain Forklifts
tblOffRoadEquipment	OffRoadEquipmentType	Tractors/Loaders/Backhoes	Excavators
tblOffRoadEquipment	OffRoadEquipmentType	Tractors/Loaders/Backhoes	Excavators
tblOffRoadEquipment	OffRoadEquipmentType	Graders	Bore/Drill Rigs
tblOffRoadEquipment	OffRoadEquipmentType	Welders	Dumpers/Tenders
tblOffRoadEquipment	OffRoadEquipmentType		Graders
tblOffRoadEquipment	OffRoadEquipmentType		Rubber Tired Loaders
tblOffRoadEquipment	OffRoadEquipmentType		Skid Steer Loaders
tblOffRoadEquipment	OffRoadEquipmentType		Off-Highway Trucks
tblOffRoadEquipment	OffRoadEquipmentType		Surfacing Equipment
tblOffRoadEquipment	UsageHours	6.00	8.00
tblProjectCharacteristics	OperationalYear	2018	2021
tblTripsAndVMT	HaulingTripLength	20.00	35.00
tblTripsAndVMT	HaulingTripLength	20.00	35.00
tblTripsAndVMT	HaulingTripNumber	3,432.00	1,961.00



tblTripsAndVMT	WorkerTripNumber	18.00	8.00
tblTripsAndVMT	WorkerTripNumber	25.00	20.00
tblVehicleEF	HHD	0.65	0.68
tblVehicleEF	HHD	0.09	0.09
tblVehicleEF	HHD	0.09	0.10
tblVehicleEF	HHD	2.61	2.75
tblVehicleEF	HHD	1.16	1.17
tblVehicleEF	HHD	3.36	3.50
tblVehicleEF	HHD	4,729.35	4,770.40
tblVehicleEF	HHD	1,660.44	1,679.50
tblVehicleEF	HHD	10.55	10.80
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	21.63	22.90
tblVehicleEF	HHD	4.20	4.59
tblVehicleEF	HHD	19.57	19.58
tblVehicleEF	HHD	0.02	0.02
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	0.02	0.02
tblVehicleEF	HHD	8.8000e-005	1.0700e-004
tblVehicleEF	HHD	0.02	0.02
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8360e-003	8.8340e-003
tblVehicleEF	HHD	0.02	0.02
tblVehicleEF	HHD	8.1000e-005	9.9000e-005
tblVehicleEF	HHD	1.1100e-004	1.2200e-004
tblVehicleEF	HHD	4.8720e-003	5.6590e-003
tblVehicleEF	HHD	0.65	0.69
tblVehicleEF	HHD	8.3000e-005	9.1000e-005
tblVehicleEF	HHD	0.15	0.16



tblVehicleEF	HHD	4.3200e-004	4.9400e-004
tblVehicleEF	HHD	0.09	0.10
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	0.02	0.02
tblVehicleEF	HHD	1.6100e-004	1.6600e-004
tblVehicleEF	HHD	1.1100e-004	1.2200e-004
tblVehicleEF	HHD	4.8720e-003	5.6590e-003
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tblVehicleEF	HHD	8.3000e-005	9.1000e-005
tblVehicleEF	HHD	0.26	0.27
tblVehicleEF	HHD	4.3200e-004	4.9400e-004
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tblVehicleEF	HHD	0.61	0.64
tblVehicleEF	HHD	0.09	0.09
tblVehicleEF	HHD	0.08	0.09
tblVehicleEF	HHD	1.90	2.00
tblVehicleEF	HHD	1.17	1.17
tblVehicleEF	HHD	3.19	3.33
tblVehicleEF	HHD	5,008.69	5,051.17
tblVehicleEF	HHD	1,660.44	1,679.50
tblVehicleEF	HHD	10.55	10.80
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	22.32	23.63
tblVehicleEF	HHD	3.97	4.34
tblVehicleEF	HHD	19.56	19.57
tblVehicleEF	HHD	0.01	0.02
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	0.02	0.02
tblVehicleEF	HHD	8.8000e-005	1.0700e-004



tblVehicleEF	HHD	0.01	0.02
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8360e-003	8.8340e-003
tblVehicleEF	HHD	0.02	0.02
tblVehicleEF	HHD	8.1000e-005	9.9000e-005
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tblVehicleEF	HHD	1.2100e-004	1.3300e-004
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tblVehicleEF	HHD	4.2100e-004	4.8300e-004
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tblVehicleEF	HHD	0.02	0.02
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tblVehicleEF	HHD	1.2100e-004	1.3300e-004
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tblVehicleEF	HHD	4.2100e-004	4.8300e-004
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tblVehicleEF	HHD	0.09	0.09
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tblVehicleEF	HHD	4,343.58	4,382.68
tblVehicleEF	HHD	1,660.44	1,679.50



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tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	0.02	0.02
tblVehicleEF	HHD	8.8000e-005	1.0700e-004
tblVehicleEF	HHD	0.02	0.02
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8360e-003	8.8340e-003
tblVehicleEF	HHD	0.02	0.02
tblVehicleEF	HHD	8.1000e-005	9.9000e-005
tblVehicleEF	HHD	1.1000e-004	1.2200e-004
tblVehicleEF	HHD	5.2380e-003	6.2650e-003
tblVehicleEF	HHD	0.70	0.74
tblVehicleEF	HHD	8.1000e-005	8.8000e-005
tblVehicleEF	HHD	0.15	0.16
tblVehicleEF	HHD	4.6800e-004	5.3300e-004
tblVehicleEF	HHD	0.09	0.10
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	0.02	0.02
tblVehicleEF	HHD	1.6100e-004	1.6700e-004
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tblVehicleEF	HHD	8.1000e-005	8.8000e-005
tblVehicleEF	HHD	0.26	0.27



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tblVehicleEF	LDA	0.08	0.09
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tblVehicleEF	LDA	0.04	0.04
tblVehicleEF	LDA	0.08	0.10
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tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.04	0.04
tblVehicleEF	LDA	0.09	0.11
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tblVehicleEF	LDA	0.07	0.08
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tblVehicleEF	LDA	2.3010e-003	2.3500e-003
tblVehicleEF	LDA	2.0560e-003	2.1210e-003
tblVehicleEF	LDA	2.1160e-003	2.1610e-003
tblVehicleEF	LDA	0.07	0.07
tblVehicleEF	LDA	0.11	0.12
tblVehicleEF	LDA	0.06	0.06
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.04	0.04
tblVehicleEF	LDA	0.07	0.09
tblVehicleEF	LDA	2.9960e-003	3.1090e-003
tblVehicleEF	LDA	6.1000e-004	6.3300e-004
tblVehicleEF	LDA	0.07	0.07
tblVehicleEF	LDA	0.11	0.12
tblVehicleEF	LDA	0.06	0.06
tblVehicleEF	LDA	0.02	0.03
tblVehicleEF	LDA	0.04	0.04
tblVehicleEF	LDA	0.08	0.09
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tblVehicleEF	LDA	6.3340e-003	7.2950e-003
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tblVehicleEF	LDA	0.55	0.55
tblVehicleEF	LDA	0.06	0.06
tblVehicleEF	LDA	0.08	0.09
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tblVehicleEF	LDA	0.12	0.13
tblVehicleEF	LDA	0.04	0.04
tblVehicleEF	LDA	0.01	0.02
tblVehicleEF	LDA	0.05	0.05
tblVehicleEF	LDA	0.09	0.10
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tblVehicleEF	LDA	0.04	0.05
tblVehicleEF	LDA	0.12	0.13
tblVehicleEF	LDA	0.04	0.04
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.05	0.05
tblVehicleEF	LDA	0.09	0.11
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	1.84	2.02
tblVehicleEF	LDT1	3.09	3.43
tblVehicleEF	LDT1	351.43	360.63
tblVehicleEF	LDT1	71.32	73.09
tblVehicleEF	LDT1	0.05	0.05



tblVehicleEF	LDT1	0.17	0.19
tblVehicleEF	LDT1	0.18	0.20
tblVehicleEF	LDT1	3.7390e-003	3.9490e-003
tblVehicleEF	LDT1	3.5990e-003	3.7850e-003
tblVehicleEF	LDT1	3.4440e-003	3.6370e-003
tblVehicleEF	LDT1	3.3100e-003	3.4820e-003
tblVehicleEF	LDT1	0.14	0.15
tblVehicleEF	LDT1	0.28	0.30
tblVehicleEF	LDT1	0.11	0.12
tblVehicleEF	LDT1	0.04	0.05
tblVehicleEF	LDT1	0.18	0.19
tblVehicleEF	LDT1	0.21	0.24
tblVehicleEF	LDT1	3.5380e-003	3.6330e-003
tblVehicleEF	LDT1	7.6700e-004	7.9100e-004
tblVehicleEF	LDT1	0.14	0.15
tblVehicleEF	LDT1	0.28	0.30
tblVehicleEF	LDT1	0.11	0.12
tblVehicleEF	LDT1	0.06	0.07
tblVehicleEF	LDT1	0.18	0.19
tblVehicleEF	LDT1	0.24	0.26
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	0.01	0.02
tblVehicleEF	LDT1	1.99	2.18
tblVehicleEF	LDT1	2.62	2.91
tblVehicleEF	LDT1	366.73	376.30
tblVehicleEF	LDT1	71.32	73.09
tblVehicleEF	LDT1	0.05	0.05
tblVehicleEF	LDT1	0.15	0.17
tblVehicleEF	LDT1	0.16	0.18
tblVehicleEF	LDT1	3.7390e-003	3.9490e-003



tblVehicleEF	LDT1	3.5990e-003	3.7850e-003
tblVehicleEF	LDT1	3.4440e-003	3.6370e-003
tblVehicleEF	LDT1	3.3100e-003	3.4820e-003
tblVehicleEF	LDT1	0.21	0.23
tblVehicleEF	LDT1	0.30	0.32
tblVehicleEF	LDT1	0.16	0.17
tblVehicleEF	LDT1	0.05	0.05
tblVehicleEF	LDT1	0.17	0.18
tblVehicleEF	LDT1	0.19	0.21
tblVehicleEF	LDT1	3.6940e-003	3.7920e-003
tblVehicleEF	LDT1	7.5900e-004	7.8200e-004
tblVehicleEF	LDT1	0.21	0.23
tblVehicleEF	LDT1	0.30	0.32
tblVehicleEF	LDT1	0.16	0.17
tblVehicleEF	LDT1	0.07	0.07
tblVehicleEF	LDT1	0.17	0.18
tblVehicleEF	LDT1	0.21	0.23
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	1.79	1.96
tblVehicleEF	LDT1	3.19	3.54
tblVehicleEF	LDT1	345.81	354.88
tblVehicleEF	LDT1	71.32	73.09
tblVehicleEF	LDT1	0.05	0.05
tblVehicleEF	LDT1	0.17	0.19
tblVehicleEF	LDT1	0.18	0.20
tblVehicleEF	LDT1	3.7390e-003	3.9490e-003
tblVehicleEF	LDT1	3.5990e-003	3.7850e-003
tblVehicleEF	LDT1	3.4440e-003	3.6370e-003
tblVehicleEF	LDT1	3.3100e-003	3.4820e-003



tblVehicleEF	LDT1	0.14	0.15
tblVehicleEF	LDT1	0.32	0.35
tblVehicleEF	LDT1	0.11	0.11
tblVehicleEF	LDT1	0.04	0.05
tblVehicleEF	LDT1	0.21	0.23
tblVehicleEF	LDT1	0.22	0.25
tblVehicleEF	LDT1	3.4810e-003	3.5750e-003
tblVehicleEF	LDT1	7.6900e-004	7.9300e-004
tblVehicleEF	LDT1	0.14	0.15
tblVehicleEF	LDT1	0.32	0.35
tblVehicleEF	LDT1	0.11	0.11
tblVehicleEF	LDT1	0.06	0.07
tblVehicleEF	LDT1	0.21	0.23
tblVehicleEF	LDT1	0.24	0.27
tblVehicleEF	LDT2	7.8740e-003	8.6320e-003
tblVehicleEF	LDT2	7.2440e-003	8.2970e-003
tblVehicleEF	LDT2	0.90	0.97
tblVehicleEF	LDT2	1.49	1.67
tblVehicleEF	LDT2	395.42	408.00
tblVehicleEF	LDT2	80.68	83.22
tblVehicleEF	LDT2	0.20	0.20
tblVehicleEF	LDT2	0.09	0.10
tblVehicleEF	LDT2	0.12	0.14
tblVehicleEF	LDT2	2.1620e-003	2.1760e-003
tblVehicleEF	LDT2	2.3490e-003	2.3520e-003
tblVehicleEF	LDT2	1.9880e-003	2.0020e-003
tblVehicleEF	LDT2	2.1600e-003	2.1630e-003
tblVehicleEF	LDT2	0.05	0.05
tblVehicleEF	LDT2	0.11	0.12
tblVehicleEF	LDT2	0.05	0.05



tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.06	0.07
tblVehicleEF	LDT2	0.10	0.11
tblVehicleEF	LDT2	3.9620e-003	4.0880e-003
tblVehicleEF	LDT2	8.3200e-004	8.6100e-004
tblVehicleEF	LDT2	0.05	0.05
tblVehicleEF	LDT2	0.11	0.12
tblVehicleEF	LDT2	0.05	0.05
tblVehicleEF	LDT2	0.03	0.03
tblVehicleEF	LDT2	0.06	0.07
tblVehicleEF	LDT2	0.11	0.12
tblVehicleEF	LDT2	8.3450e-003	9.1430e-003
tblVehicleEF	LDT2	6.4440e-003	7.3790e-003
tblVehicleEF	LDT2	0.99	1.07
tblVehicleEF	LDT2	1.27	1.43
tblVehicleEF	LDT2	413.17	426.32
tblVehicleEF	LDT2	80.68	83.22
tblVehicleEF	LDT2	0.20	0.20
tblVehicleEF	LDT2	0.08	0.09
tblVehicleEF	LDT2	0.11	0.13
tblVehicleEF	LDT2	2.1620e-003	2.1760e-003
tblVehicleEF	LDT2	2.3490e-003	2.3520e-003
tblVehicleEF	LDT2	1.9880e-003	2.0020e-003
tblVehicleEF	LDT2	2.1600e-003	2.1630e-003
tblVehicleEF	LDT2	0.07	0.08
tblVehicleEF	LDT2	0.11	0.12
tblVehicleEF	LDT2	0.07	0.07
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.06	0.06
tblVehicleEF	LDT2	0.09	0.10



tblVehicleEF	LDT2	4.1400e-003	4.2730e-003
tblVehicleEF	LDT2	8.2800e-004	8.5600e-004
tblVehicleEF	LDT2	0.07	0.08
tblVehicleEF	LDT2	0.11	0.12
tblVehicleEF	LDT2	0.07	0.07
tblVehicleEF	LDT2	0.03	0.03
tblVehicleEF	LDT2	0.06	0.06
tblVehicleEF	LDT2	0.10	0.11
tblVehicleEF	LDT2	7.7190e-003	8.4620e-003
tblVehicleEF	LDT2	7.4150e-003	8.4930e-003
tblVehicleEF	LDT2	0.87	0.94
tblVehicleEF	LDT2	1.54	1.73
tblVehicleEF	LDT2	388.90	401.27
tblVehicleEF	LDT2	80.68	83.22
tblVehicleEF	LDT2	0.20	0.20
tblVehicleEF	LDT2	0.09	0.10
tblVehicleEF	LDT2	0.12	0.15
tblVehicleEF	LDT2	2.1620e-003	2.1760e-003
tblVehicleEF	LDT2	2.3490e-003	2.3520e-003
tblVehicleEF	LDT2	1.9880e-003	2.0020e-003
tblVehicleEF	LDT2	2.1600e-003	2.1630e-003
tblVehicleEF	LDT2	0.05	0.05
tblVehicleEF	LDT2	0.12	0.13
tblVehicleEF	LDT2	0.04	0.05
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.07	0.08
tblVehicleEF	LDT2	0.10	0.11
tblVehicleEF	LDT2	3.8960e-003	4.0210e-003
tblVehicleEF	LDT2	8.3300e-004	8.6200e-004
tblVehicleEF	LDT2	0.05	0.05



tblVehicleEF	LDT2	0.12	0.13
tblVehicleEF	LDT2	0.04	0.05
tblVehicleEF	LDT2	0.03	0.03
tblVehicleEF	LDT2	0.07	0.08
tblVehicleEF	LDT2	0.11	0.13
tblVehicleEF	LHD1	6.0120e-003	6.3570e-003
tblVehicleEF	LHD1	0.01	0.02
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	0.16	0.16
tblVehicleEF	LHD1	0.94	1.07
tblVehicleEF	LHD1	3.04	3.29
tblVehicleEF	LHD1	8.91	8.89
tblVehicleEF	LHD1	612.93	622.45
tblVehicleEF	LHD1	34.52	35.85
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	0.07	0.07
tblVehicleEF	LHD1	1.05	1.15
tblVehicleEF	LHD1	1.07	1.13
tblVehicleEF	LHD1	8.1600e-004	7.9800e-004
tblVehicleEF	LHD1	9.9780e-003	9.8890e-003
tblVehicleEF	LHD1	9.4020e-003	9.6360e-003
tblVehicleEF	LHD1	1.0850e-003	1.1970e-003
tblVehicleEF	LHD1	7.8100e-004	7.6300e-004
tblVehicleEF	LHD1	2.4950e-003	2.4720e-003
tblVehicleEF	LHD1	8.9670e-003	9.1880e-003
tblVehicleEF	LHD1	9.9800e-004	1.1020e-003
tblVehicleEF	LHD1	3.3130e-003	3.4680e-003
tblVehicleEF	LHD1	0.11	0.11
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	1.9910e-003	2.0560e-003



tblVehicleEF	LHD1	0.07	0.07
tblVehicleEF	LHD1	0.32	0.33
tblVehicleEF	LHD1	0.29	0.32
tblVehicleEF	LHD1	6.0260e-003	6.1270e-003
tblVehicleEF	LHD1	4.0200e-004	4.2000e-004
tblVehicleEF	LHD1	3.3130e-003	3.4680e-003
tblVehicleEF	LHD1	0.11	0.11
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	1.9910e-003	2.0560e-003
tblVehicleEF	LHD1	0.09	0.10
tblVehicleEF	LHD1	0.32	0.33
tblVehicleEF	LHD1	0.32	0.35
tblVehicleEF	LHD1	6.0120e-003	6.3570e-003
tblVehicleEF	LHD1	0.01	0.02
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	0.16	0.16
tblVehicleEF	LHD1	0.96	1.08
tblVehicleEF	LHD1	2.90	3.14
tblVehicleEF	LHD1	8.91	8.89
tblVehicleEF	LHD1	612.93	622.45
tblVehicleEF	LHD1	34.52	35.85
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	0.07	0.07
tblVehicleEF	LHD1	0.98	1.07
tblVehicleEF	LHD1	1.03	1.08
tblVehicleEF	LHD1	8.1600e-004	7.9800e-004
tblVehicleEF	LHD1	9.9780e-003	9.8890e-003
tblVehicleEF	LHD1	9.4020e-003	9.6360e-003
tblVehicleEF	LHD1	1.0850e-003	1.1970e-003
tblVehicleEF	LHD1	7.8100e-004	7.6300e-004



tblVehicleEF	LHD1	2.4950e-003	2.4720e-003
tblVehicleEF	LHD1	8.9670e-003	9.1880e-003
tblVehicleEF	LHD1	9.9800e-004	1.1020e-003
tblVehicleEF	LHD1	4.9680e-003	5.2080e-003
tblVehicleEF	LHD1	0.11	0.12
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	2.8120e-003	2.9180e-003
tblVehicleEF	LHD1	0.07	0.08
tblVehicleEF	LHD1	0.31	0.32
tblVehicleEF	LHD1	0.28	0.31
tblVehicleEF	LHD1	6.0270e-003	6.1280e-003
tblVehicleEF	LHD1	3.9900e-004	4.1700e-004
tblVehicleEF	LHD1	4.9680e-003	5.2080e-003
tblVehicleEF	LHD1	0.11	0.12
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	2.8120e-003	2.9180e-003
tblVehicleEF	LHD1	0.09	0.10
tblVehicleEF	LHD1	0.31	0.32
tblVehicleEF	LHD1	0.31	0.34
tblVehicleEF	LHD1	6.0120e-003	6.3570e-003
tblVehicleEF	LHD1	0.01	0.02
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	0.16	0.16
tblVehicleEF	LHD1	0.94	1.06
tblVehicleEF	LHD1	3.06	3.32
tblVehicleEF	LHD1	8.91	8.89
tblVehicleEF	LHD1	612.93	622.45
tblVehicleEF	LHD1	34.52	35.85
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	0.07	0.07



tblVehicleEF	LHD1	1.03	1.13
tblVehicleEF	LHD1	1.08	1.14
tblVehicleEF	LHD1	8.1600e-004	7.9800e-004
tblVehicleEF	LHD1	9.9780e-003	9.8890e-003
tblVehicleEF	LHD1	9.4020e-003	9.6360e-003
tblVehicleEF	LHD1	1.0850e-003	1.1970e-003
tblVehicleEF	LHD1	7.8100e-004	7.6300e-004
tblVehicleEF	LHD1	2.4950e-003	2.4720e-003
tblVehicleEF	LHD1	8.9670e-003	9.1880e-003
tblVehicleEF	LHD1	9.9800e-004	1.1020e-003
tblVehicleEF	LHD1	3.5020e-003	3.6860e-003
tblVehicleEF	LHD1	0.12	0.13
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	1.9650e-003	2.0330e-003
tblVehicleEF	LHD1	0.07	0.07
tblVehicleEF	LHD1	0.34	0.35
tblVehicleEF	LHD1	0.30	0.32
tblVehicleEF	LHD1	6.0260e-003	6.1270e-003
tblVehicleEF	LHD1	4.0200e-004	4.2100e-004
tblVehicleEF	LHD1	3.5020e-003	3.6860e-003
tblVehicleEF	LHD1	0.12	0.13
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	1.9650e-003	2.0330e-003
tblVehicleEF	LHD1	0.09	0.10
tblVehicleEF	LHD1	0.34	0.35
tblVehicleEF	LHD1	0.32	0.36
tblVehicleEF	LHD2	4.3410e-003	4.6500e-003
tblVehicleEF	LHD2	5.0230e-003	5.8620e-003
tblVehicleEF	LHD2	9.9030e-003	0.01
tblVehicleEF	LHD2	0.13	0.14



tblVehicleEF	LHD2	0.39	0.45
tblVehicleEF	LHD2	1.51	1.67
tblVehicleEF	LHD2	13.55	13.53
tblVehicleEF	LHD2	625.73	634.55
tblVehicleEF	LHD2	28.89	30.01
tblVehicleEF	LHD2	6.1430e-003	6.0900e-003
tblVehicleEF	LHD2	0.10	0.10
tblVehicleEF	LHD2	0.76	0.88
tblVehicleEF	LHD2	0.61	0.66
tblVehicleEF	LHD2	1.1760e-003	1.1790e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	9.3050e-003	9.7680e-003
tblVehicleEF	LHD2	5.0600e-004	5.5800e-004
tblVehicleEF	LHD2	1.1250e-003	1.1280e-003
tblVehicleEF	LHD2	2.6430e-003	2.6300e-003
tblVehicleEF	LHD2	8.8870e-003	9.3300e-003
tblVehicleEF	LHD2	4.6500e-004	5.1400e-004
tblVehicleEF	LHD2	1.2670e-003	1.4140e-003
tblVehicleEF	LHD2	0.04	0.05
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	8.0900e-004	8.8000e-004
tblVehicleEF	LHD2	0.05	0.05
tblVehicleEF	LHD2	0.10	0.11
tblVehicleEF	LHD2	0.13	0.15
tblVehicleEF	LHD2	6.1010e-003	6.1920e-003
tblVehicleEF	LHD2	3.1600e-004	3.3100e-004
tblVehicleEF	LHD2	1.2670e-003	1.4140e-003
tblVehicleEF	LHD2	0.04	0.05
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	8.0900e-004	8.8000e-004



tblVehicleEF	LHD2	0.06	0.06
tblVehicleEF	LHD2	0.10	0.11
tblVehicleEF	LHD2	0.15	0.17
tblVehicleEF	LHD2	4.3410e-003	4.6500e-003
tblVehicleEF	LHD2	5.0980e-003	5.9540e-003
tblVehicleEF	LHD2	9.5540e-003	0.01
tblVehicleEF	LHD2	0.13	0.14
tblVehicleEF	LHD2	0.40	0.46
tblVehicleEF	LHD2	1.44	1.60
tblVehicleEF	LHD2	13.55	13.53
tblVehicleEF	LHD2	625.73	634.55
tblVehicleEF	LHD2	28.89	30.01
tblVehicleEF	LHD2	6.1430e-003	6.0900e-003
tblVehicleEF	LHD2	0.10	0.10
tblVehicleEF	LHD2	0.72	0.83
tblVehicleEF	LHD2	0.58	0.63
tblVehicleEF	LHD2	1.1760e-003	1.1790e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	9.3050e-003	9.7680e-003
tblVehicleEF	LHD2	5.0600e-004	5.5800e-004
tblVehicleEF	LHD2	1.1250e-003	1.1280e-003
tblVehicleEF	LHD2	2.6430e-003	2.6300e-003
tblVehicleEF	LHD2	8.8870e-003	9.3300e-003
tblVehicleEF	LHD2	4.6500e-004	5.1400e-004
tblVehicleEF	LHD2	1.8880e-003	2.1090e-003
tblVehicleEF	LHD2	0.04	0.05
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	1.1340e-003	1.2380e-003
tblVehicleEF	LHD2	0.05	0.05
tblVehicleEF	LHD2	0.09	0.10



tblVehicleEF	LHD2	0.13	0.15
tblVehicleEF	LHD2	6.1010e-003	6.1920e-003
tblVehicleEF	LHD2	3.1500e-004	3.3000e-004
tblVehicleEF	LHD2	1.8880e-003	2.1090e-003
tblVehicleEF	LHD2	0.04	0.05
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	1.1340e-003	1.2380e-003
tblVehicleEF	LHD2	0.06	0.06
tblVehicleEF	LHD2	0.09	0.10
tblVehicleEF	LHD2	0.14	0.16
tblVehicleEF	LHD2	4.3410e-003	4.6500e-003
tblVehicleEF	LHD2	5.0030e-003	5.8380e-003
tblVehicleEF	LHD2	9.9730e-003	0.01
tblVehicleEF	LHD2	0.13	0.14
tblVehicleEF	LHD2	0.39	0.45
tblVehicleEF	LHD2	1.52	1.68
tblVehicleEF	LHD2	13.55	13.53
tblVehicleEF	LHD2	625.73	634.55
tblVehicleEF	LHD2	28.89	30.01
tblVehicleEF	LHD2	6.1430e-003	6.0900e-003
tblVehicleEF	LHD2	0.10	0.10
tblVehicleEF	LHD2	0.75	0.87
tblVehicleEF	LHD2	0.61	0.67
tblVehicleEF	LHD2	1.1760e-003	1.1790e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	9.3050e-003	9.7680e-003
tblVehicleEF	LHD2	5.0600e-004	5.5800e-004
tblVehicleEF	LHD2	1.1250e-003	1.1280e-003
tblVehicleEF	LHD2	2.6430e-003	2.6300e-003
tblVehicleEF	LHD2	8.8870e-003	9.3300e-003



tblVehicleEF	LHD2	4.6500e-004	5.1400e-004
tblVehicleEF	LHD2	1.3050e-003	1.4720e-003
tblVehicleEF	LHD2	0.05	0.05
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	7.8800e-004	8.5900e-004
tblVehicleEF	LHD2	0.05	0.05
tblVehicleEF	LHD2	0.10	0.12
tblVehicleEF	LHD2	0.13	0.16
tblVehicleEF	LHD2	6.1010e-003	6.1910e-003
tblVehicleEF	LHD2	3.1700e-004	3.3100e-004
tblVehicleEF	LHD2	1.3050e-003	1.4720e-003
tblVehicleEF	LHD2	0.05	0.05
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	7.8800e-004	8.5900e-004
tblVehicleEF	LHD2	0.06	0.06
tblVehicleEF	LHD2	0.10	0.12
tblVehicleEF	LHD2	0.15	0.17
tblVehicleEF	MCY	0.53	0.53
tblVehicleEF	MCY	0.15	0.15
tblVehicleEF	MCY	19.20	19.48
tblVehicleEF	MCY	9.64	9.63
tblVehicleEF	MCY	188.47	187.52
tblVehicleEF	MCY	44.88	45.30
tblVehicleEF	MCY	5.0780e-003	5.0050e-003
tblVehicleEF	MCY	1.13	1.13
tblVehicleEF	MCY	0.31	0.31
tblVehicleEF	MCY	2.3830e-003	2.3100e-003
tblVehicleEF	MCY	3.9570e-003	4.0640e-003
tblVehicleEF	MCY	2.2280e-003	2.1620e-003
tblVehicleEF	MCY	3.7290e-003	3.8350e-003



tblVehicleEF	MCY	1.07	1.07
tblVehicleEF	MCY	0.65	0.66
tblVehicleEF	MCY	0.65	0.66
tblVehicleEF	MCY	2.61	2.62
tblVehicleEF	MCY	0.62	0.63
tblVehicleEF	MCY	2.06	2.08
tblVehicleEF	MCY	2.2780e-003	2.2730e-003
tblVehicleEF	MCY	6.6700e-004	6.7100e-004
tblVehicleEF	MCY	1.07	1.07
tblVehicleEF	MCY	0.65	0.66
tblVehicleEF	MCY	0.65	0.66
tblVehicleEF	MCY	3.25	3.25
tblVehicleEF	MCY	0.62	0.63
tblVehicleEF	MCY	2.24	2.26
tblVehicleEF	MCY	0.52	0.52
tblVehicleEF	MCY	0.13	0.14
tblVehicleEF	MCY	18.48	18.74
tblVehicleEF	MCY	8.82	8.81
tblVehicleEF	MCY	188.47	187.52
tblVehicleEF	MCY	44.88	45.30
tblVehicleEF	MCY	5.0780e-003	5.0050e-003
tblVehicleEF	MCY	0.99	0.99
tblVehicleEF	MCY	0.29	0.29
tblVehicleEF	MCY	2.3830e-003	2.3100e-003
tblVehicleEF	MCY	3.9570e-003	4.0640e-003
tblVehicleEF	MCY	2.2280e-003	2.1620e-003
tblVehicleEF	MCY	3.7290e-003	3.8350e-003
tblVehicleEF	MCY	1.73	1.74
tblVehicleEF	MCY	0.71	0.72
tblVehicleEF	MCY	1.08	1.10



tblVehicleEF	MCY	2.55	2.56
tblVehicleEF	MCY	0.58	0.60
tblVehicleEF	MCY	1.84	1.85
tblVehicleEF	MCY	2.2640e-003	2.2590e-003
tblVehicleEF	MCY	6.4700e-004	6.5100e-004
tblVehicleEF	MCY	1.73	1.74
tblVehicleEF	MCY	0.71	0.72
tblVehicleEF	MCY	1.08	1.10
tblVehicleEF	MCY	3.17	3.17
tblVehicleEF	MCY	0.58	0.60
tblVehicleEF	MCY	2.00	2.01
tblVehicleEF	MCY	0.54	0.53
tblVehicleEF	MCY	0.15	0.16
tblVehicleEF	MCY	19.30	19.59
tblVehicleEF	MCY	9.78	9.76
tblVehicleEF	MCY	188.47	187.52
tblVehicleEF	MCY	44.88	45.30
tblVehicleEF	MCY	5.0780e-003	5.0050e-003
tblVehicleEF	MCY	1.11	1.11
tblVehicleEF	MCY	0.31	0.31
tblVehicleEF	MCY	2.3830e-003	2.3100e-003
tblVehicleEF	MCY	3.9570e-003	4.0640e-003
tblVehicleEF	MCY	2.2280e-003	2.1620e-003
tblVehicleEF	MCY	3.7290e-003	3.8350e-003
tblVehicleEF	MCY	1.16	1.17
tblVehicleEF	MCY	0.84	0.86
tblVehicleEF	MCY	0.62	0.63
tblVehicleEF	MCY	2.62	2.64
tblVehicleEF	MCY	0.71	0.73
tblVehicleEF	MCY	2.10	2.12



tblVehicleEF	MCY	2.2800e-003	2.2750e-003
tblVehicleEF	MCY	6.7100e-004	6.7500e-004
tblVehicleEF	MCY	1.16	1.17
tblVehicleEF	MCY	0.84	0.86
tblVehicleEF	MCY	0.62	0.63
tblVehicleEF	MCY	3.26	3.26
tblVehicleEF	MCY	0.71	0.73
tblVehicleEF	MCY	2.29	2.31
tblVehicleEF	MDV	0.02	0.02
tblVehicleEF	MDV	0.02	0.02
tblVehicleEF	MDV	1.56	1.77
tblVehicleEF	MDV	2.79	3.11
tblVehicleEF	MDV	528.65	543.27
tblVehicleEF	MDV	106.35	109.34
tblVehicleEF	MDV	0.12	0.12
tblVehicleEF	MDV	0.17	0.19
tblVehicleEF	MDV	0.25	0.29
tblVehicleEF	MDV	2.4280e-003	2.4830e-003
tblVehicleEF	MDV	2.5830e-003	2.6470e-003
tblVehicleEF	MDV	2.2400e-003	2.2920e-003
tblVehicleEF	MDV	2.3780e-003	2.4370e-003
tblVehicleEF	MDV	0.07	0.07
tblVehicleEF	MDV	0.16	0.17
tblVehicleEF	MDV	0.07	0.07
tblVehicleEF	MDV	0.04	0.05
tblVehicleEF	MDV	0.09	0.09
tblVehicleEF	MDV	0.22	0.25
tblVehicleEF	MDV	5.2990e-003	5.4490e-003
tblVehicleEF	MDV	1.1130e-003	1.1480e-003
tblVehicleEF	MDV	0.07	0.07



tblVehicleEF	MDV	0.16	0.17
tblVehicleEF	MDV	0.07	0.07
tblVehicleEF	MDV	0.06	0.07
tblVehicleEF	MDV	0.09	0.09
tblVehicleEF	MDV	0.24	0.27
tblVehicleEF	MDV	0.02	0.02
tblVehicleEF	MDV	0.01	0.02
tblVehicleEF	MDV	1.69	1.90
tblVehicleEF	MDV	2.39	2.66
tblVehicleEF	MDV	551.85	567.14
tblVehicleEF	MDV	106.35	109.34
tblVehicleEF	MDV	0.12	0.12
tblVehicleEF	MDV	0.15	0.17
tblVehicleEF	MDV	0.23	0.26
tblVehicleEF	MDV	2.4280e-003	2.4830e-003
tblVehicleEF	MDV	2.5830e-003	2.6470e-003
tblVehicleEF	MDV	2.2400e-003	2.2920e-003
tblVehicleEF	MDV	2.3780e-003	2.4370e-003
tblVehicleEF	MDV	0.11	0.11
tblVehicleEF	MDV	0.17	0.17
tblVehicleEF	MDV	0.10	0.10
tblVehicleEF	MDV	0.05	0.05
tblVehicleEF	MDV	0.08	0.09
tblVehicleEF	MDV	0.19	0.22
tblVehicleEF	MDV	5.5330e-003	5.6890e-003
tblVehicleEF	MDV	1.1050e-003	1.1400e-003
tblVehicleEF	MDV	0.11	0.11
tblVehicleEF	MDV	0.17	0.17
tblVehicleEF	MDV	0.10	0.10
tblVehicleEF	MDV	0.06	0.07



tblVehicleEF	MDV	0.08	0.09
tblVehicleEF	MDV	0.21	0.24
tblVehicleEF	MDV	0.01	0.02
tblVehicleEF	MDV	0.02	0.02
tblVehicleEF	MDV	1.52	1.72
tblVehicleEF	MDV	2.88	3.20
tblVehicleEF	MDV	520.14	534.52
tblVehicleEF	MDV	106.35	109.34
tblVehicleEF	MDV	0.12	0.12
tblVehicleEF	MDV	0.17	0.19
tblVehicleEF	MDV	0.26	0.29
tblVehicleEF	MDV	2.4280e-003	2.4830e-003
tblVehicleEF	MDV	2.5830e-003	2.6470e-003
tblVehicleEF	MDV	2.2400e-003	2.2920e-003
tblVehicleEF	MDV	2.3780e-003	2.4370e-003
tblVehicleEF	MDV	0.07	0.07
tblVehicleEF	MDV	0.17	0.18
tblVehicleEF	MDV	0.07	0.07
tblVehicleEF	MDV	0.04	0.05
tblVehicleEF	MDV	0.11	0.11
tblVehicleEF	MDV	0.22	0.25
tblVehicleEF	MDV	5.2130e-003	5.3610e-003
tblVehicleEF	MDV	1.1140e-003	1.1500e-003
tblVehicleEF	MDV	0.07	0.07
tblVehicleEF	MDV	0.17	0.18
tblVehicleEF	MDV	0.07	0.07
tblVehicleEF	MDV	0.06	0.07
tblVehicleEF	MDV	0.11	0.11
tblVehicleEF	MDV	0.24	0.28
tblVehicleEF	MH	0.04	0.04



tblVehicleEF	MH	0.03	0.03
tblVehicleEF	MH	2.77	3.53
tblVehicleEF	MH	6.41	7.14
tblVehicleEF	MH	1,135.33	1,138.98
tblVehicleEF	MH	61.01	63.70
tblVehicleEF	MH	8.9100e-004	9.0700e-004
tblVehicleEF	MH	1.17	1.26
tblVehicleEF	MH	0.85	0.90
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	1.2190e-003	1.5790e-003
tblVehicleEF	MH	3.1990e-003	3.1950e-003
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	1.1210e-003	1.4630e-003
tblVehicleEF	MH	1.07	1.18
tblVehicleEF	MH	0.08	0.08
tblVehicleEF	MH	0.45	0.49
tblVehicleEF	MH	0.10	0.13
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	0.36	0.43
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	7.2200e-004	7.6200e-004
tblVehicleEF	MH	1.07	1.18
tblVehicleEF	MH	0.08	0.08
tblVehicleEF	MH	0.45	0.49
tblVehicleEF	MH	0.14	0.18
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	0.40	0.47
tblVehicleEF	MH	0.04	0.04
tblVehicleEF	MH	0.03	0.03



tblVehicleEF	MH	2.85	3.59
tblVehicleEF	MH	6.02	6.72
tblVehicleEF	MH	1,135.33	1,138.98
tblVehicleEF	MH	61.01	63.70
tblVehicleEF	MH	8.9100e-004	9.0700e-004
tblVehicleEF	MH	1.07	1.15
tblVehicleEF	MH	0.82	0.86
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	1.2190e-003	1.5790e-003
tblVehicleEF	MH	3.1990e-003	3.1950e-003
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	1.1210e-003	1.4630e-003
tblVehicleEF	MH	1.58	1.74
tblVehicleEF	MH	0.08	0.08
tblVehicleEF	MH	0.65	0.71
tblVehicleEF	MH	0.11	0.13
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	0.35	0.41
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	7.1500e-004	7.5500e-004
tblVehicleEF	MH	1.58	1.74
tblVehicleEF	MH	0.08	0.08
tblVehicleEF	MH	0.65	0.71
tblVehicleEF	MH	0.15	0.18
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	0.38	0.45
tblVehicleEF	MH	0.04	0.04
tblVehicleEF	MH	0.03	0.03
tblVehicleEF	MH	2.74	3.51



tblVehicleEF	MH	6.46	7.19
tblVehicleEF	MH	1,135.33	1,138.98
tblVehicleEF	MH	61.01	63.70
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tblVehicleEF	MH	1.15	1.23
tblVehicleEF	MH	0.86	0.91
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	1.2190e-003	1.5790e-003
tblVehicleEF	MH	3.1990e-003	3.1950e-003
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	1.1210e-003	1.4630e-003
tblVehicleEF	MH	1.21	1.35
tblVehicleEF	MH	0.09	0.10
tblVehicleEF	MH	0.46	0.51
tblVehicleEF	MH	0.10	0.13
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	0.37	0.43
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	7.2200e-004	7.6300e-004
tblVehicleEF	MH	1.21	1.35
tblVehicleEF	MH	0.09	0.10
tblVehicleEF	MH	0.46	0.51
tblVehicleEF	MH	0.14	0.18
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	0.40	0.47
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	5.7010e-003	8.6590e-003
tblVehicleEF	MHD	0.05	0.06
tblVehicleEF	MHD	0.39	0.44



tblVehicleEF	MHD	0.42	0.61
tblVehicleEF	MHD	6.85	7.49
tblVehicleEF	MHD	131.02	133.10
tblVehicleEF	MHD	1,155.79	1,158.03
tblVehicleEF	MHD	65.08	65.62
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	0.52	0.81
tblVehicleEF	MHD	1.23	1.86
tblVehicleEF	MHD	9.82	9.86
tblVehicleEF	MHD	2.8600e-004	2.2420e-003
tblVehicleEF	MHD	5.6410e-003	0.04
tblVehicleEF	MHD	8.9100e-004	9.3600e-004
tblVehicleEF	MHD	2.7300e-004	2.1450e-003
tblVehicleEF	MHD	5.3920e-003	0.04
tblVehicleEF	MHD	8.1900e-004	8.6100e-004
tblVehicleEF	MHD	1.2390e-003	1.3410e-003
tblVehicleEF	MHD	0.05	0.05
tblVehicleEF	MHD	0.03	0.03
tblVehicleEF	MHD	7.9100e-004	8.3700e-004
tblVehicleEF	MHD	0.05	0.09
tblVehicleEF	MHD	0.02	0.03
tblVehicleEF	MHD	0.42	0.46
tblVehicleEF	MHD	1.2630e-003	1.2830e-003
tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	7.7100e-004	7.8800e-004
tblVehicleEF	MHD	1.2390e-003	1.3410e-003
tblVehicleEF	MHD	0.05	0.05
tblVehicleEF	MHD	0.04	0.04
tblVehicleEF	MHD	7.9100e-004	8.3700e-004
tblVehicleEF	MHD	0.06	0.11



tblVehicleEF	MHD	0.02	0.03
tblVehicleEF	MHD	0.46	0.50
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	5.7940e-003	8.7760e-003
tblVehicleEF	MHD	0.05	0.06
tblVehicleEF	MHD	0.28	0.32
tblVehicleEF	MHD	0.43	0.62
tblVehicleEF	MHD	6.50	7.11
tblVehicleEF	MHD	138.77	140.97
tblVehicleEF	MHD	1,155.79	1,158.03
tblVehicleEF	MHD	65.08	65.62
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	0.53	0.84
tblVehicleEF	MHD	1.16	1.75
tblVehicleEF	MHD	9.78	9.81
tblVehicleEF	MHD	2.4100e-004	1.8900e-003
tblVehicleEF	MHD	5.6410e-003	0.04
tblVehicleEF	MHD	8.9100e-004	9.3600e-004
tblVehicleEF	MHD	2.3000e-004	1.8090e-003
tblVehicleEF	MHD	5.3920e-003	0.04
tblVehicleEF	MHD	8.1900e-004	8.6100e-004
tblVehicleEF	MHD	1.8580e-003	2.0150e-003
tblVehicleEF	MHD	0.05	0.05
tblVehicleEF	MHD	0.03	0.03
tblVehicleEF	MHD	1.1240e-003	1.1980e-003
tblVehicleEF	MHD	0.05	0.09
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	0.40	0.44
tblVehicleEF	MHD	1.3360e-003	1.3570e-003
tblVehicleEF	MHD	0.01	0.01



tblVehicleEF	MHD	7.6500e-004	7.8100e-004
tblVehicleEF	MHD	1.8580e-003	2.0150e-003
tblVehicleEF	MHD	0.05	0.05
tblVehicleEF	MHD	0.04	0.04
tblVehicleEF	MHD	1.1240e-003	1.1980e-003
tblVehicleEF	MHD	0.06	0.11
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	0.44	0.48
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	5.6760e-003	8.6270e-003
tblVehicleEF	MHD	0.05	0.06
tblVehicleEF	MHD	0.53	0.61
tblVehicleEF	MHD	0.42	0.61
tblVehicleEF	MHD	6.91	7.56
tblVehicleEF	MHD	120.30	122.21
tblVehicleEF	MHD	1,155.79	1,158.03
tblVehicleEF	MHD	65.08	65.62
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	0.49	0.78
tblVehicleEF	MHD	1.21	1.83
tblVehicleEF	MHD	9.83	9.87
tblVehicleEF	MHD	3.4800e-004	2.7290e-003
tblVehicleEF	MHD	5.6410e-003	0.04
tblVehicleEF	MHD	8.9100e-004	9.3600e-004
tblVehicleEF	MHD	3.3300e-004	2.6110e-003
tblVehicleEF	MHD	5.3920e-003	0.04
tblVehicleEF	MHD	8.1900e-004	8.6100e-004
tblVehicleEF	MHD	1.2900e-003	1.4110e-003
tblVehicleEF	MHD	0.05	0.06
tblVehicleEF	MHD	0.03	0.04



tblVehicleEF	MHD	7.7500e-004	8.2400e-004
tblVehicleEF	MHD	0.05	0.09
tblVehicleEF	MHD	0.03	0.03
tblVehicleEF	MHD	0.42	0.46
tblVehicleEF	MHD	1.1630e-003	1.1810e-003
tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	7.7200e-004	7.8900e-004
tblVehicleEF	MHD	1.2900e-003	1.4110e-003
tblVehicleEF	MHD	0.05	0.06
tblVehicleEF	MHD	0.04	0.05
tblVehicleEF	MHD	7.7500e-004	8.2400e-004
tblVehicleEF	MHD	0.06	0.11
tblVehicleEF	MHD	0.03	0.03
tblVehicleEF	MHD	0.46	0.51
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	8.8720e-003	0.01
tblVehicleEF	OBUS	0.03	0.03
tblVehicleEF	OBUS	0.29	0.29
tblVehicleEF	OBUS	0.60	0.68
tblVehicleEF	OBUS	5.75	6.09
tblVehicleEF	OBUS	111.80	110.73
tblVehicleEF	OBUS	1,266.65	1,273.03
tblVehicleEF	OBUS	68.32	68.83
tblVehicleEF	OBUS	2.4790e-003	2.4380e-003
tblVehicleEF	OBUS	0.58	0.65
tblVehicleEF	OBUS	1.73	2.05
tblVehicleEF	OBUS	2.63	2.66
tblVehicleEF	OBUS	2.0400e-004	3.0000e-004
tblVehicleEF	OBUS	8.7020e-003	0.01
tblVehicleEF	OBUS	7.8900e-004	7.8200e-004



tblVehicleEF	OBUS	1.9500e-004	2.8700e-004
tblVehicleEF	OBUS	8.3100e-003	9.9080e-003
tblVehicleEF	OBUS	7.2500e-004	7.2000e-004
tblVehicleEF	OBUS	1.4710e-003	1.4950e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.04	0.04
tblVehicleEF	OBUS	7.7800e-004	7.8100e-004
tblVehicleEF	OBUS	0.07	0.07
tblVehicleEF	OBUS	0.04	0.04
tblVehicleEF	OBUS	0.36	0.38
tblVehicleEF	OBUS	1.0790e-003	1.0690e-003
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	7.8400e-004	7.9500e-004
tblVehicleEF	OBUS	1.4710e-003	1.4950e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.06	0.06
tblVehicleEF	OBUS	7.7800e-004	7.8100e-004
tblVehicleEF	OBUS	0.08	0.09
tblVehicleEF	OBUS	0.04	0.04
tblVehicleEF	OBUS	0.39	0.42
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	9.0250e-003	0.01
tblVehicleEF	OBUS	0.03	0.03
tblVehicleEF	OBUS	0.27	0.27
tblVehicleEF	OBUS	0.61	0.69
tblVehicleEF	OBUS	5.43	5.75
tblVehicleEF	OBUS	117.45	116.31
tblVehicleEF	OBUS	1,266.65	1,273.03
tblVehicleEF	OBUS	68.32	68.83
tblVehicleEF	OBUS	2.4790e-003	2.4380e-003



tblVehicleEF	OBUS	0.60	0.67
tblVehicleEF	OBUS	1.63	1.93
tblVehicleEF	OBUS	2.59	2.62
tblVehicleEF	OBUS	1.7200e-004	2.5300e-004
tblVehicleEF	OBUS	8.7020e-003	0.01
tblVehicleEF	OBUS	7.8900e-004	7.8200e-004
tblVehicleEF	OBUS	1.6400e-004	2.4200e-004
tblVehicleEF	OBUS	8.3100e-003	9.9080e-003
tblVehicleEF	OBUS	7.2500e-004	7.2000e-004
tblVehicleEF	OBUS	2.1550e-003	2.1920e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.04	0.04
tblVehicleEF	OBUS	1.1010e-003	1.1100e-003
tblVehicleEF	OBUS	0.07	0.07
tblVehicleEF	OBUS	0.04	0.04
tblVehicleEF	OBUS	0.35	0.37
tblVehicleEF	OBUS	1.1330e-003	1.1220e-003
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	7.7900e-004	7.9000e-004
tblVehicleEF	OBUS	2.1550e-003	2.1920e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.05	0.06
tblVehicleEF	OBUS	1.1010e-003	1.1100e-003
tblVehicleEF	OBUS	0.08	0.09
tblVehicleEF	OBUS	0.04	0.04
tblVehicleEF	OBUS	0.38	0.40
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	8.8310e-003	0.01
tblVehicleEF	OBUS	0.03	0.03
tblVehicleEF	OBUS	0.31	0.31



tblVehicleEF	OBUS	0.60	0.68
tblVehicleEF	OBUS	5.81	6.15
tblVehicleEF	OBUS	104.00	103.03
tblVehicleEF	OBUS	1,266.65	1,273.03
tblVehicleEF	OBUS	68.32	68.83
tblVehicleEF	OBUS	2.4790e-003	2.4380e-003
tblVehicleEF	OBUS	0.56	0.62
tblVehicleEF	OBUS	1.70	2.02
tblVehicleEF	OBUS	2.64	2.67
tblVehicleEF	OBUS	2.4800e-004	3.6500e-004
tblVehicleEF	OBUS	8.7020e-003	0.01
tblVehicleEF	OBUS	7.8900e-004	7.8200e-004
tblVehicleEF	OBUS	2.3700e-004	3.4900e-004
tblVehicleEF	OBUS	8.3100e-003	9.9080e-003
tblVehicleEF	OBUS	7.2500e-004	7.2000e-004
tblVehicleEF	OBUS	1.5180e-003	1.5550e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.04	0.04
tblVehicleEF	OBUS	7.5800e-004	7.6300e-004
tblVehicleEF	OBUS	0.07	0.07
tblVehicleEF	OBUS	0.04	0.04
tblVehicleEF	OBUS	0.36	0.39
tblVehicleEF	OBUS	1.0040e-003	9.9500e-004
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	7.8500e-004	7.9600e-004
tblVehicleEF	OBUS	1.5180e-003	1.5550e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.06	0.06
tblVehicleEF	OBUS	7.5800e-004	7.6300e-004
tblVehicleEF	OBUS	0.08	0.09



tblVehicleEF	OBUS	0.04	0.04
tblVehicleEF	OBUS	0.40	0.42
tblVehicleEF	SBUS	0.86	0.88
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.07	0.07
tblVehicleEF	SBUS	8.04	7.89
tblVehicleEF	SBUS	0.79	0.84
tblVehicleEF	SBUS	7.53	7.67
tblVehicleEF	SBUS	1,136.99	1,153.25
tblVehicleEF	SBUS	1,088.61	1,098.50
tblVehicleEF	SBUS	53.57	52.01
tblVehicleEF	SBUS	6.8200e-004	6.7700e-004
tblVehicleEF	SBUS	9.91	10.62
tblVehicleEF	SBUS	4.55	4.93
tblVehicleEF	SBUS	12.42	12.73
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	7.8000e-004	7.4700e-004
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	2.6770e-003	2.6880e-003
tblVehicleEF	SBUS	0.02	0.03
tblVehicleEF	SBUS	7.1700e-004	6.8700e-004
tblVehicleEF	SBUS	3.3870e-003	3.4480e-003
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	0.97	0.96
tblVehicleEF	SBUS	1.7160e-003	1.6800e-003
tblVehicleEF	SBUS	0.11	0.12
tblVehicleEF	SBUS	0.01	0.02
tblVehicleEF	SBUS	0.40	0.40



tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	6.6600e-004	6.5300e-004
tblVehicleEF	SBUS	3.3870e-003	3.4480e-003
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	1.40	1.38
tblVehicleEF	SBUS	1.7160e-003	1.6800e-003
tblVehicleEF	SBUS	0.13	0.14
tblVehicleEF	SBUS	0.01	0.02
tblVehicleEF	SBUS	0.43	0.44
tblVehicleEF	SBUS	0.86	0.88
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.06	0.06
tblVehicleEF	SBUS	7.92	7.76
tblVehicleEF	SBUS	0.80	0.86
tblVehicleEF	SBUS	6.11	6.22
tblVehicleEF	SBUS	1,188.84	1,206.53
tblVehicleEF	SBUS	1,088.61	1,098.50
tblVehicleEF	SBUS	53.57	52.01
tblVehicleEF	SBUS	6.8200e-004	6.7700e-004
tblVehicleEF	SBUS	10.22	10.96
tblVehicleEF	SBUS	4.29	4.65
tblVehicleEF	SBUS	12.39	12.69
tblVehicleEF	SBUS	9.0250e-003	0.01
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	7.8000e-004	7.4700e-004
tblVehicleEF	SBUS	8.6350e-003	9.8410e-003
tblVehicleEF	SBUS	2.6770e-003	2.6880e-003
tblVehicleEF	SBUS	0.02	0.03



tblVehicleEF	SBUS	7.1700e-004	6.8700e-004
tblVehicleEF	SBUS	4.9940e-003	5.0870e-003
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	0.97	0.95
tblVehicleEF	SBUS	2.4540e-003	2.4200e-003
tblVehicleEF	SBUS	0.11	0.12
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.35	0.36
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	6.4200e-004	6.2900e-004
tblVehicleEF	SBUS	4.9940e-003	5.0870e-003
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	1.39	1.37
tblVehicleEF	SBUS	2.4540e-003	2.4200e-003
tblVehicleEF	SBUS	0.13	0.14
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.38	0.39
tblVehicleEF	SBUS	0.86	0.88
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.07	0.07
tblVehicleEF	SBUS	8.21	8.07
tblVehicleEF	SBUS	0.78	0.84
tblVehicleEF	SBUS	7.78	7.93
tblVehicleEF	SBUS	1,065.38	1,079.68
tblVehicleEF	SBUS	1,088.61	1,098.50
tblVehicleEF	SBUS	53.57	52.01
tblVehicleEF	SBUS	6.8200e-004	6.7700e-004
tblVehicleEF	SBUS	9.47	10.15
tblVehicleEF	SBUS	4.47	4.85



tblVehicleEF	SBUS	12.43	12.73
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	7.8000e-004	7.4700e-004
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	2.6770e-003	2.6880e-003
tblVehicleEF	SBUS	0.02	0.03
tblVehicleEF	SBUS	7.1700e-004	6.8700e-004
tblVehicleEF	SBUS	3.5050e-003	3.6280e-003
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	0.97	0.96
tblVehicleEF	SBUS	1.6510e-003	1.6230e-003
tblVehicleEF	SBUS	0.11	0.12
tblVehicleEF	SBUS	0.02	0.02
tblVehicleEF	SBUS	0.40	0.41
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	6.7000e-004	6.5700e-004
tblVehicleEF	SBUS	3.5050e-003	3.6280e-003
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	1.40	1.38
tblVehicleEF	SBUS	1.6510e-003	1.6230e-003
tblVehicleEF	SBUS	0.13	0.14
tblVehicleEF	SBUS	0.02	0.02
tblVehicleEF	SBUS	0.44	0.45
tblVehicleEF	UBUS	2.78	2.95
tblVehicleEF	UBUS	0.05	0.05
tblVehicleEF	UBUS	11.79	12.36
tblVehicleEF	UBUS	8.90	8.85



tblVehicleEF	UBUS	1,987.48	2,008.92
tblVehicleEF	UBUS	92.58	88.02
tblVehicleEF	UBUS	2.2700e-003	2.3590e-003
tblVehicleEF	UBUS	10.68	11.49
tblVehicleEF	UBUS	15.66	15.98
tblVehicleEF	UBUS	0.62	0.64
tblVehicleEF	UBUS	0.14	0.15
tblVehicleEF	UBUS	1.0320e-003	9.7400e-004
tblVehicleEF	UBUS	0.27	0.27
tblVehicleEF	UBUS	0.13	0.14
tblVehicleEF	UBUS	9.4900e-004	8.9600e-004
tblVehicleEF	UBUS	0.07	0.07
tblVehicleEF	UBUS	2.3580e-003	2.3210e-003
tblVehicleEF	UBUS	0.90	0.96
tblVehicleEF	UBUS	0.02	0.02
tblVehicleEF	UBUS	0.67	0.66
tblVehicleEF	UBUS	9.9290e-003	0.01
tblVehicleEF	UBUS	1.0860e-003	1.0390e-003
tblVehicleEF	UBUS	0.07	0.07
tblVehicleEF	UBUS	2.3580e-003	2.3210e-003
tblVehicleEF	UBUS	3.79	4.03
tblVehicleEF	UBUS	0.02	0.02
tblVehicleEF	UBUS	0.73	0.72
tblVehicleEF	UBUS	2.78	2.95
tblVehicleEF	UBUS	0.05	0.04
tblVehicleEF	UBUS	11.84	12.41
tblVehicleEF	UBUS	7.71	7.66
tblVehicleEF	UBUS	1,987.48	2,008.92
tblVehicleEF	UBUS	92.58	88.02
tblVehicleEF	UBUS	2.2700e-003	2.3590e-003



tblVehicleEF	UBUS	10.07	10.84
tblVehicleEF	UBUS	15.61	15.93
tblVehicleEF	UBUS	0.62	0.64
tblVehicleEF	UBUS	0.14	0.15
tblVehicleEF	UBUS	1.0320e-003	9.7400e-004
tblVehicleEF	UBUS	0.27	0.27
tblVehicleEF	UBUS	0.13	0.14
tblVehicleEF	UBUS	9.4900e-004	8.9600e-004
tblVehicleEF	UBUS	5.9260e-003	5.9230e-003
tblVehicleEF	UBUS	0.07	0.07
tblVehicleEF	UBUS	3.2450e-003	3.1960e-003
tblVehicleEF	UBUS	0.91	0.97
tblVehicleEF	UBUS	0.02	0.02
tblVehicleEF	UBUS	0.61	0.60
tblVehicleEF	UBUS	9.9300e-003	0.01
tblVehicleEF	UBUS	1.0650e-003	1.0190e-003
tblVehicleEF	UBUS	5.9260e-003	5.9230e-003
tblVehicleEF	UBUS	0.07	0.07
tblVehicleEF	UBUS	3.2450e-003	3.1960e-003
tblVehicleEF	UBUS	3.80	4.04
tblVehicleEF	UBUS	0.02	0.02
tblVehicleEF	UBUS	0.67	0.66
tblVehicleEF	UBUS	2.78	2.95
tblVehicleEF	UBUS	0.05	0.05
tblVehicleEF	UBUS	11.77	12.34
tblVehicleEF	UBUS	9.11	9.07
tblVehicleEF	UBUS	1,987.48	2,008.92
tblVehicleEF	UBUS	92.58	88.02
tblVehicleEF	UBUS	2.2700e-003	2.3590e-003
tblVehicleEF	UBUS	10.47	11.27



tblVehicleEF	UBUS	15.67	15.99
tblVehicleEF	UBUS	0.62	0.64
tblVehicleEF	UBUS	0.14	0.15
tblVehicleEF	UBUS	1.0320e-003	9.7400e-004
tblVehicleEF	UBUS	0.27	0.27
tblVehicleEF	UBUS	0.13	0.14
tblVehicleEF	UBUS	9.4900e-004	8.9600e-004
tblVehicleEF	UBUS	4.7460e-003	4.7740e-003
tblVehicleEF	UBUS	0.09	0.09
tblVehicleEF	UBUS	2.4840e-003	2.4590e-003
tblVehicleEF	UBUS	0.90	0.96
tblVehicleEF	UBUS	0.03	0.03
tblVehicleEF	UBUS	0.68	0.67
tblVehicleEF	UBUS	9.9290e-003	0.01
tblVehicleEF	UBUS	1.0900e-003	1.0430e-003
tblVehicleEF	UBUS	4.7460e-003	4.7740e-003
tblVehicleEF	UBUS	0.09	0.09
tblVehicleEF	UBUS	2.4840e-003	2.4590e-003
tblVehicleEF	UBUS	3.78	4.02
tblVehicleEF	UBUS	0.03	0.03
tblVehicleEF	UBUS	0.75	0.74
tblVehicleTrips	WD_TR	4.99	5.77
tblWoodstoves	NumberCatalytic	5.70	0.00
tblWoodstoves	NumberNoncatalytic	5.70	0.00

## 2.0 Emissions Summary

### 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					
2018	5.1954	89.0874	32.4107	0.1968	5.8890	1.9882	7.2085	2.9774	1.8712	4.3349	0.0000	20,880.7600	20,880.7600	1.8374	0.0000	20,926.6947
2019	5.2100	28.4520	28.4137	0.0558	0.9934	1.5418	2.5352	0.2652	1.4994	1.7646	0.0000	5,328.1959	5,328.1959	0.7638	0.0000	5,347.2902
2020	5.1794	1.7362	2.5320	4.8600e-003	0.1788	0.1124	0.2913	0.0474	0.1123	0.1598	0.0000	469.6261	469.6261	0.0277	0.0000	470.3192
Maximum	5.2100	89.0874	32.4107	0.1968	5.8890	1.9882	7.2085	2.9774	1.8712	4.3349	0.0000	20,880.7600	20,880.7600	1.8374	0.0000	20,926.6947

### 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					
2018	5.1954	89.0874	32.4107	0.1968	2.4105	1.9882	4.3988	1.1093	1.8712	2.6873	0.0000	20,880.7600	20,880.7600	1.8374	0.0000	20,926.6947
2019	5.2100	28.4520	28.4137	0.0558	0.6017	1.5418	2.1435	0.1691	1.4994	1.6685	0.0000	5,328.1959	5,328.1959	0.7638	0.0000	5,347.2902
2020	5.1794	1.7362	2.5320	4.8600e-003	0.1073	0.1124	0.2198	0.0299	0.1123	0.1422	0.0000	469.6261	469.6261	0.0277	0.0000	470.3192
Maximum	5.2100	89.0874	32.4107	0.1968	2.4105	1.9882	4.3988	1.1093	1.8712	2.6873	0.0000	20,880.7600	20,880.7600	1.8374	0.0000	20,926.6947

	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
Percent Reduction	0.00	0.00	0.00	0.00	55.82	0.00	32.62	60.24	0.00	28.14	0.00	0.00	0.00	0.00	0.00	0.00

## 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	3.2300	0.1089	9.4393	5.0000e-004		0.0520	0.0520		0.0520	0.0520	0.0000	16.9643	16.9643	0.0165	0.0000	17.3765
Energy	0.0242	0.2068	0.0880	1.3200e-003		0.0167	0.0167		0.0167	0.0167		263.9546	263.9546	5.0600e-003	4.8400e-003	265.5231
Mobile	1.3855	6.5908	19.0187	0.0621	4.7800	0.0619	4.8419	1.2793	0.0581	1.3374		6,311.6795	6,311.6795	0.3396		6,320.1686
Total	4.6397	6.9065	28.5460	0.0640	4.7800	0.1306	4.9106	1.2793	0.1268	1.4061	0.0000	6,592.5983	6,592.5983	0.3611	4.8400e-003	6,603.0682

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	3.2300	0.1089	9.4393	5.0000e-004		0.0520	0.0520		0.0520	0.0520	0.0000	16.9643	16.9643	0.0165	0.0000	17.3765
Energy	0.0242	0.2068	0.0880	1.3200e-003		0.0167	0.0167		0.0167	0.0167		263.9546	263.9546	5.0600e-003	4.8400e-003	265.5231
Mobile	1.3855	6.5908	19.0187	0.0621	4.7800	0.0619	4.8419	1.2793	0.0581	1.3374		6,311.6795	6,311.6795	0.3396		6,320.1686
Total	4.6397	6.9065	28.5460	0.0640	4.7800	0.1306	4.9106	1.2793	0.1268	1.4061	0.0000	6,592.5983	6,592.5983	0.3611	4.8400e-003	6,603.0682

	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
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	Demolition	Demolition	1/1/2018	1/31/2018	5	23
2	Grading	Grading	3/1/2018	6/30/2018	5	87
3	Building Construction	Building Construction	7/1/2018	4/30/2019	5	217
4	Architectural Coating	Architectural Coating	5/1/2019	1/1/2020	5	176
5	Site Preparation	Site Preparation	2/1/2018	2/28/2018	5	20

**Acres of Grading (Site Preparation Phase): 10**

**Acres of Grading (Grading Phase): 0.71**

**Acres of Paving: 0.71**

**Residential Indoor: 277,020; Residential Outdoor: 92,340; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0**

**OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Grading	Graders	1	8.00	187	0.41
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Concrete/Industrial Saws	2	8.00	84	0.74
Building Construction	Cranes	1	6.00	231	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Site Preparation	Graders	1	8.00	187	0.41
Grading	Rubber Tired Loaders	1	8.00	203	0.36
Grading	Skid Steer Loaders	1	6.00	65	0.37
Demolition	Crushing/Proc. Equipment	1	8.00	247	0.40
Grading	Dumpers/Tenders	1	8.00	247	0.40
Building Construction	Rough Terrain Forklifts	1	6.00	97	0.37
Demolition	Excavators	1	8.00	97	0.37
Grading	Excavators	2	8.00	97	0.37
Grading	Off-Highway Trucks	1	6.00	402	0.38
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Bore/Drill Rigs	1	6.00	187	0.41



Building Construction	Surfacing Equipment	1	6.00	263	0.30
Site Preparation	Rubber Tired Dozers	1	7.00	247	0.40
Building Construction	Dumpers/Tenders	1	8.00	46	0.45
Building Construction	Generator Sets	1	8.00	84	0.74
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Rubber Tired Dozers	1	6.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45

### 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	1	16.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	12	82.00	12.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Demolition	7	8.00	0.00	2,719.00	14.70	6.90	35.00	LD_Mix	HDT_Mix	HHDT
Grading	10	20.00	0.00	1,961.00	14.70	6.90	35.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

### 3.1 Mitigation Measures Construction

Replace Ground Cover

Water Exposed Area

Clean Paved Roads

### 3.2 Demolition - 2018

#### 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
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Category	lb/day										lb/day					
Off-Road	3.2779	31.3154	19.3625	0.0376		1.7396	1.7396		1.6334	1.6334		3,689.1152	3,689.1152	0.7521		3,707.9177
Total	3.2779	31.3154	19.3625	0.0376		1.7396	1.7396		1.6334	1.6334		3,689.1152	3,689.1152	0.7521		3,707.9177

**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	1.8734	57.7386	12.6162	0.1582	3.6151	0.2478	3.8629	0.9908	0.2371	1.2278		17,091.3496	17,091.3496	1.0815		17,118.3877
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
Worker	0.0442	0.0334	0.4321	1.0100e-003	0.0894	8.0000e-004	0.0902	0.0237	7.4000e-004	0.0245		100.2952	100.2952	3.7600e-003		100.3892
Total	1.9176	57.7720	13.0482	0.1592	3.7045	0.2486	3.9531	1.0145	0.2378	1.2523		17,191.6448	17,191.6448	1.0853		17,218.7770

**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					
Off-Road	3.2779	31.3154	19.3625	0.0376		1.7396	1.7396		1.6334	1.6334	0.0000	3,689.1152	3,689.1152	0.7521		3,707.9177
Total	3.2779	31.3154	19.3625	0.0376		1.7396	1.7396		1.6334	1.6334	0.0000	3,689.1152	3,689.1152	0.7521		3,707.9177



### 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	1.8734	57.7386	12.6162	0.1582	2.3569	0.2478	2.6047	0.6819	0.2371	0.9190		17,091.3496	17,091.3496	1.0815		17,118.3877
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
Worker	0.0442	0.0334	0.4321	1.0100e-003	0.0537	8.0000e-004	0.0545	0.0149	7.4000e-004	0.0157		100.2952	100.2952	3.7600e-003		100.3892
Total	1.9176	57.7720	13.0482	0.1592	2.4105	0.2486	2.6591	0.6969	0.2378	0.9347		17,191.6448	17,191.6448	1.0853		17,218.7770

### 3.3 Grading - 2018

#### 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					
Fugitive Dust					4.5609	0.0000	4.5609	2.4890	0.0000	2.4890			0.0000			0.0000
Off-Road	3.3314	38.3069	18.7847	0.0445		1.6855	1.6855		1.5507	1.5507		4,482.8703	4,482.8703	1.3956		4,517.7598
Total	3.3314	38.3069	18.7847	0.0445	4.5609	1.6855	6.2464	2.4890	1.5507	4.0397		4,482.8703	4,482.8703	1.3956		4,517.7598

#### 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	0.3572	11.0089	2.4055	0.0302	0.6893	0.0473	0.7365	0.1889	0.0452	0.2341		3,258.7671	3,258.7671	0.2062		3,263.9224
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
Worker	0.1105	0.0834	1.0802	2.5200e-003	0.2236	1.9900e-003	0.2256	0.0593	1.8400e-003	0.0611		250.7380	250.7380	9.4000e-003		250.9731
<b>Total</b>	<b>0.4677</b>	<b>11.0923</b>	<b>3.4856</b>	<b>0.0327</b>	<b>0.9128</b>	<b>0.0492</b>	<b>0.9621</b>	<b>0.2482</b>	<b>0.0470</b>	<b>0.2952</b>		<b>3,509.5051</b>	<b>3,509.5051</b>	<b>0.2156</b>		<b>3,514.8955</b>

**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					
Fugitive Dust					1.6898	0.0000	1.6898	0.9222	0.0000	0.9222			0.0000			0.0000
Off-Road	3.3314	38.3069	18.7847	0.0445		1.6855	1.6855		1.5507	1.5507	0.0000	4,482.8703	4,482.8703	1.3956		4,517.7598
<b>Total</b>	<b>3.3314</b>	<b>38.3069</b>	<b>18.7847</b>	<b>0.0445</b>	<b>1.6898</b>	<b>1.6855</b>	<b>3.3753</b>	<b>0.9222</b>	<b>1.5507</b>	<b>2.4729</b>	<b>0.0000</b>	<b>4,482.8703</b>	<b>4,482.8703</b>	<b>1.3956</b>		<b>4,517.7598</b>

**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	0.3572	11.0089	2.4055	0.0302	0.4494	0.0473	0.4966	0.1300	0.0452	0.1752		3,258.7671	3,258.7671	0.2062		3,263.9224
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



Worker	0.1105	0.0834	1.0802	2.5200e-003	0.1342	1.9900e-003	0.1361	0.0373	1.8400e-003	0.0392		250.7380	250.7380	9.4000e-003		250.9731
<b>Total</b>	<b>0.4677</b>	<b>11.0923</b>	<b>3.4856</b>	<b>0.0327</b>	<b>0.5835</b>	<b>0.0492</b>	<b>0.6328</b>	<b>0.1674</b>	<b>0.0470</b>	<b>0.2144</b>		<b>3,509.5051</b>	<b>3,509.5051</b>	<b>0.2156</b>		<b>3,514.8955</b>

### 3.4 Building Construction - 2018

#### 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					
Off-Road	3.9544	29.3214	24.5443	0.0426		1.7637	1.7637		1.7157	1.7157		4,021.8297	4,021.8297	0.7372		4,040.2599
<b>Total</b>	<b>3.9544</b>	<b>29.3214</b>	<b>24.5443</b>	<b>0.0426</b>		<b>1.7637</b>	<b>1.7637</b>		<b>1.7157</b>	<b>1.7157</b>		<b>4,021.8297</b>	<b>4,021.8297</b>	<b>0.7372</b>		<b>4,040.2599</b>

#### 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
Vendor	0.0552	1.4707	0.4021	3.1700e-003	0.0768	0.0104	0.0872	0.0221	9.9100e-003	0.0320		338.0153	338.0153	0.0223		338.5717
Worker	0.4530	0.3419	4.4286	0.0103	0.9166	8.1700e-003	0.9247	0.2431	7.5300e-003	0.2506		1,028.0257	1,028.0257	0.0386		1,028.9896
<b>Total</b>	<b>0.5082</b>	<b>1.8126</b>	<b>4.8307</b>	<b>0.0135</b>	<b>0.9934</b>	<b>0.0185</b>	<b>1.0119</b>	<b>0.2652</b>	<b>0.0174</b>	<b>0.2826</b>		<b>1,366.0410</b>	<b>1,366.0410</b>	<b>0.0608</b>		<b>1,367.5613</b>

#### 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					
Off-Road	3.9544	29.3214	24.5443	0.0426		1.7637	1.7637		1.7157	1.7157	0.0000	4,021.8297	4,021.8297	0.7372		4,040.2599
<b>Total</b>	<b>3.9544</b>	<b>29.3214</b>	<b>24.5443</b>	<b>0.0426</b>		<b>1.7637</b>	<b>1.7637</b>		<b>1.7157</b>	<b>1.7157</b>	<b>0.0000</b>	<b>4,021.8297</b>	<b>4,021.8297</b>	<b>0.7372</b>		<b>4,040.2599</b>

### 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
Vendor	0.0552	1.4707	0.4021	3.1700e-003	0.0516	0.0104	0.0620	0.0159	9.9100e-003	0.0259		338.0153	338.0153	0.0223		338.5717
Worker	0.4530	0.3419	4.4286	0.0103	0.5500	8.1700e-003	0.5582	0.1531	7.5300e-003	0.1606		1,028.0257	1,028.0257	0.0386		1,028.9896
<b>Total</b>	<b>0.5082</b>	<b>1.8126</b>	<b>4.8307</b>	<b>0.0135</b>	<b>0.6017</b>	<b>0.0185</b>	<b>0.6202</b>	<b>0.1691</b>	<b>0.0174</b>	<b>0.1865</b>		<b>1,366.0410</b>	<b>1,366.0410</b>	<b>0.0608</b>		<b>1,367.5613</b>

### 3.4 Building Construction - 2019

#### 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					



Off-Road	3.4919	26.7622	24.0915	0.0426		1.5251	1.5251		1.4837	1.4837		3,998.9970	3,998.9970	0.7082		4,016.7012
Total	3.4919	26.7622	24.0915	0.0426		1.5251	1.5251		1.4837	1.4837		3,998.9970	3,998.9970	0.7082		4,016.7012

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
Vendor	0.0499	1.3888	0.3685	3.1400e-003	0.0768	8.8500e-003	0.0857	0.0221	8.4700e-003	0.0306		334.5775	334.5775	0.0214		335.1136
Worker	0.4096	0.3011	3.9537	9.9900e-003	0.9166	7.9000e-003	0.9245	0.2431	7.2800e-003	0.2504		994.6214	994.6214	0.0342		995.4755
Total	0.4595	1.6898	4.3222	0.0131	0.9934	0.0168	1.0102	0.2652	0.0158	0.2810		1,329.1989	1,329.1989	0.0556		1,330.5890

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					
Off-Road	3.4919	26.7622	24.0915	0.0426		1.5251	1.5251		1.4837	1.4837	0.0000	3,998.9970	3,998.9970	0.7082		4,016.7012
Total	3.4919	26.7622	24.0915	0.0426		1.5251	1.5251		1.4837	1.4837	0.0000	3,998.9970	3,998.9970	0.7082		4,016.7012



### 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
Vendor	0.0499	1.3888	0.3685	3.1400e-003	0.0516	8.8500e-003	0.0605	0.0159	8.4700e-003	0.0244		334.5775	334.5775	0.0214		335.1136
Worker	0.4096	0.3011	3.9537	9.9900e-003	0.5500	7.9000e-003	0.5579	0.1531	7.2800e-003	0.1604		994.6214	994.6214	0.0342		995.4755
Total	0.4595	1.6898	4.3222	0.0131	0.6017	0.0168	0.6184	0.1691	0.0158	0.1848		1,329.1989	1,329.1989	0.0556		1,330.5890

### 3.5 Architectural Coating - 2019

#### 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	4.8636					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2664	1.8354	1.8413	2.9700e-003		0.1288	0.1288		0.1288	0.1288		281.4481	281.4481	0.0238		282.0423
Total	5.1300	1.8354	1.8413	2.9700e-003		0.1288	0.1288		0.1288	0.1288		281.4481	281.4481	0.0238		282.0423

#### 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
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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
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
Worker	0.0799	0.0587	0.7715	1.9500e-003	0.1788	1.5400e-003	0.1804	0.0474	1.4200e-003	0.0489		194.0725	194.0725	6.6700e-003		194.2391
<b>Total</b>	<b>0.0799</b>	<b>0.0587</b>	<b>0.7715</b>	<b>1.9500e-003</b>	<b>0.1788</b>	<b>1.5400e-003</b>	<b>0.1804</b>	<b>0.0474</b>	<b>1.4200e-003</b>	<b>0.0489</b>		<b>194.0725</b>	<b>194.0725</b>	<b>6.6700e-003</b>		<b>194.2391</b>

**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	4.8636					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2664	1.8354	1.8413	2.9700e-003		0.1288	0.1288		0.1288	0.1288	0.0000	281.4481	281.4481	0.0238		282.0423
<b>Total</b>	<b>5.1300</b>	<b>1.8354</b>	<b>1.8413</b>	<b>2.9700e-003</b>		<b>0.1288</b>	<b>0.1288</b>		<b>0.1288</b>	<b>0.1288</b>	<b>0.0000</b>	<b>281.4481</b>	<b>281.4481</b>	<b>0.0238</b>		<b>282.0423</b>

**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
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
Worker	0.0799	0.0587	0.7715	1.9500e-003	0.1073	1.5400e-003	0.1089	0.0299	1.4200e-003	0.0313		194.0725	194.0725	6.6700e-003		194.2391



Total	0.0799	0.0587	0.7715	1.9500e-003	0.1073	1.5400e-003	0.1089	0.0299	1.4200e-003	0.0313		194.0725	194.0725	6.6700e-003		194.2391
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### 3.5 Architectural Coating - 2020

#### 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	4.8636					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2422	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109		281.4481	281.4481	0.0218		281.9928
Total	5.1058	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109		281.4481	281.4481	0.0218		281.9928

#### 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
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
Worker	0.0736	0.0524	0.7006	1.8900e-003	0.1788	1.4900e-003	0.1803	0.0474	1.3800e-003	0.0488		188.1781	188.1781	5.9300e-003		188.3264
Total	0.0736	0.0524	0.7006	1.8900e-003	0.1788	1.4900e-003	0.1803	0.0474	1.3800e-003	0.0488		188.1781	188.1781	5.9300e-003		188.3264

#### 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	4.8636					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2422	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109	0.0000	281.4481	281.4481	0.0218		281.9928
<b>Total</b>	<b>5.1058</b>	<b>1.6838</b>	<b>1.8314</b>	<b>2.9700e-003</b>		<b>0.1109</b>	<b>0.1109</b>		<b>0.1109</b>	<b>0.1109</b>	<b>0.0000</b>	<b>281.4481</b>	<b>281.4481</b>	<b>0.0218</b>		<b>281.9928</b>

### 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
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
Worker	0.0736	0.0524	0.7006	1.8900e-003	0.1073	1.4900e-003	0.1088	0.0299	1.3800e-003	0.0313		188.1781	188.1781	5.9300e-003		188.3264
<b>Total</b>	<b>0.0736</b>	<b>0.0524</b>	<b>0.7006</b>	<b>1.8900e-003</b>	<b>0.1073</b>	<b>1.4900e-003</b>	<b>0.1088</b>	<b>0.0299</b>	<b>1.3800e-003</b>	<b>0.0313</b>		<b>188.1781</b>	<b>188.1781</b>	<b>5.9300e-003</b>		<b>188.3264</b>

### 3.6 Site Preparation - 2018

#### 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					



Fugitive Dust					5.7996	0.0000	5.7996	2.9537	0.0000	2.9537			0.0000			0.0000
Off-Road	1.8061	20.7472	8.0808	0.0172		0.9523	0.9523		0.8761	0.8761		1,735.3630	1,735.3630	0.5402		1,748.8690
<b>Total</b>	<b>1.8061</b>	<b>20.7472</b>	<b>8.0808</b>	<b>0.0172</b>	<b>5.7996</b>	<b>0.9523</b>	<b>6.7518</b>	<b>2.9537</b>	<b>0.8761</b>	<b>3.8298</b>		<b>1,735.3630</b>	<b>1,735.3630</b>	<b>0.5402</b>		<b>1,748.8690</b>

### 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
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
Worker	0.0442	0.0334	0.4321	1.0100e-003	0.0894	8.0000e-004	0.0902	0.0237	7.4000e-004	0.0245		100.2952	100.2952	3.7600e-003		100.3892
<b>Total</b>	<b>0.0442</b>	<b>0.0334</b>	<b>0.4321</b>	<b>1.0100e-003</b>	<b>0.0894</b>	<b>8.0000e-004</b>	<b>0.0902</b>	<b>0.0237</b>	<b>7.4000e-004</b>	<b>0.0245</b>		<b>100.2952</b>	<b>100.2952</b>	<b>3.7600e-003</b>		<b>100.3892</b>

### 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					
Fugitive Dust					2.1487	0.0000	2.1487	1.0944	0.0000	1.0944			0.0000			0.0000
Off-Road	1.8061	20.7472	8.0808	0.0172		0.9523	0.9523		0.8761	0.8761	0.0000	1,735.3630	1,735.3630	0.5402		1,748.8690
<b>Total</b>	<b>1.8061</b>	<b>20.7472</b>	<b>8.0808</b>	<b>0.0172</b>	<b>2.1487</b>	<b>0.9523</b>	<b>3.1010</b>	<b>1.0944</b>	<b>0.8761</b>	<b>1.9704</b>	<b>0.0000</b>	<b>1,735.3630</b>	<b>1,735.3630</b>	<b>0.5402</b>		<b>1,748.8690</b>



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
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
Worker	0.0442	0.0334	0.4321	1.0100e-003	0.0537	8.0000e-004	0.0545	0.0149	7.4000e-004	0.0157		100.2952	100.2952	3.7600e-003		100.3892
Total	0.0442	0.0334	0.4321	1.0100e-003	0.0537	8.0000e-004	0.0545	0.0149	7.4000e-004	0.0157		100.2952	100.2952	3.7600e-003		100.3892

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	1.3855	6.5908	19.0187	0.0621	4.7800	0.0619	4.8419	1.2793	0.0581	1.3374		6,311.6795	6,311.6795	0.3396		6,320.1686
Unmitigated	1.3855	6.5908	19.0187	0.0621	4.7800	0.0619	4.8419	1.2793	0.0581	1.3374		6,311.6795	6,311.6795	0.3396		6,320.1686

4.2 Trip Summary Information



Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Enclosed Parking with Elevator	0.00	0.00	0.00		
Mobile Home Park	657.78	570.00	497.04	2,126,416	2,126,416
Total	657.78	570.00	497.04	2,126,416	2,126,416

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	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
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Mobile Home Park	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
Enclosed Parking with Elevator	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891
Mobile Home Park	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891

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	0.0242	0.2068	0.0880	1.3200e-003		0.0167	0.0167		0.0167	0.0167		263.9546	263.9546	5.0600e-003	4.8400e-003	265.5231
NaturalGas Unmitigated	0.0242	0.2068	0.0880	1.3200e-003		0.0167	0.0167		0.0167	0.0167		263.9546	263.9546	5.0600e-003	4.8400e-003	265.5231



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					
Enclosed Parking with Elevator	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
Mobile Home Park	2243.61	0.0242	0.2068	0.0880	1.3200e-003		0.0167	0.0167		0.0167	0.0167		263.9546	263.9546	5.0600e-003	4.8400e-003	265.5231
Total		0.0242	0.2068	0.0880	1.3200e-003		0.0167	0.0167		0.0167	0.0167		263.9546	263.9546	5.0600e-003	4.8400e-003	265.5231

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					
Enclosed Parking with Elevator	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
Mobile Home Park	2.24361	0.0242	0.2068	0.0880	1.3200e-003		0.0167	0.0167		0.0167	0.0167		263.9546	263.9546	5.0600e-003	4.8400e-003	265.5231
Total		0.0242	0.2068	0.0880	1.3200e-003		0.0167	0.0167		0.0167	0.0167		263.9546	263.9546	5.0600e-003	4.8400e-003	265.5231

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	3.2300	0.1089	9.4393	5.0000e-004		0.0520	0.0520		0.0520	0.0520	0.0000	16.9643	16.9643	0.0165	0.0000	17.3765
Unmitigated	3.2300	0.1089	9.4393	5.0000e-004		0.0520	0.0520		0.0520	0.0520	0.0000	16.9643	16.9643	0.0165	0.0000	17.3765

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	0.2345					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.7086					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	0.2869	0.1089	9.4393	5.0000e-004		0.0520	0.0520		0.0520	0.0520		16.9643	16.9643	0.0165		17.3765
Total	3.2300	0.1089	9.4393	5.0000e-004		0.0520	0.0520		0.0520	0.0520	0.0000	16.9643	16.9643	0.0165	0.0000	17.3765

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	0.2345					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.7086					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	0.2869	0.1089	9.4393	5.0000e-004		0.0520	0.0520		0.0520	0.0520		16.9643	16.9643	0.0165		17.3765
Total	3.2300	0.1089	9.4393	5.0000e-004		0.0520	0.0520		0.0520	0.0520	0.0000	16.9643	16.9643	0.0165	0.0000	17.3765

7.0 Water Detail

7.1 Mitigation Measures Water

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
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10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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User Defined Equipment

Equipment Type	Number
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## 11.0 Vegetation

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**APPENDIX C**

**NOISE MODELING RESULTS**

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# DKA Planning

*NOISE RECEPTOR MAP*  
*16161 Ventura Boulevard Project*  
*Imagery via Google*



# 1. Encino Hospital Medical Center

## Noise Report

7/11/2017

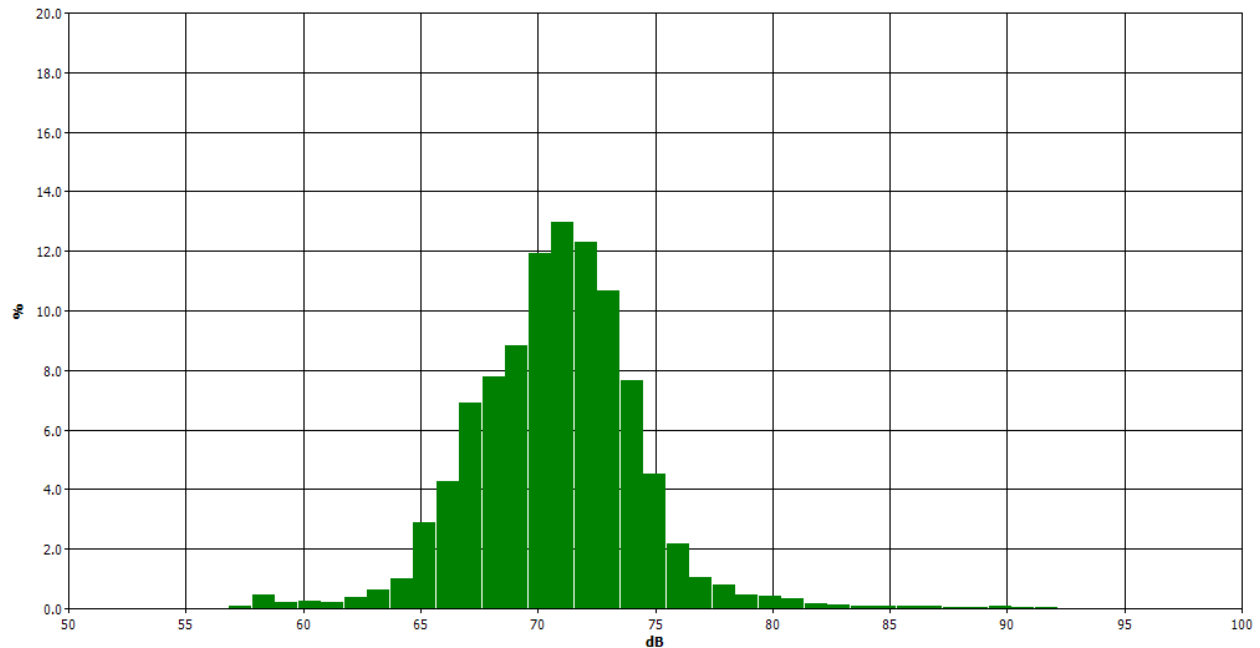
### Information Panel

Name S460\_BIJ050019\_12072017\_160951  
Start Time Tuesday, July 11, 2017, 1:07pm  
Stop Time Tuesday, July 11, 2017, 1:27pm  
Device Model Type SoundPro DL

### General Data Panel

<u>Description</u>	<u>Meter</u>	<u>Value</u>	<u>Description</u>	<u>Meter</u>	<u>Value</u>
Leq	1	73.3dB	Exchange Rate	1	3dB
Weighting	1	A	Response	1	SLOW
Bandwidth	1	OFF	Exchange Rate	2	3dB
Weighting	2	C	Response	2	SLOW

### Statistics Chart



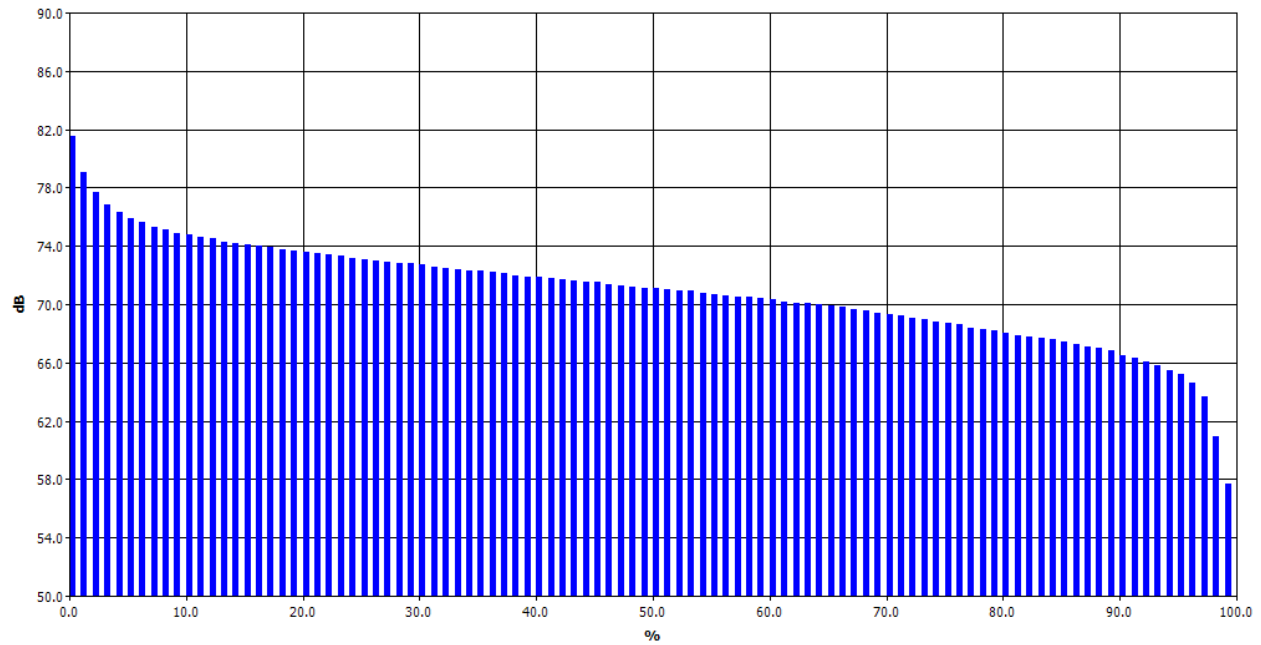


## Statistics Table

dB	0	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	%
50	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
52	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
53	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
54	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
55	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
56	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
57	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.05	0.02	0.07
58	0.01	0.05	0.14	0.09	0.03	0.04	0.02	0.03	0.03	0.02	0.47
59	0.02	0.02	0.02	0.01	0.01	0.02	0.03	0.02	0.03	0.02	0.21
60	0.04	0.03	0.04	0.01	0.02	0.02	0.02	0.02	0.02	0.02	0.24
61	0.01	0.01	0.02	0.02	0.01	0.01	0.01	0.02	0.02	0.06	0.19
62	0.06	0.04	0.04	0.02	0.04	0.04	0.04	0.04	0.04	0.03	0.39
63	0.03	0.05	0.06	0.04	0.03	0.04	0.06	0.07	0.10	0.14	0.63
64	0.14	0.09	0.08	0.10	0.09	0.10	0.09	0.12	0.08	0.12	1.00
65	0.23	0.22	0.33	0.22	0.27	0.22	0.39	0.31	0.37	0.33	2.89
66	0.36	0.48	0.44	0.47	0.37	0.38	0.49	0.37	0.41	0.51	4.26
67	0.62	0.56	0.60	0.58	0.74	0.76	0.77	0.83	0.74	0.70	6.89
68	0.91	0.89	0.82	0.69	0.91	0.79	0.70	0.65	0.68	0.73	7.78
69	0.78	0.79	0.92	0.86	0.83	0.83	0.85	0.94	0.92	1.11	8.82
70	1.03	1.03	1.22	1.19	1.28	1.12	1.30	1.16	1.28	1.30	11.92
71	1.42	1.61	1.66	0.99	1.27	1.24	1.19	1.22	1.11	1.26	12.97
72	1.29	1.17	1.30	1.24	1.34	1.21	1.22	1.16	1.22	1.15	12.30
73	1.02	1.04	1.12	1.09	1.11	1.02	0.98	0.96	1.06	1.25	10.66
74	1.07	1.07	0.97	0.55	0.72	0.62	0.61	0.71	0.66	0.68	7.66
75	0.70	0.59	0.65	0.56	0.47	0.33	0.31	0.27	0.31	0.32	4.50
76	0.26	0.27	0.25	0.28	0.28	0.24	0.18	0.13	0.17	0.12	2.19
77	0.09	0.12	0.13	0.09	0.14	0.13	0.09	0.09	0.07	0.07	1.04
78	0.09	0.11	0.10	0.09	0.10	0.07	0.06	0.06	0.08	0.06	0.81
79	0.03	0.04	0.04	0.06	0.06	0.05	0.03	0.06	0.04	0.05	0.45
80	0.05	0.03	0.03	0.03	0.06	0.04	0.03	0.04	0.05	0.04	0.41
81	0.04	0.03	0.03	0.03	0.04	0.03	0.03	0.02	0.04	0.06	0.35
82	0.03	0.02	0.01	0.02	0.01	0.01	0.01	0.01	0.01	0.02	0.17
83	0.01	0.01	0.03	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.11
84	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.07
85	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.08
86	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.02	0.10
87	0.02	0.01	0.01	0.00	0.00	0.01	0.01	0.00	0.00	0.01	0.08
88	0.00	0.00	0.01	0.00	0.01	0.00	0.01	0.00	0.01	0.00	0.05
89	0.00	0.01	0.01	0.01	0.00	0.00	0.01	0.01	0.01	0.01	0.05
90	0.01	0.00	0.01	0.00	0.01	0.01	0.01	0.01	0.01	0.02	0.07
91	0.01	0.01	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.06
92	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.02
93	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.02
94	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
95	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
96	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
97	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
98	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
99	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
100	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00



## Exceedance Chart

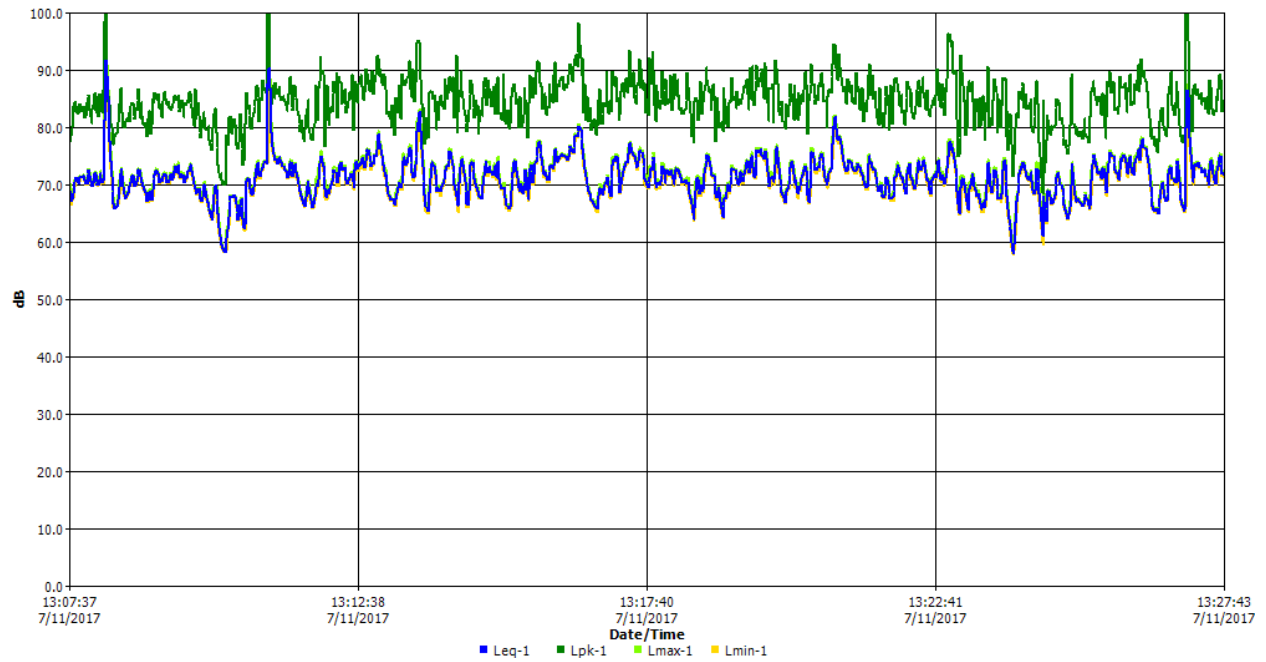


## Exceedance Table

	0%	1%	2%	3%	4%	5%	6%	7%	8%	9%
0%		81.5	79.1	77.7	76.8	76.3	75.9	75.6	75.3	75.1
10%	74.9	74.8	74.6	74.5	74.3	74.2	74.1	74	73.9	73.8
20%	73.7	73.6	73.5	73.4	73.3	73.2	73.1	73	72.9	72.8
30%	72.8	72.7	72.6	72.5	72.4	72.3	72.3	72.2	72.1	72
40%	71.9	71.9	71.8	71.7	71.6	71.5	71.5	71.4	71.3	71.2
50%	71.1	71.1	71	70.9	70.9	70.8	70.7	70.6	70.5	70.5
60%	70.4	70.3	70.2	70.1	70.1	70	69.9	69.8	69.7	69.6
70%	69.4	69.3	69.2	69.1	69	68.8	68.7	68.6	68.4	68.3
80%	68.2	68	67.9	67.8	67.7	67.6	67.4	67.3	67.1	67
90%	66.8	66.5	66.3	66.1	65.8	65.5	65.2	64.6	63.7	60.9
100%	57.7									



## Logged Data Chart





## 2. Moorpark Street Residences

### Noise Report

7/11/2017

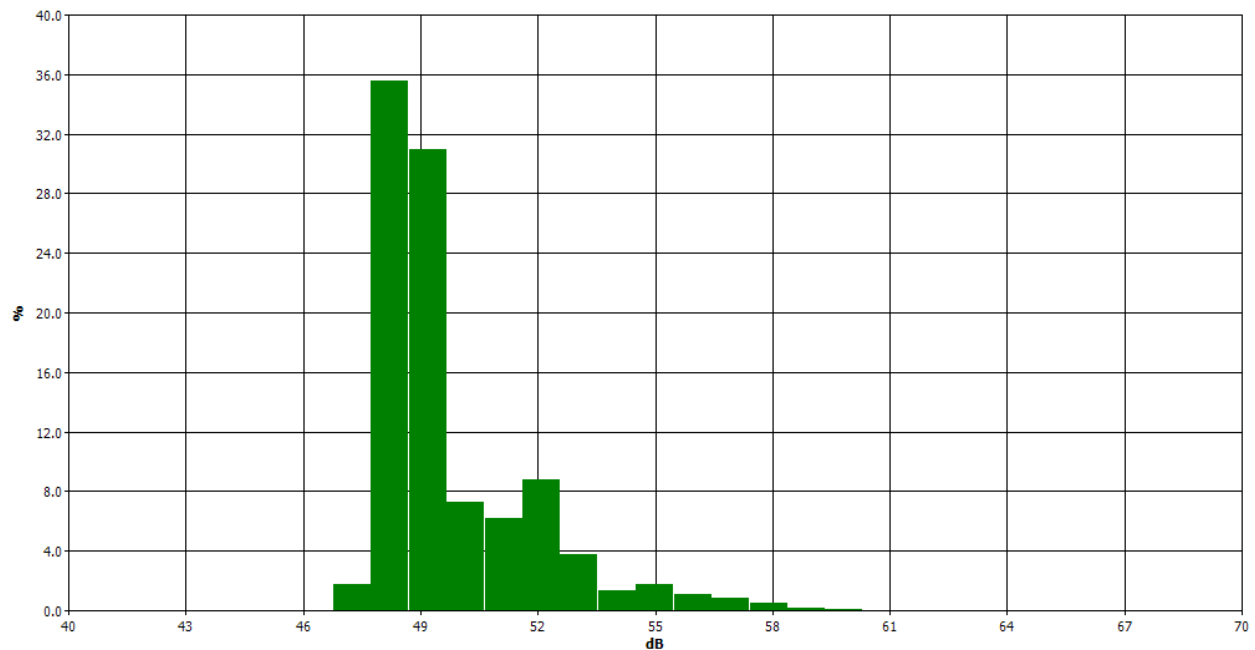
#### Information Panel

Name S461\_BIJ050019\_12072017\_160951  
Start Time Tuesday, July 11, 2017, 1:34pm  
Stop Time Tuesday, July 11, 2017, 1:44pm  
Device Model Type SoundPro DL

#### General Data Panel

<u>Description</u>	<u>Meter</u>	<u>Value</u>	<u>Description</u>	<u>Meter</u>	<u>Value</u>
Leq	1	50.7dB	Exchange Rate	1	3dB
Weighting	1	A	Response	1	SLOW
Bandwidth	1	OFF	Exchange Rate	2	3dB
Weighting	2	C	Response	2	SLOW

#### Statistics Chart



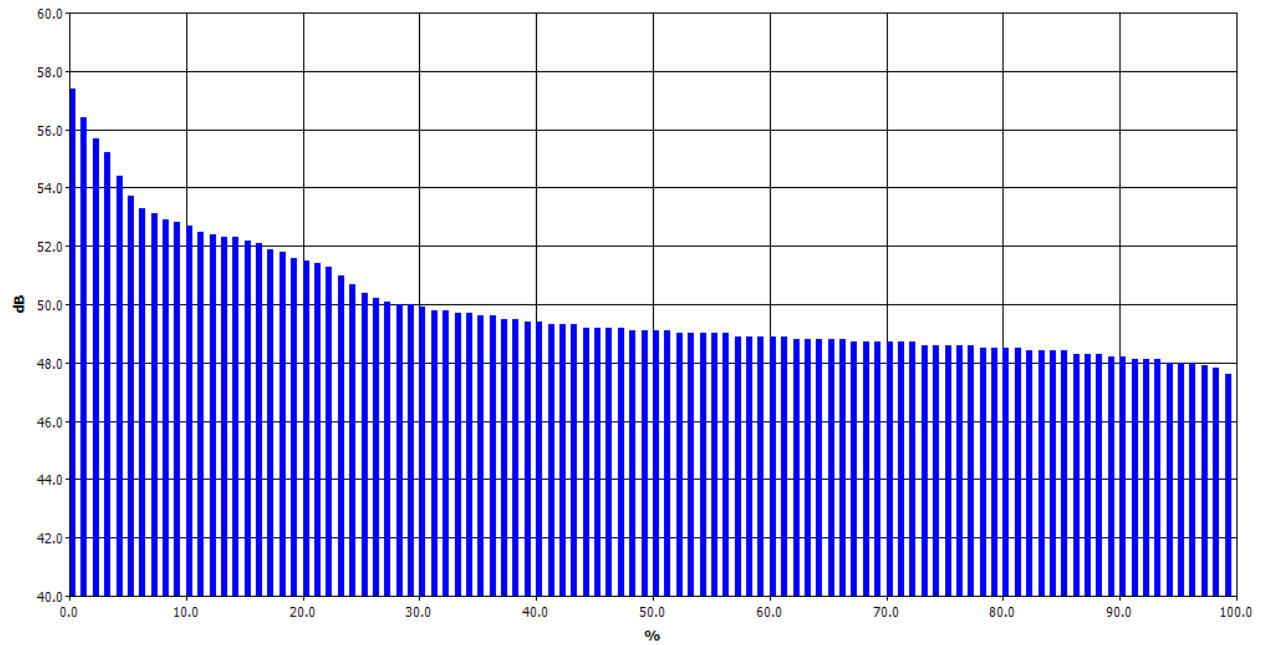


## Statistics Table

dB	0	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	%
40	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
41	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
42	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
43	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
44	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
45	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
46	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
47	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.17	0.78	0.78	1.72
48	1.13	2.27	2.98	2.62	3.14	3.84	3.76	5.16	5.92	4.73	35.53
49	5.20	4.92	4.60	3.71	2.77	2.29	2.18	1.88	1.56	1.82	30.92
50	1.78	1.48	0.88	0.77	0.78	0.50	0.33	0.28	0.25	0.26	7.30
51	0.42	0.41	0.29	0.40	0.51	0.93	0.97	0.88	0.60	0.74	6.15
52	0.61	0.71	0.96	1.00	1.19	0.94	1.03	0.87	0.79	0.72	8.83
53	0.70	0.64	0.46	0.51	0.50	0.33	0.14	0.17	0.16	0.16	3.78
54	0.18	0.09	0.14	0.13	0.14	0.21	0.08	0.14	0.13	0.15	1.38
55	0.13	0.07	0.10	0.11	0.21	0.24	0.17	0.22	0.32	0.17	1.72
56	0.09	0.18	0.08	0.11	0.16	0.09	0.09	0.10	0.08	0.10	1.06
57	0.18	0.15	0.12	0.08	0.06	0.04	0.05	0.05	0.04	0.03	0.82
58	0.04	0.04	0.07	0.05	0.07	0.07	0.04	0.05	0.04	0.03	0.50
59	0.03	0.03	0.01	0.02	0.01	0.02	0.01	0.03	0.03	0.01	0.20
60	0.01	0.02	0.03	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.09
61	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
62	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
63	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
64	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
65	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
66	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
67	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
68	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
69	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
70	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00



## Exceedance Chart

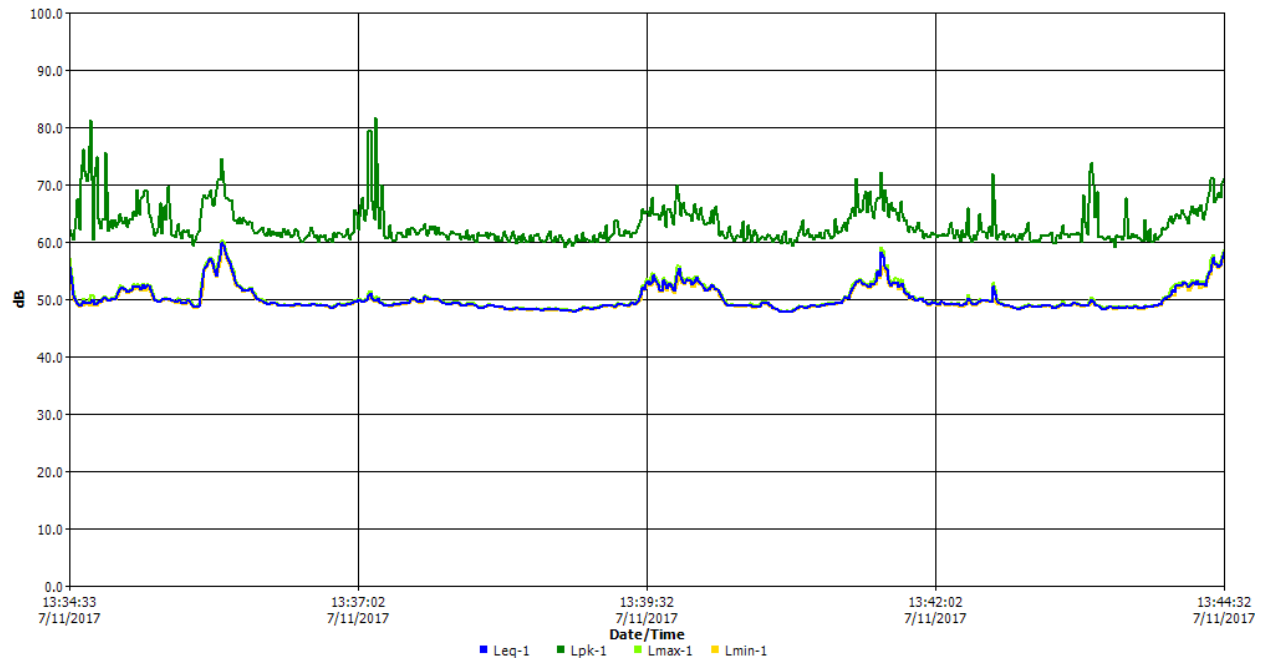


## Exceedance Table

	0%	1%	2%	3%	4%	5%	6%	7%	8%	9%
0%		57.4	56.4	55.7	55.2	54.4	53.7	53.3	53.1	52.9
10%	52.8	52.7	52.5	52.4	52.3	52.3	52.2	52.1	51.9	51.8
20%	51.6	51.5	51.4	51.3	51.0	50.7	50.4	50.2	50.1	50.0
30%	50.0	49.9	49.8	49.8	49.7	49.7	49.6	49.6	49.5	49.5
40%	49.4	49.4	49.3	49.3	49.3	49.2	49.2	49.2	49.2	49.1
50%	49.1	49.1	49.1	49.0	49.0	49.0	49.0	49.0	48.9	48.9
60%	48.9	48.9	48.9	48.8	48.8	48.8	48.8	48.8	48.7	48.7
70%	48.7	48.7	48.7	48.7	48.6	48.6	48.6	48.6	48.6	48.5
80%	48.5	48.5	48.5	48.4	48.4	48.4	48.4	48.3	48.3	48.3
90%	48.2	48.2	48.1	48.1	48.1	48.0	48.0	48.0	47.9	47.8
100%	47.6									



## Logged Data Chart





### 3. Serrano Apartments Noise Report

7/11/2017

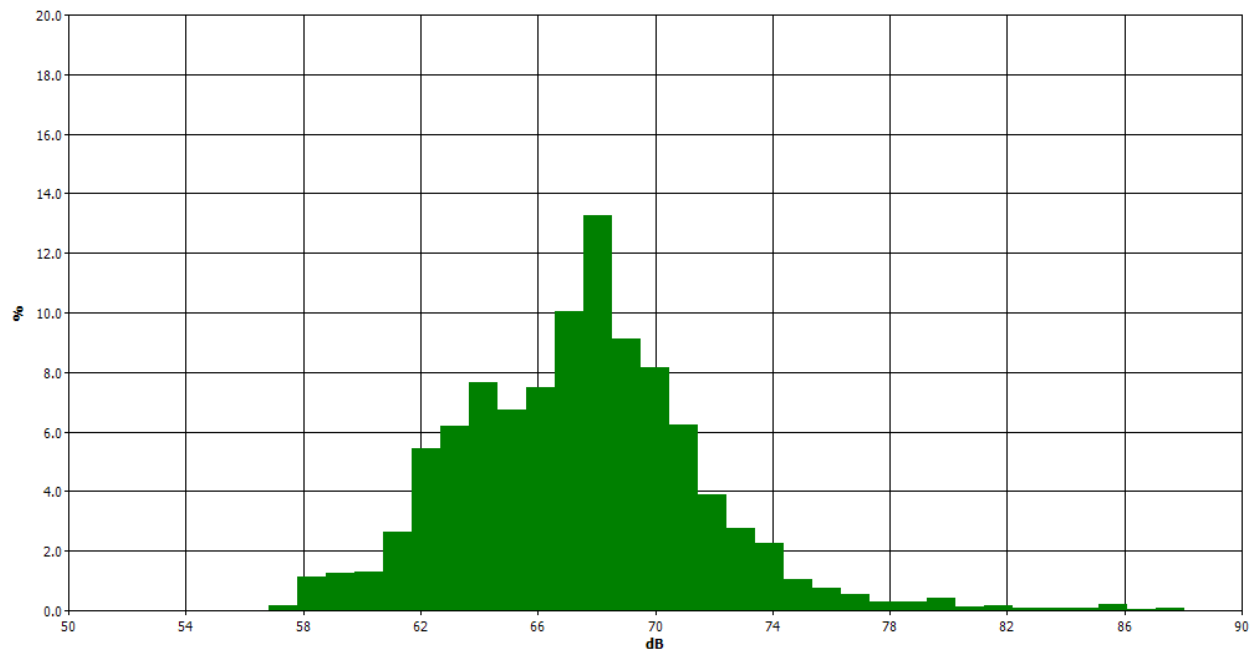
#### Information Panel

Name S459\_BIJ050019\_12072017\_160950  
Start Time Tuesday, July 11, 2017, 12:44pm  
Stop Time Tuesday, July 11, 2017, 12:59pm  
Device Model Type SoundPro DL

#### General Data Panel

<u>Description</u>	<u>Meter</u>	<u>Value</u>	<u>Description</u>	<u>Meter</u>	<u>Value</u>
Leq	1	70.7dB	Exchange Rate	1	3dB
Weighting	1	A	Response	1	SLOW
Bandwidth	1	OFF	Exchange Rate	2	3dB
Weighting	2	C	Response	2	SLOW

#### Statistics Chart



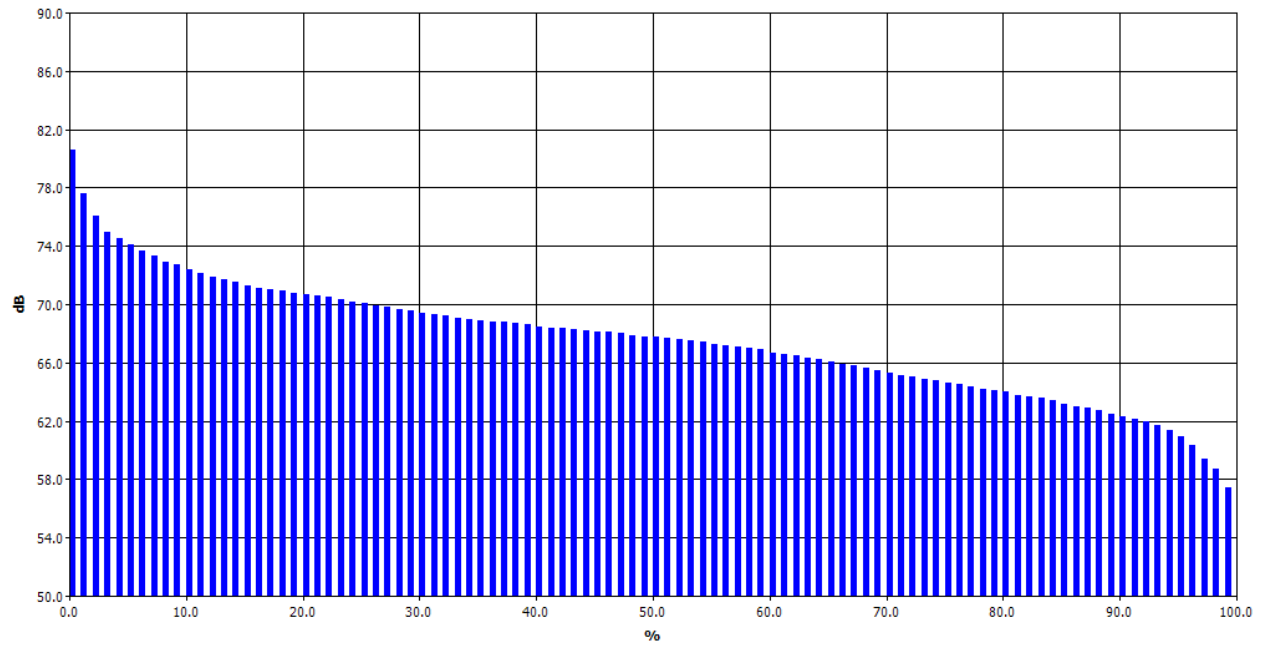


## Statistics Table

dB	0	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	%
50	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
52	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
53	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
54	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
55	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
56	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
57	0.00	0.00	0.00	0.00	0.00	0.06	0.03	0.04	0.02	0.02	0.16
58	0.03	0.02	0.02	0.06	0.11	0.13	0.11	0.22	0.26	0.17	1.11
59	0.15	0.13	0.10	0.08	0.12	0.17	0.18	0.18	0.09	0.07	1.26
60	0.10	0.09	0.09	0.09	0.10	0.14	0.16	0.16	0.21	0.16	1.30
61	0.23	0.19	0.19	0.27	0.29	0.24	0.23	0.30	0.32	0.38	2.63
62	0.45	0.53	0.80	0.44	0.52	0.59	0.47	0.57	0.58	0.50	5.44
63	0.55	0.69	0.48	0.40	0.53	0.68	0.61	0.72	0.82	0.72	6.20
64	0.78	0.77	0.68	0.75	0.90	0.86	0.64	0.66	0.76	0.86	7.65
65	0.77	0.83	0.80	0.45	0.79	0.50	0.57	0.68	0.67	0.68	6.73
66	0.62	0.83	0.79	0.71	0.73	0.74	0.82	0.63	0.75	0.89	7.49
67	0.76	0.79	0.91	0.85	1.17	1.18	1.13	0.94	0.98	1.32	10.04
68	1.14	1.39	1.57	1.13	1.54	1.22	1.27	1.23	1.40	1.37	13.26
69	1.47	1.24	0.99	0.75	0.64	0.82	0.77	0.86	0.77	0.83	9.14
70	0.82	0.76	0.65	0.70	0.83	0.76	0.89	0.90	0.96	0.91	8.18
71	0.94	0.84	0.82	0.55	0.56	0.57	0.51	0.41	0.51	0.53	6.23
72	0.42	0.42	0.35	0.34	0.45	0.40	0.37	0.34	0.34	0.44	3.88
73	0.34	0.25	0.33	0.25	0.23	0.22	0.22	0.31	0.35	0.27	2.77
74	0.22	0.22	0.22	0.18	0.30	0.25	0.27	0.24	0.16	0.20	2.26
75	0.19	0.13	0.12	0.09	0.07	0.07	0.08	0.08	0.10	0.13	1.07
76	0.10	0.09	0.05	0.06	0.06	0.05	0.05	0.09	0.08	0.11	0.73
77	0.06	0.04	0.04	0.03	0.04	0.07	0.11	0.08	0.04	0.03	0.55
78	0.05	0.03	0.02	0.03	0.02	0.02	0.03	0.03	0.03	0.02	0.28
79	0.02	0.02	0.04	0.02	0.03	0.03	0.03	0.03	0.03	0.03	0.29
80	0.03	0.04	0.05	0.03	0.05	0.04	0.09	0.05	0.05	0.01	0.44
81	0.01	0.01	0.01	0.01	0.01	0.02	0.01	0.02	0.02	0.02	0.13
82	0.03	0.02	0.03	0.03	0.02	0.01	0.01	0.01	0.01	0.01	0.18
83	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.10
84	0.01	0.01	0.01	0.01	0.01	0.01	0.02	0.01	0.01	0.01	0.10
85	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.09
86	0.01	0.02	0.01	0.01	0.02	0.04	0.04	0.03	0.02	0.01	0.20
87	0.00	0.01	0.00	0.01	0.00	0.00	0.00	0.01	0.00	0.01	0.04
88	0.00	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.07
89	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
90	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00



## Exceedance Chart

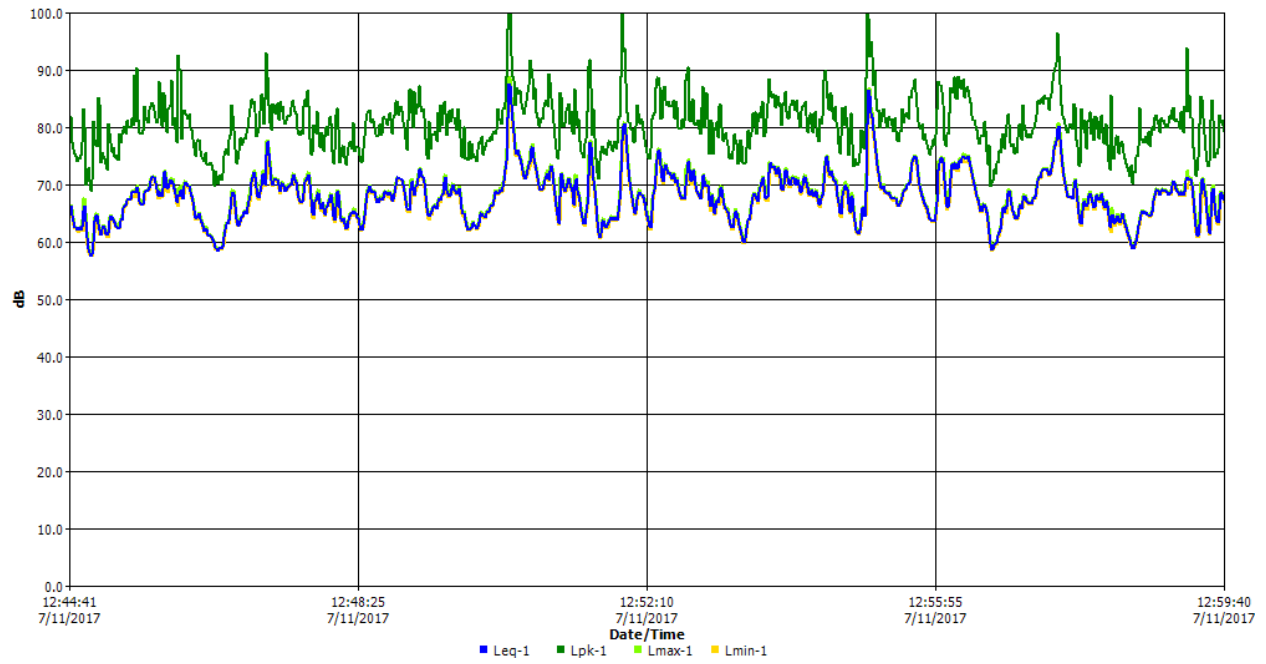


## Exceedance Table

	0%	1%	2%	3%	4%	5%	6%	7%	8%	9%
0%		80.6	77.6	76.1	75	74.5	74.1	73.7	73.3	72.9
10%	72.7	72.4	72.1	71.9	71.7	71.5	71.3	71.1	71	70.9
20%	70.8	70.7	70.6	70.5	70.3	70.2	70.1	69.9	69.8	69.7
30%	69.6	69.4	69.3	69.2	69.1	69	68.9	68.8	68.8	68.7
40%	68.6	68.5	68.4	68.4	68.3	68.2	68.1	68.1	68	67.9
50%	67.8	67.8	67.7	67.6	67.5	67.4	67.3	67.2	67.1	67
60%	66.9	66.7	66.6	66.5	66.3	66.2	66.1	65.9	65.8	65.6
70%	65.5	65.3	65.1	65	64.9	64.8	64.6	64.5	64.4	64.2
80%	64.1	64	63.8	63.7	63.6	63.4	63.2	63	62.9	62.7
90%	62.5	62.3	62.1	62	61.7	61.4	60.9	60.3	59.4	58.7
100%	57.4									



## Logged Data Chart





### Construction Noise - Unmitigated

#### Total Equipment Noise Levels

Source	Emission Level (dBA)	Usage Factor	Adjusted dBA (w/ mufflers)
Excavator	80.7	0.4	73.7
Combined dBA			73.7

#### Housing Row Shielding

<i>If gaps in the row of buildings constitute less than 35% of the length of the row:</i>		
R	0	*number of rows of houses between source and receiver
A(buildings)	0	

<i>If gaps in the row of buildings constitute between 35-65% of the length of the row:</i>		
R	0	*number of rows of houses between source and receiver
A(buildings)	0	

<i>If gaps in the row of buildings constitute more than 65% of the length of the row:</i>		
A(buildings)	0	

#### Tree Zone Shielding

<i>Where at least 100 feet of trees intervene between source and receiver, <b>and</b> if no clear line of sight exists between source and receiver, <b>and</b> if the trees extend 15 feet or more above the line of sight:</i>		
W	0	*width of the tree zone along the line of sight between source and receiver, in feet.
A(trees)	0	

#### Cumulative Shielding

Axxx	0
Axxx	0
Axxx	0
A(buildings)	0
A(buildings)	0
A(trees)	0
A(cumulative)	0



### Unmitigated Construction Noise Level

Total Equipment Noise Level	73.7
Temporary Noise Barriers	0
Existing Features	15
D	155
Unmitigated Construction Noise	<b>48.9</b>

### Unmitigated Receptor Noise Level

Unmitigated Construction Noise	48.9
Existing Ambient Noise	73.3
Unmitigated Ambient Noise	73.3
Unmitigated Increase	<b>0.0</b>

#### Sources

Federal Highway Administration (FHWA), *Construction Noise Handbook*, August 2006.

Federal Transit Administration (FTA), *Transit Noise and Vibration Assessment*, May 2006.

California Department of Transportation, *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, September 2013.



### Construction Noise - Unmitigated

#### Total Equipment Noise Levels

Source	Emission Level (dBA)	Usage Factor	Adjusted dBA (w/ mufflers)
Excavator	80.7	0.4	73.7
Combined dBA			<b>73.7</b>

#### Housing Row Shielding

<i>If gaps in the row of buildings constitute less than 35% of the length of the row:</i>		
R	0	*number of rows of houses between source and receiver
A(buildings)	0	

<i>If gaps in the row of buildings constitute between 35-65% of the length of the row:</i>		
R	0	*number of rows of houses between source and receiver
A(buildings)	0	

<i>If gaps in the row of buildings constitute more than 65% of the length of the row:</i>		
A(buildings)	0	

#### Tree Zone Shielding

<i>Where at least 100 feet of trees intervene between source and receiver, <b>and</b> if no clear line of sight exists between source and receiver, <b>and</b> if the trees extend 15 feet or more above the line of sight:</i>		
W	0	*width of the tree zone along the line of sight between source and receiver, in feet.
A(trees)	0	

#### Cumulative Shielding

Axxx	0
Axxx	0
Axxx	0
A(buildings)	0
A(buildings)	0
A(trees)	0
A(cumulative)	<b>0</b>



### Unmitigated Construction Noise Level

Total Equipment Noise Level	73.7
Temporary Noise Barriers	20
Existing Features	0
D	25
Unmitigated Construction Noise	<b>53.7</b>

### Unmitigated Receptor Noise Level

Unmitigated Construction Noise	53.7
Existing Ambient Noise	50.7
Unmitigated Ambient Noise	55.5
Unmitigated Increase	<b>4.8</b>

### Sources

Federal Highway Administration (FHWA), *Construction Noise Handbook*, August 2006.

Federal Transit Administration (FTA), *Transit Noise and Vibration Assessment*, May 2006.

California Department of Transportation, *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, September 2013.



### ***Construction Noise - Unmitigated***

#### **Total Equipment Noise Levels**

Source	Emission Level (dBA)	Usage Factor	Adjusted dBA (w/ mufflers)
Excavator	80.7	0.4	73.7
<b>Combined dBA</b>			<b>73.7</b>

#### **Housing Row Shielding**

<i>If gaps in the row of buildings constitute less than 35% of the length of the row:</i>		
<b>R</b>	0	*number of rows of houses between source and receiver
<b>A(buildings)</b>	<b>0</b>	

<i>If gaps in the row of buildings constitute between 35-65% of the length of the row:</i>		
<b>R</b>	0	*number of rows of houses between source and receiver
<b>A(buildings)</b>	<b>0</b>	

<i>If gaps in the row of buildings constitute more than 65% of the length of the row:</i>		
<b>A(buildings)</b>	<b>0</b>	

#### **Tree Zone Shielding**

<i>Where at least 100 feet of trees intervene between source and receiver, <b>and</b> if no clear line of sight exists between source and receiver, <b>and</b> if the trees extend 15 feet or more above the line of sight:</i>		
<b>W</b>	0	*width of the tree zone along the line of sight between source and receiver, in feet.
<b>A(trees)</b>	<b>0</b>	

#### **Cumulative Shielding**

<b>Axxx</b>	0
<b>Axxx</b>	0
<b>Axxx</b>	0
<b>A(buildings)</b>	0
<b>A(buildings)</b>	0
<b>A(trees)</b>	0
<b>A(cumulative)</b>	<b>0</b>



### Unmitigated Construction Noise Level

Total Equipment Noise Level	73.7
Temporary Noise Barriers	0
Existing Features	10
D	290
Unmitigated Construction Noise	<b>48.5</b>

### Unmitigated Receptor Noise Level

Unmitigated Construction Noise	48.5
Existing Ambient Noise	70.7
Unmitigated Ambient Noise	70.7
Unmitigated Increase	<b>0.0</b>

#### Sources

Federal Highway Administration (FHWA), *Construction Noise Handbook*, August 2006.

Federal Transit Administration (FTA), *Transit Noise and Vibration Assessment*, May 2006.

California Department of Transportation, *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, September 2013.



### Construction Vibration - PPV

Receptor: Encino Hospital Medical Center (Parking Facility)  
 Equipment: Large Bulldozer

Source PPV (in/sec)	0.089
Reference Distance (ft)	25
Ground Factor (N)	1
Distance (ft)	5
Unmitigated Vibration Level (in/sec)	<b>0.445</b>

Receptor: Moorpark Street Residences  
 Equipment: Large Bulldozer

Source PPV (in/sec)	0.089
Reference Distance (ft)	25
Ground Factor (N)	1
Distance (ft)	25
Unmitigated Vibration Level (in/sec)	<b>0.089</b>

Receptor: Serrano Apartments  
 Equipment: Large Bulldozer

Source PPV (in/sec)	0.089
Reference Distance (ft)	25
Ground Factor (N)	1
Distance (ft)	290
Unmitigated Vibration Level (in/sec)	<b>0.008</b>

Receptor: Encino Financial Center, 16133 Ventura Blvd.  
 Equipment: Large Bulldozer

Source PPV (in/sec)	0.089
Reference Distance (ft)	25
Ground Factor (N)	1
Distance (ft)	10
Unmitigated Vibration Level (in/sec)	<b>0.223</b>

#### Sources

California Department of Transportation (Caltrans), *Transportation and Construction Vibration Guidance Manual*, September 2013.  
 Federal Transit Administration (FTA), *Transit Noise and Vibration Impact Assessment*, May 2006.



**16161 Ventura**

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**RESULTS: SOUND LEVELS**
**16161 Ventura**

DKA Planning													
Noah Tanski													
<b>RESULTS: SOUND LEVELS</b>													
<b>PROJECT/CONTRACT:</b>													
<b>RUN:</b>													
<b>BARRIER DESIGN:</b>													
<b>ATMOSPHERICS:</b>													
Receiver													
Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Goal	Calculated minus Goal	
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB	
EB Ventura W of Libbit	1	1	0.0	72.3	66	72.3	10	Snd Lvl	72.3	0.0	8	-8.0	
WB Ventura W of Libbit	2	1	0.0	74.5	66	74.5	10	Snd Lvl	74.5	0.0	8	-8.0	
<b>Dwelling Units</b>		<b># DUs</b>	<b>Noise Reduction</b>										
			<b>Min</b>	<b>Avg</b>	<b>Max</b>								
			<b>dB</b>	<b>dB</b>	<b>dB</b>								
All Selected		2	0.0	0.0	0.0								
All Impacted		2	0.0	0.0	0.0								
All that meet NR Goal		0	0.0	0.0	0.0								



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**APPENDIX D**

**PHASE I ENVIRONMENTAL SITE ASSESSMENT**

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## ORSWELL & KASMAN, INC.

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316 West Foothill Boulevard ■ Monrovia, CA 91016  
(626) 932-1800 ■ FAX (626) 932-1807 ■ [www.orswell-kasman.com](http://www.orswell-kasman.com)

### PHASE I ENVIRONMENTAL SITE ASSESSMENT REPORT

**Commercial Property**  
**16151-16161 and 16163-16201 Ventura Boulevard**  
**Encino, California 91436**

October 5, 2017

**CLIENT:**  
Daniel Gryczman  
Encino Investors, LLC  
16161 Ventura Boulevard, Suite 219  
Encino, California 91436

**PREPARED FOR:**  
Encino Investors, LLC

**PROJECT NUMBER:**  
P17235

PREPARED BY:

Martin A. Kasman  
ASTM Environmental Professional

*This report was prepared in conformance to meet or exceed the scope and limitations as set forth by the American Society for Testing & Materials (ASTM) Standard Practice E 1527-13. It is for the express use of the client, and its contents are considered to be privileged and confidential. Acceptance of this report constitutes an agreement by the client to assume full liability for information contained herein. This report is for the sole use and interpretation of the client, and it is not to be reproduced or distributed to outside parties. The information in this report is furnished in good faith and was obtained from sources and databases considered to be reliable; however, the accuracy of the information cannot be guaranteed. We declare that, to the best of our professional knowledge and belief, we meet the definition of Environmental Professionals as defined in §312.10 of 40 CFR 312. We have the specific qualifications based on education, training, and experience to assess a property of the nature, history, and setting of the subject property. We have developed and performed the all appropriate inquiries in conformance with the standards and practices set forth in 40 CFR Part 312. The individual qualifications of these professionals are included in this report.*





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## 1.0 SUMMARY

Our review of regulatory and historical records, a visual inspection of the site and surrounding area and an interview with the property owner has not identified any *recognized environmental conditions*, *historical recognized environmental conditions* or *controlled recognized environmental conditions* which are likely to impact the subject property. Although data failure occurred in the historical uses of the Property prior to 1938, it is unlikely the data failure will impact the ability to identify *recognized environmental conditions*. Based on the results of this assessment, no further environmental studies are recommended for the site.

## 2.0 INTRODUCTION

### 2.1 Purpose

The purpose of this Phase I Environmental Site Assessment is to determine if any *recognized environmental conditions*, *historical recognized environmental conditions* or *controlled recognized environmental conditions* exist on or near the subject property. As defined by ASTM Standard Practice E 1527-13, a *recognized environmental condition* is the presence or likely presence of any hazardous substances or petroleum products on a property under conditions that indicate an existing release, a past release, or a material threat of a release into structures on the property or into the ground, groundwater, or surface water of the property. The term includes hazardous substances or petroleum products even under conditions in compliance with laws. The term is not intended to include *de minimis* conditions that generally do not present a material risk of harm to public health or the environment and that generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies.

The ASTM Standard defines a *historical recognized environmental condition* as a condition which in the past would have been considered a *recognized environmental condition*, but which may or may not be considered a *recognized environmental condition* currently. If a past release of any hazardous substance or petroleum products has occurred in connection with the property and has been remediated, with such remediation accepted by the responsible regulatory agency, this condition shall be considered a *historical recognized environmental condition*.

The ASTM Standard defines a *controlled recognized environmental condition* as a condition resulting from a past release of hazardous substances or petroleum products that has been addressed to the satisfaction of the applicable regulatory authority (for example, as evidenced by the issuance of a no further action letter or equivalent, or meeting risk-based criteria established by regulatory authority), with hazardous substances or petroleum products allowed to remain in place subject to the implementation of required controls (for example, property use restrictions, activity and use limitations, institutional controls, or engineering controls).

The ASTM Standard Practice E 1527-13 requires all obvious uses of the Property shall be identified at five year intervals from the present, back to the Property's first developed use, or back to 1940, whichever is earlier, using standard historical sources. Developed use includes





agricultural uses or placement of fill dirt. Data failure occurs when these objectives are not met. Our review of standard historical sources include aerial photographs, fire insurance maps, local street directories, and building department or assessor's property records. Our experience in performing Phase I Environmental Site Assessments since 1990 has determined that the other standard historical sources identified in the ASTM Standard Practice E 1527-13 are not reasonably obtainable or likely to be sufficiently useful, accurate, or complete in terms of satisfying the objectives.

## 2.2 Detailed Scope of Services

This report is based on a preliminary study into the past and current uses of the subject property and the surrounding area. The report includes a visual inspection of the property and adjacent sites, and a review of regulatory agency records, aerial photographs, and other historic record sources. Also included in this report are maps, diagrams, and photographs pertaining to this site.

## 2.3 Significant Assumptions

The information in this report is furnished in good faith and was obtained from sources and databases considered to be reliable; however, nothing in this report should be construed as a promise or guarantee that the subject property is free of environmental hazards. In many instances, this report relies on regulatory database information provided by federal, state and local governmental agencies. Although the database information used in this report consists of records that are updated on a regular basis, it may not reflect the actual current status of the case.

## 2.4 Limitations and Exceptions

This report was prepared in conformance to meet or exceed the scope and practice as set forth by the American Society for Testing & Materials (ASTM) Standard Practice E 1527-13, "Standard Practice of Environmental Site Assessments: Phase I Environmental Site Assessment Process." No tests were conducted, and no samples of air, water, soil or building materials were taken.

This report is limited in nature and should not be construed to be a characterization of environmental regulatory compliance or of any conditions above or below grade. The evaluations in this report are based on information provided by interviews, readily accessible regulatory and historical records and observations made during the site inspection. No independent verification of the information was obtained or performed by Orswell & Kasman, Inc.

Orswell & Kasman, Inc. prepared this report in a competent and professional manner in accordance with sound industry standards, practices and procedures. No warranty is provided regarding the actual site conditions described in this report beyond matters amenable to visual





confirmation. We make no representation or warranty regarding the accuracy or reliability of information or documents provided by others and contained within this report.

## 2.5 Special Terms and Conditions

No special terms or conditions have been incorporated into the preparation of this report. There were also no limiting physical conditions such as rain or lack of electrical power that had a limiting effect on the site inspection.

## 2.6 User Reliance

This report is prepared for the express use of the client (or the client's designee), and its contents are considered to be privileged and confidential. Acceptance of this report constitutes an agreement by the client to assume full liability for information contained herein. This report is for the sole use and interpretation of the client and it is not to be reproduced or distributed to outside parties.

# **3.0 USER PROVIDED INFORMATION**

## 3.1 Title Records

No recorded land title records were provided by the client for review.

## 3.2 Environmental Liens or Activity and Use Limitations

The client has not provided any information concerning environmental liens or activity and use limitations.

## 3.3 Specialized Knowledge

No specialized knowledge of *recognized environmental conditions*, *historical recognized environmental conditions* or *controlled recognized environmental conditions* in connection with the subject property has been provided by the client.

## 3.4 Commonly Known or Reasonably Ascertainable Information

The client has not provided any commonly known or reasonably ascertainable information within the local community about the subject property that is material to *recognized*





*environmental conditions, historical recognized environmental conditions or controlled recognized environmental conditions in connection with the site.*

### 3.5 Valuation Reduction for Environmental Issues

No information has been provided by the client that indicates the subject property is being sold or purchased at a significantly reduced price due to outstanding environmental issues.

### 3.6 Owner, Property Manager, and Occupant Information

Information provided by the owner, property manager, and/or occupants of the site are included in this report under Section 7.0, Interviews.

### 3.7 Reasons for Performing Phase I Environmental Site Assessment

The reasons for performing this Phase I Environmental Site Assessment are to satisfy commercial real estate lending requirements or provide due diligence information concerning the historical uses and current condition of the site. This report is intended to permit the client to satisfy one of the requirements to qualify for the innocent landowner, contiguous property owner, or bona fide prospective purchaser limitations under the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) (42 U.S.C. §9601). This practice constitutes all appropriate inquiries into the previous ownership and uses of the property consistent with good commercial and customary practice as defined at 42 U.S.C. §9601(35)(B).

### 3.8 Other User Provided Information

No other information concerning the subject property has been provided by the client.

## **4.0 RECORDS REVIEW**

### 4.1 Standard Environmental Records Sources

#### **FEDERAL AGENCY RECORDS**

##### **United States Environmental Protection Agency (USEPA) National Priorities List**

The National Priorities List (NPL) identifies abandoned or uncontrolled hazardous waste sites which have been identified as possibly representing a long-term threat to the public health or environment. These sites have been identified as being highly contaminated with hazardous





substances and represent the USEPA's target enforcement and cleanup efforts. Studies of individual sites are conducted by the USEPA to determine level of contamination, and the sites are then compared and ranked to other sites on the NPL.

*A review of the USEPA National Priorities List dated January 2016 indicates there are no proposed, final or delisted sites within one mile of the subject property.*

**United States Environmental Protection Agency (USEPA)  
Federal Superfund Liens List**

The USEPA maintains a list of Superfund Lien sites that have been issued on properties throughout the United States. These sites have been remediated through the expenditures of Superfund monies. The purpose of the lien is to prevent the property owner from gaining a financial benefit from the federal government's cleanup and restoration activities.

*A review of the July 2011 Federal Superfund List revealed there are no Superfund Liens on or adjacent to the site.*

**United States Environmental Protection Agency (USEPA)  
Comprehensive Environmental Response, Compensation  
and Liability Information System (CERCLIS)**

The USEPA has developed a database known as CERCLIS which contains information on potential hazardous waste sites located throughout the United States. There are over 33,000 sites on the CERCLIS inventory. All sites are subjected to a preliminary assessment and thereafter are either placed on the National Priority List (NPL) or are placed in a category for those sites requiring no further Federal Superfund action.

*A review of the January 2016 CERCLIS report indicates there are no CERCLIS sites within a ½ mile radius of the subject property. In addition, there are no listed “No Further Required Action Planned” (NFRAP) sites within a ½ mile radius.*

**United States Environmental Protection Agency (USEPA)  
Resource Conservation and Recovery Act (RCRA)  
Treatment, Storage or Disposal Facilities (TSDF)**

The USEPA maintains a list of facilities which have been authorized to receive hazardous waste. These facilities have permits to treat, store, or dispose of the waste, as determined by the RCRA regulations. In addition, the USEPA publishes a list of those facilities that are subject to a corrective action, based on the facilities' waste handling and storage procedures. The facilities which are subject to a corrective action are identified as CORRACTS sites.

*A review of the December 2016 RCRA TSDF list determined there are no known CORRACTS facilities within a one mile radius of the subject property. In addition, there are no non-CORRACTS TSD facilities listed within a ½ mile radius.*





**United States Environmental Protection Agency (USEPA)  
Resource Conservation and Recovery Act (RCRA)  
Hazardous Waste Generators**

The USEPA maintains a list of facilities which are identified as generators of large and small quantities of hazardous waste. These facilities have permits to generate, store and dispose of the waste, as determined by the RCRA regulations.

*A review of the December 2016 RCRA Hazardous Waste Generators list determined the subject and adjacent properties are not identified as large or small quantity hazardous waste generators.*

**United States Environmental Protection Agency (USEPA)  
Institutional Control / Engineering Control Registries**

The USEPA maintains a list of institutional and engineering controls for the purpose of tracking sites that may contain residual contamination or have activity and use limitations. Engineering controls are engineering measures designed to minimize the potential for human exposure to contamination by either limiting direct contact with contaminated areas or controlling migration of contaminants. Institutional controls are non-engineering controls used to restrict land use or land access in order to protect people and the environment from exposure to hazardous substances remaining at the site or facility.

*A review of the September 2006 USEPA Institutional Control / Engineering Control Registry did not identify the subject property as having institutional or engineering controls.*

**United States Environmental Protection Agency (USEPA)  
Office of Emergency and Remedial Response  
Emergency Response Notification System (ERNS)**

The USEPA maintains a list of locations which have reported a release of oil or hazardous substances to the federal government. Most of the data in this system is based on information that was received during the initial notification. The USEPA ceased maintaining the ERNS database list in 1999, and the responsibility to report oil, chemical, radiological, biological and etiological discharges into the environment was transferred to the United States Department of Homeland Security National Response Center (NRC).

*A review of the ERNS list for 1999 determined there are no reported incidents on the subject property.*





**United States Department of Homeland Security  
United States Coast Guard  
National Response Center (NRC)**

The NRC is the national point of contact for reporting all oil, chemical, radiological, biological and etiological discharges into the environment anywhere in the United States and its territories. In addition to gathering and distributing spill data for Federal On-Scene Coordinators and serving as the communications and operations center for the National Response Team, the NRC maintains agreements with a variety of federal entities to make additional notifications regarding incidents meeting established trigger criteria.

*A review of the NRC list for 2015 determined there are no reported incidents on the subject property.*

**STATE AGENCY RECORDS**

**State of California  
Environmental Protection Agency (CAL-EPA)  
Department of Toxic Substances Control (DTSC)**

CAL-EPA is responsible for the regulation and enforcement of environmental health laws within the state of California, as set forth by the California Health and Safety Code. CAL-EPA is also designated by the USEPA to assist in enforcing federal environmental laws. CAL-EPA regulates companies involved in the generation, transportation, storage and disposal of hazardous substances. CAL-EPA records include the "CalSites" database, which is a listing of 7,800 known active, inactive and abandoned hazardous waste sites. These sites have previously been reported in the Abandoned Site Program Information System (ASPIS), Bond Expenditure Plan (BEP), and Cortese databases. CAL-EPA records also include a listing of the California Integrated Waste Management Board's "Active" and "Closed and Inactive" landfills database.

*A review of the June 2017 CAL-EPA records determined there is one listed "CalSite" facility within a one mile radius of the subject property:*

Sepulveda Flood Control Basin (#1 on map)  
North of Magnolia Boulevard and Haskell Avenue  
Los Angeles, CA 91436

This site was placed in "Inactive - Needs Evaluation" status in July 2005. According to the records, the site is a Former Use Defense Site (FUDS) undergoing a military evaluation. DTSC has determined that a Preliminary Endangerment Assessment or other evaluation is required. Due to the distance, it is unlikely any contaminants from this site will have a significant impact on the subject property.

*There are no active, closed or inactive landfill sites within a 1/2 mile radius of the subject property.*





**State of California**  
**Environmental Protection Agency (CAL-EPA)**  
**Department of Toxic Substances Control (DTSC)**  
**Land Use Covenants**

CAL-EPA/DTSC utilizes Land Use Covenants (LUCs) to protect the public from unsafe exposures to residual contamination that is left in place after site remediation activities have been completed. The LUC imposes limitations on land use when hazardous materials, wastes, or substances remain on the property at levels which are not suitable for unrestricted use of the land. The LUC includes easements, servitudes, covenants, and restrictions which run with the land and continue into perpetuity unless modified or terminated in accordance with applicable law. All LUCs are signed by the DTSC and the landowner, and recorded in the county where the land is located.

*A review of the June 2017 DTSC database records did not identify any deed restrictions on the subject property.*

**State of California**  
**Water Resources Control Board**  
**Regional Water Quality Control Board (RWQCB)**  
**Land Use Covenants**

RWQCB utilizes Land Use Covenants (LUCs) to protect the public from unsafe exposures to residual contamination that is left in place after site remediation activities have been completed. The LUC imposes limitations on land use when hazardous materials, wastes, or substances remain on the property at levels which are not suitable for unrestricted use of the land. The LUC includes easements, servitudes, covenants, and restrictions which run with the land and continue into perpetuity unless modified or terminated in accordance with applicable law. All LUCs are signed by the RWQCB and the landowner, and recorded in the county where the land is located.

*A review of the June 2017 RWQCB database records did not identify any deed restrictions on the subject property.*

**State of California**  
**Water Resources Control Board**  
**Regional Water Quality Control Board (RWQCB)**

The RWQCB is responsible for monitoring the quality and flow of groundwater, and they address other potential threats to the groundwater from surface spills and leaks. The RWQCB monitors the contamination problem, the investigation and any remedial action. Their database information includes active and closed Cleanup Program Sites, Land Disposal Sites, Leaking Underground Storage Tank (LUST) Sites, Military Cleanup Sites, Military Privatized Sites, Military Underground Storage Tank Sites and registered underground storage tank sites (RWQCB sites) within the State of California.





*A review of the June 2017 RWQCB records determined the subject property is not listed as a known RWQCB site. There are also no known open RWQCB LUST sites or active non-LUST RWQCB Cleanup Sites within a ½ mile radius of the subject property. In addition, there are no records of registered underground storage tanks on or adjacent to the subject property.*

#### 4.2 Additional Environmental Record Sources

**State of California**  
**Department of Conservation**  
**Division of Mines and Geology (CDMG)**

The CDMG conducts studies, publishes maps, and provides information concerning the geological formations throughout the state of California. CDMG research information is combined with information from the United States Geological Survey and the ensuing geologic maps of the state are prepared. These geologic maps also illustrate the approximate locations of known earthquake faults.

*A review of the area map published by CDMG indicates the geologic area surrounding the subject property consists of Recent alluvium, which includes alluvial fan, flood-plain, and streambed deposits. The client may wish to refer to the enclosed geologic map.*

**State of California**  
**Department of Oil**  
**Gas and Geothermal Resources (DOGGR)**

The DOGGR regulates the drilling, operation and abandonment of gas and oil wells throughout the state of California. If an active, idle or abandoned well is located on or adjacent to a proposed construction site, DOGGR requires a site plan review prior to issuing a building permit. Abandoned oil wells must meet standards established in 1984.

*A review of the area map published by DOGGR indicates there are no producing, idle or abandoned oil wells on or adjacent to the subject property. The client may wish to review the enclosed map.*

**South Coast Air Quality**  
**Management District (AQMD)**

The AQMD is responsible for the development and enforcement of regulations concerning air emissions and airborne hazards from stationary sources in the South Coast Air Basin. AQMD maintains a “Hot Spot” list of facilities whose air emissions pose as a risk to the surrounding community. In addition, the AQMD Facility Information Detail (FIND) database provides public information about facilities in the AQMD basin.





*A review of the AQMD records determined there are no "Hot Spot" facilities identified on or adjacent to the subject property. In addition, the subject property is not identified as an active or inactive permitted facility in the FIND database.*

**Los Angeles County  
Department of Public Works  
Waste Management Division (DPW/WMD)**

DPW/WMD maintains maps showing the locations of active, inactive or future solid waste landfill sites in Los Angeles County.

*A review of DPW's major waste systems map determined there are no active, inactive or future landfill sites within a ½ mile radius of the subject property.*

**Upper Los Angeles River Area (ULARA)  
Watermaster Data**

ULARA maintains contour maps and data of the groundwater levels in the San Fernando Valley area. The map shows the depth to the aquifer, as well as the approximate flow direction.

*A review of this data determined the site is located at an elevation of approximately 741 feet above sea level. According to well data, the groundwater level in the area is approximately 725 feet above sea level, or about 16 feet below the surface. The groundwater contour lines in the area of the subject property indicate the groundwater flows in a northeasterly direction. The client may wish to review the enclosed map.*

**Los Angeles County  
Fire Department (LACOFD)  
Health Hazardous Materials Division**

LACOFD maintains inspection and inventory records of companies involved in the storage and use of hazardous materials, petrochemicals, or hazardous waste. LACOFD attempts to maintain a current record of the types of hazardous substances that are utilized or stored at a particular site, and conducts periodic inspections for safety and compliance. In addition, LACOFD maintains records concerning hazardous material sites in Los Angeles County, which are reported to LACOFD by various regulatory agencies. Upon receiving the report, LACOFD monitors the cleanup process on the contaminated site.

*According to the LACOFD files, there are no records of hazardous material handlers or hazardous waste generators for the subject or adjacent properties. A review of the Active Mitigation Complaint Control Logs determined there are no listed sites on the subject property.*





**City of Los Angeles**  
**Fire Department (LAFD)**

LAFD maintains inspection and inventory records of companies involved in the storage and use of hazardous materials or petrochemicals. LAFD attempts to maintain a current record of the types of materials that are utilized at a particular site, and conducts periodic inspections for safety and compliance. LAFD also maintains records on underground storage tanks, issues installation and removal permits, and monitors the contamination cleanup process.

*A review of the LAFD files determined there are no records of underground storage tanks or current hazardous materials inventories for the subject property.*

**4.3 Physical Setting Sources**

A United States Geological Survey (USGS) 7.5 Minute Topographical map of the subject property and surrounding area is included in the appendices of the report. The map shows the locations of the identified offsite environmental risks or threats described in the report.

**4.4 Historical Use Information on the Property**

**City of Los Angeles**  
**Building and Safety Department**

A review of the building records for the subject property revealed the following:

<u>Date</u>	<u>Activity</u>	<u>Owner</u>
	<u>16161 Ventura Boulevard</u>	
12/55	Certificate of Occupancy - Telephone repeater equipment building	Comagere & Maridele
6/56	Substitute wood studs and stucco for brick	Linridge Company
10/56	Install wood frame separation wall	Linridge Company
5/57	Install two platforms on roof for air conditioning	Linridge Company
7/57	Eliminate separation and parking under building	Linridge Company
7/57	Building alteration	Linridge Company
7/57	Sign permit	Metropolitan Builders
8/57	File recorded yard agreement for oversized building	Linridge Company
2/58	Certificate of Occupancy - Medical office building and restaurant	----
3/58	Install electric sign	Linridge Coffee Shop
3/59	Remove two walls, install plate glass windows and one store front	Dr. A. Chaise
4/59	Install aluminum collapsible awning	Geo. D. Hackett





<u>Date</u>	<u>Activity</u>	<u>Owner</u>
<u>16161 Ventura Boulevard - continued</u>		
5/66	Tenant improvement - Partitions	Lou Dyer
9/69	Tenant improvement - Partitions	Beverly Enterprises
4/71	Enlarge two offices under overhang	Sid Gross
1/72	Sign permit	Mrs. Bea Fogelman
2/72	Outdoor post sign	Kennedy Outdoor Advertising
10/72	Sign permit	Red Carpet Realtors
11/72	Construct dressing room partitions	Bob Gross-Linridge Company
5/74	Enlarge air conditioning platform for maintenance	Blue Chic Reality
8/74	Sign permit	Blue Chip Realty
10/75	Sign permit	Blue Chip Realty
8/76	Pole sign	Red Carpet Realtors
8/76	Wall sign	Red Carpet Realtors
1/81	Tenant improvement - Partition	Allen Van Vleit
1/81	Pay investigation fee	Allen Van Vleit
1/81	Sign permit	American Coin
5/81	Tenant improvement - Restaurant	Nathan Biedak
10/81	Certificate of Occupancy - Convert to office and restaurant	Nathan Biedak
9/82	Tenant improvement - Partitions and bathroom	Alan Van Vliet
9/82	Tenant improvement	Glan Van Vliet
9/82	Repair water damage in Suite A	Glan Van Vliet
11/82	Tenant improvement - Partitions	Alan Van Vliet
1/83	Tenant improvement - Partitions and restaurant	Alan Van Vliet
6/83	Certificate of Occupancy – Convert retail/office to restaurant	Alan Van Vliet
6/84	Tenant improvement	Alan Van Vliet
12/84	Tenant improvement - Partitions and ceiling	Alan Van Vliet
2/85	Change use of store to mail boxes	Mail Boxes Etc., USA
4/85	Tenant improvement - Partitions	Allen Van Fleet
9/87	Tenant improvement - Remodel lobby	Alan Van Vliet
10/93	Certificate of Occupancy - Convert office to office and restaurant	----
3/95	Tenant improvement - Partitions	David Pick
4/95	Replace most of the restaurant equipment	David Pick
4/95	Sign permit	Jacob's Pizza
6/99	Tenant improvement - Remodel restaurant	David Pick Investment Group
6/01	Repair damaged ceiling	Barry Cowan
6/04	Add handicap seating to restaurant	Encino Investors, LLC
6/04	Change layout for handicapped seating	Encino Investors, LLC

No other building or demolition permits were on file for the subject property.





**County of Los Angeles**  
**Assessor's Office**

A review of the Assessor's records for the subject property determined the following:

<u>APN</u>	<u>Address</u>	<u>Year Built</u>	<u>Use</u>
2260-011-002	16163 Ventura Boulevard	1953	Office building
2260-011-001	16161 Ventura Boulevard	1957	Office building

The property owner for the two parcels is identified as Encino Investors, LLC.

**Historical Aerial Photographs**

A review of historical aerial photographs of the subject property determined the following information:

<u>Date of Photo</u>	<u>Description</u>
1938, 1947 and 1952	The subject property is occupied by a residence and an orchard.
1964, 1967, 1972, 1977, 1980, 1989, 1994, 2002, 2007 and 2013	The subject property is occupied by the two existing commercial buildings.

**Historic Sanborn Fire Insurance Maps**

Sanborn Fire Insurance Maps provide information on commercial and industrial properties, based on risk data gathered for the fire insurance companies. The maps show the number of buildings located on the property, and the type of construction. The maps also describe the various businesses located nearby, and show the locations of tanks, boilers, and other potential hazards.

*A review of the Sanborn Fire Insurance Map collections from 1867-1970, did not locate any maps for the subject property.*

**Historic City Directory Search**

City Directories provide information on residential, commercial and industrial properties, and list the business name and address. A review of the historic directories provides an overview of the current and previous occupants of the site.

*A search of the Haines Criss Cross City Directories, dated 1972-2011, determined the subject property has been occupied by Bell My Insurance Agency (1972), Doctor Breitenbach (1972), Paul Bronow Insurance (1972), California Health Data (1972), California Golf Club (1972), Cardinal Association (1972), Margaret Duffy (1972), Patrick Duffy (1972), Dr. Wm. Emard*





(1972), Encino Chiropractic Office (1972-2011), Encino Insurance Association (1972), S.A. Eurgland (1972), General Music Library (1972-1980), Harrington Lucille (1972), International Center Education Development (1972-1977), Jay Kirk Associates (1972), Leisure Time Enterprises (1972), Marriage Counseling Association (1972), Martin Exploration (1972), Mount Shasta Forest (1972), H. V. Nichols, C.P.A. (1972), Sydney Palley Insurance (1972), Plastic Structures (1972), Pooch Hut (1972-1977), Psychic Arts Society (1972), Sheer Elegance Limited (1972), Stat Medical Record (1972), Tami's Alterations (1972-1977), Individual Psychology (1977-1980), Iryce Music Publishing (1977-1980), Kolapa Tours (1977), Larry Lachman (1977), Berne Lewis (1977-1980), Luis Miguel Wines (1977), Bennet Mintz (1977), North Hollywood Graphic (1977), Pac Adjusters Incorporated (1977), Professional Investigators (1977), Red Carpet Encino (1977), Larry Risse (1977), Sherman Oaks Sun Newspaper (1977), Sir Winston Eyewear (1977), Stat Medical Richard Consultant (1977), Studio City Graphic (1977), Tarzana TMS Newspaper (1977), Leonard Weinberg (1977), Wine Specialties (1977), Woodland Hill Times (1977), World Wide Dictation (1977), Wright Charlie (1977-1980), Ala Car Leasing (1977-1980), America California Development (1977), America Credit Exchange (1977), Assorted Valley Publications (1977), C T V Talent (1977), Canogan Newspaper (1977), Convert A Top (1977), Country Club Golf Association (1977), D & B Emblem Record (1977-1980), Encinian Newspaper (1977), Donald Fiedman, C.P.A. (1977), Graphic Newspapers (1977), Grey Loren (1977-1980), Peter Haggerty (1977-1980), Alan Hamel (1977), Alta Moda Eyewear (1980), Bond Copiers Limited (1980), California Service Industries (1980), Chiswick Nicki (1980), Deb International (1980), Dorian Mamian & Associates (1980), Joe the Greatest Tailor (1980), Montclair Homes (1980), Neuman & Indich (1980), Park Ambassador (1980), Patterson Aigner Company (1980), Royal Meeting Corporation (1980), Sholeh Incorporated (1980-1992), Sun Park Development (1980), Fran Adams, M.A. (1987), Diana Altschuler (1987), J. Berger (1987-1992), Beverly Drug Abuse (1987), Kathleen Boals, LCSW (1987-2000), Pearl Brown, LCSW (1987-2011), Myna Colette, PhD (1987), Harriet Colman (1987-2000), Bob Disfriend, LCSW (1987), Ed Stars Incorporated (1987-1992), Edokko Japanese Buffet (1987), Encino Counseling & Therapy (1987), Michael Freeny (1987), Jeffrey Friedman (1987), Galeck Manko Development (1987), Andrea Geffner (1987), General Business Service (1987-1992), Diane Gough, MAMFCC (1987), H & F Jewelry Manufacturing (1987-2000), Hi Fashion Ring (1987-2000), Nicolas Houston, DC (1987-2011), Paula Landau, MA (1987), Barbara Lanzet, MSW (1987-2000), Mail Boxes Et Cetera USA (1987-2000), P. Massing, LCSW (1987-1992), Barbara Maupin, PhD (1987), Nursefinders (1987), Karen Ross, MFCC (1987), Ian Russ, MA (1987), Satinover, MFCC (1987-1992), Six Hour Corporation (1987), Dr. Ronald Spector (1987), Startec Communications (1987), Joelle Steinman (1987), Tamiko Face Contouring (1987-1992), Tanks A Lot (1987), Thai Pot (1987), Video Portraits Incorporated (1987), Susan Warren, LCSW (1987), Donn Warshow, PhD (1987), Western United Mail Box (1987), Eric Wexler Attorney (1987-1992), Teddy Wilson (1987), Charlie Wright Limited (1987), Jack Rabbit Press (1987-1992), America Investments (1992), Angkor (1992), B & P Computer Programming (1992), Stephanie Baron, PhD (1992), Bellwether Group (1992), Blasetti Hair Salon (1992), California Ceramic Dental Lab (1992), Dapeer & Rosenbilt (1992), E Z Math Tutoring (1992), Electronic Mail Corporation (1992), Elegante Esquire (1992), Fainstein & Associates (1992), Floricanto Press (1992), Gary's Banner & Company (1992), Gene's Hair House Men (1992), Green Leaves (1992), The Hair Cuttery (1992), Hawley & Associates (1992), Home Distributing (1992), I. A. D. Incorporated (1992), J. C. S. Marketing Network (1992-2000), Rob Kaufman,





*LCSW (1992-2009), Law in Motion Video (1992), MacCabee Athletic Club (1992), Management Consulting (1992-2011), R. Miller Hair Design (1992), National Roofing Consultants (1992-2000), Oriental Seafood (1992), Resource Managing International (1992), Robyn Sewitz, MSW (1992), Phyllis Shano, PhD (1992-2000), Shopping Connection (1992), Solargain Company (1992), Traction Plus (1992), Triple Check Income Tax (1992), Western Union (1992), Teddy Wilson (1992), 4 Cast Business Planning (1992), American College Placement (2000), American Credit Bureau (2000), Arkineto Architects (2000-2011), Aroma Life (2000), Association of Scientific Advisors (2000), Associated Business Bureau (2000), The Attentive Group (2000), Lauren Blank, MFCC (2000), C & L Consulting (2000), Chabad Recovery (2000), Decorative Designs (2000), Denise Johnson Originals (2000-2011), Direct 2 U Network Incorporated (2000), Divorce Dialogue (2000-2011), Fair Credit Association (2000), The Finex Group (2000), First Chiropractic of Encino (2000-2009), Fofura Enterprises Incorporated (2000), Mark Foute, AIA (2000), GM Financial Management (2000), I. P. T. A. (2000), Insight Medical Managing System (2000), International Palm Therapy Association (2000), Jacopos Pizzeria (2000), Kent Thomas Attorney (2000), Kitchenaid Appliance Repair (2000-2011), Joyce Lederer, MSW (2000), McCollum & Bunch Attorneys (2000), Robert Meyler, EA (2000), Naamat USA (2000-2011), Palm Therapy Center (2000), Philco Refrigeration Repair (2000), Real Estate Management (2000-2009), Shinbashi (2000), Sounds Adventures Incorporated (2000), Steel Lines Incorporated (2000), Thermador Appliance Repair (2000-2011), Ultimate Mind Publisher (2000), Universal Masco Attorney (2000), Wolf Appliance and Repair (2000), Zwang Moshe (2000), All Boxed In (2009-2011), Timothy Bandy (2009-2011), Barry's Ticket Service (2009-2011), Corrective Skincare (2009), Doctor Tal Ipaort (2009), Dynatek Industries (2009), Encino Wellness Center (2009), Pearl Roy (2009), Joel Teplinsky, MD (2009-2011), Tokyo Ice (2009-2011), Yerman Chiropractic (2009-2011), Repair World (2009-2011), A Center For Healing & Wellness (2011), I.D. Ameritik (2011), The Attentive Group (2011), Awaken Your Body Mind & Spirit (2011), Corrective Skincare (2011), E Z Solutions (2011), Encino Investors LLC (2011), EWB Incorporated (2011), Steven Parker, DC (2011), Peery & Associates (2011), Pilates Plus San Fernando (2011), Sub-Zero Repairman (2011) and VIP Apple (2011).*

A review of building permit records, county assessor records, historical aerial photographs and historic city directories determined the existing 16161 Ventura Boulevard building was constructed in 1957 and the existing 16163 Ventura Boulevard building was constructed in 1953. Prior to the construction of the existing buildings, the subject property was occupied by a residence and an orchard.

#### 4.5 Historical Use Information on the Adjoining Properties

##### **Historical Aerial Photographs**

A review of historical aerial photographs of the adjoining properties determined the following information:





<u>Date of Photo</u>	<u>Description</u>
1938 and 1947	North and east of the subject property is an orchard. Ventura Boulevard is to the south, and further south is an orchard. A residence and an orchard are west of the site.
1952	North of the subject property is an orchard, and to the east is a residence and an orchard. Ventura Boulevard is to the south, and further south is an orchard. A residence and an orchard are west of the site.
1964	North of the subject property are residences, and east of the site is a vacant lot. Ventura Boulevard is to the south, and further south is a vacant lot. A residence or small commercial building is west of the site.
1967	North of the subject property are residences, and east of the site is a vacant lot. Ventura Boulevard is to the south, and further south is a commercial building. A residence or small commercial building is west of the site.
1972	North of the subject property are residences, and east of the site is a vacant lot. Ventura Boulevard is to the south, and further south is a commercial building. A parking structure is west of the site.
1977, 1980, 1989, 1994, 2002, 2007 and 2013	North of the subject property are residences, and east of the site is a commercial building. Ventura Boulevard is to the south, and further south is a commercial building. A parking structure is west of the site.

### **Historic Sanborn Fire Insurance Maps**

Sanborn Fire Insurance Maps provide information on commercial and industrial properties, based on risk data gathered for the fire insurance companies. The maps show the number of buildings located on the property, and the type of construction. The maps also describe the various businesses located nearby, and show the locations of tanks, boilers, and other potential hazards.

*A review of the Sanborn Fire Insurance Map collections from 1867-1970, did not locate any maps for the subject property or the area surrounding the subject property.*

### **Historic City Directory Search**

City Directories provide information on residential, commercial and industrial properties, and list the business name and address. A review of the historic directories provides an overview of the current and previous occupants of the adjoining properties.

*A review of the Haines Criss Cross City Directories dated 1972, 1977, 1980, 1987, 1992, 2000, 2009 and 2011 did not identify any commercial or industrial uses on the adjacent properties to the north, east or west which were likely to lead to the contamination of the subject property.*





*The adjacent properties south of Ventura Boulevard have been occupied by Lester P. Photography (1980-1992), MM Frazer Executive Place (1980), Paragon Printing (1987-1992) and California Carpet Cleaners (2011).*

A review of historical aerial photographs and historic city directories determined the residential neighborhood to the north was constructed between 1952 and 1964, and the properties were previously part of an orchard. The commercial building to the east was constructed in the 1970s, and the property was previously occupied by a residence and an orchard. The commercial building south of Ventura Boulevard was constructed in the mid-1960s, and the property was previously part of an orchard. The parking structure to the west was constructed between 1967 and 1972, and the property was previously occupied by a residence and an orchard.

## **5.0 SITE RECONNAISSANCE**

### **5.1 Methodology and Limiting Conditions**

The site reconnaissance consisted of a walk through the entire property, and visually observing the structures, storage areas and parking lots. No inspection was conducted under floors, above ceilings or behind walls.

### **5.2 Location and Legal Description**

The subject property, 16151-16161 and 16163-16201 Ventura Boulevard, Encino, California, is located on the north side of Ventura Boulevard, west of Woodley Avenue. The property is described as Los Angeles County Tax Assessor's Parcel Numbers (APNs) 2260-011-001 and 2260-011-002.

### **5.3 Site and Vicinity General Characteristics**

The site consists of two commercial buildings with a paved parking lot, located in a mixed commercial and residential area of Encino, California (see site plan). The site and the surrounding area are gently sloping to the northeast, and the subject property is connected to the municipal water and sewage systems.

### **5.4 Current Use of Property**

The subject property is currently occupied by service-based businesses and professional offices. No manufacturing activities take place at the site.





### 5.5 Subject Property Observations

On September 28, 2017, an inspection of the subject property and surrounding area was conducted by ASTM Environmental Professional Marty Kasman. The subject property is occupied by two separate commercial buildings, which are described as follows:

#### 16151-16161 Ventura Boulevard

The two-story, wood frame with a stucco finish building occupies the east and south sides of the subject property (see photos #1, #2, #3 and #4). The building is occupied by service-based businesses and professional offices, including a restaurant, a mail service, therapists, a marketing company, a general contractor, a property management company, a medical billing service, an accountant, a solar panel sales business, an esthetician, a hair replacement service, a driving school, and a chiropractor (see photos #5, #6, #7, #8, #9 and #10). The ceilings are smooth painted drywall, they are covered with suspended-grid acoustical tile, or they are sprayed with a white acoustical material. The sprayed acoustical material is painted and appears to be in fair condition. The floors are covered with wood flooring, vinyl tile, ceramic tile or carpeting. The building has a basement which is used for storage (see photo #11). There are three stairways to the upper floor, and there is one passenger elevator inside the building. Minor oil stains were observed at the base of the elevator's hydroelectric equipment (see photo #12). The stains appear to be confined to the concrete floor surface and not a threat of contamination to the subsurface soils. No large quantities of hazardous materials are stored or used on the premises, and no hazardous waste is generated by the business activities. The heating, ventilation and cooling (HVAC) system appears to be located on the roof of the building.

#### 16163-16201 Ventura Boulevard

The single-story, wood frame with a stucco finish building is located in the southwest corner of the subject property (see photo #13). The building is occupied by Repair World. The business conducts shoe repairs, garment alterations and a drop-off dry cleaning agency service on the site (see photos #14 and #15). No dry cleaning activities take place on the premises. The ceilings are covered with wood paneling, and the floors are covered with vinyl tile. No large quantities of hazardous materials are stored or used on the premises, and no hazardous waste is generated by the business activities. The HVAC system appears to be located on the roof of the building.

Outside, the remaining area is an asphalt-paved parking lot (see photos #16 and #17). A commercial trash bin is located in the northwest corner of the parking lot (see photo #18), and no signs of improper solid waste disposal were observed in or near the trash bin. The electrical power in the area is supplied by overhead utility lines. Pole-mounted electrical transformers are located outside the northeast corner of the 16151-16161 Ventura Boulevard building (see photo #19), and no signs were observed on the transformers indicating the presence of polychlorinated biphenyls (PCBs). No signs of illegal dumping or distressed vegetation were observed on the property. There was no evidence of underground storage tanks, wastewater clarifiers, septic tanks, sumps or wells on the property, and there was no indication of obvious contamination on the site.





## 5.6 Adjoining Property Observations

### Northern Border

North of the subject property are residences (see photo #20). There were no visible signs of spills or contamination on the adjacent properties.

### Eastern Border

East of the subject property is a City National Bank office building (see photo #21). There were no visible signs of spills or contamination on the adjacent property.

### Southern Border

South of the subject property is Ventura Boulevard, and further south is an office building (see photo #22). There were no visible signs of spills or contamination on the adjacent property.

### Western Border

West of the subject property is a parking structure for Encino Hospital (see photo #23). There were no visible signs of spills or contamination on the adjacent property.

## **6.0 INTERVIEWS**

### 6.1 Interview with Owner

Steve Gryczman, the property owner, advised he has owned and occupied the subject property since 1998. According to Mr. Gryczman, the existing office/retail buildings were constructed in the 1960s. He said the buildings have been occupied by restaurants, retail stores, professional business and service-based businesses. He said the 16163-16201 Ventura Boulevard building has been occupied by a dry cleaning drop-off agency, and no dry cleaning activities have been conducted on the site. He said no hazardous materials are stored or used by the tenants, and no manufacturing takes place on the site. Mr. Gryczman advised to the best of his knowledge, there are no underground storage tanks, septic tanks or wastewater clarifiers on the site, and he is not aware of any chemical spills or contamination problems.

### 6.2 Interview with Site Manager

The property manager was not interviewed.





### 6.3 Interviews with Occupants

The tenants were not interviewed.

### 6.4 Interviews with Local Government Officials

No interviews with local government officials were conducted.

### 6.5 Interview with Others

No interview with others was conducted.

## **7.0 EVALUATION**

### 7.1 Recognized Environmental Conditions

We have performed a Phase I Environmental Site Assessment in conformance with the scope and limitations of ASTM Standard Practice E 1527-13 on the commercial property located at 16151-16161 and 16163-16201 Ventura Boulevard, the Property. Any exceptions to, or deletions from the Standard Practice are described in Section 2.4 of this report. This assessment has not identified any evidence of *recognized environmental conditions* in connection with the Property.

### 7.2 Historical Recognized Environmental Conditions

We have performed a Phase I Environmental Site Assessment in conformance with the scope and limitations of ASTM Standard Practice E 1527-13 on the commercial property located at 16151-16161 and 16163-16201 Ventura Boulevard, the Property. Any exceptions to, or deletions from the Standard Practice are described in Section 2.4 of this report. This assessment has not identified any evidence of *historical recognized environmental conditions* in connection with the Property.

### 7.3 Controlled Recognized Environmental Conditions

We have performed a Phase I Environmental Site Assessment in conformance with the scope and limitations of ASTM Standard Practice E 1527-13 on the commercial property located at 16151-16161 and 16163-16201 Ventura Boulevard, the Property. Any exceptions to, or deletions from the Standard Practice are described in Section 2.4 of this report. This assessment has not identified any evidence of *controlled recognized environmental conditions* in connection with the Property.





#### 7.4 Vapor Migration

Vapor migration is defined as the movement of hazardous substances or petroleum products as a vapor in the subsurface. Properties with known or suspected soil or groundwater contamination located within an approximate minimum search distance of 1/3-mile for hazardous substances (volatile and semi-volatile nonpetroleum hydrocarbons, e.g. perchloroethylene associated with dry cleaners) or 1/10-mile for petroleum hydrocarbons (e.g. gasoline fuel associated with gas stations), were evaluated to determine if they are likely to impact the subject property.

One offsite location has been identified as a potential risk or threat to the subject property. According to the data, the site is not located in the near vicinity, and there is no indication that contaminants from the site have migrated onto the subject property.

#### 7.5 Opinion

Based on a review of regulatory and historical records, an interview with the property owner and a visual inspection of the site and surrounding area, this assessment has not identified any *recognized environmental conditions*, *historical recognized environmental conditions* or *controlled recognized environmental conditions* which are likely to impact the subject property. Although data failure occurred in the historical uses of the Property prior to 1938, it is unlikely the data failure will impact the ability to identify *recognized environmental conditions*.

#### 7.6 Conclusions

Based on the results of this assessment, no further environmental studies are recommended for the site.

#### 7.7 Deviations

This report was prepared in conformance to meet or exceed the scope and practice as set forth by the American Society for Testing & Materials (ASTM) Standard Practice E 1527-13, "Standard Practice of Environmental Site Assessments: Phase I Environmental Site Assessment Process." No significant deviations, deletions, or client-imposed constraints were made from this practice.

#### 7.8 References

All government records and maps were obtained directly from the regulatory agencies identified in this report. The fire insurance map information was obtained from Digital Sanborn Maps, 1867-1970, Ann Arbor, Michigan. The aerial photographs were obtained from BBL Consultants, Solana Beach, California; the United States Geological Survey, Menlo Park, California; Google Earth; Nationwide Environmental Title Research, Tempe, Arizona; or the United States





Department of Agriculture, Salt Lake City, Utah. The city directory search information was obtained from Sherman Library and Gardens, Corona Del Mar, California.

## **8.0 NON-SCOPE SERVICES**

No non-scope or additional services including a broader scope of services, liability/risk evaluations, or remedial activities are included in this report. Some substances may be present on a property in quantities and under conditions that may lead to contamination of the property or nearby properties, but are not included in CERCLA's definition of hazardous substances (42 U.S.C. §960 I (14)) or do not otherwise present potential CERCLA liability. In any case, they are beyond the scope of this practice.

## **9.0 APPENDICES**

### 9.1 Site and Vicinity Map

A United States Geological Survey (USGS) 7.5 Minute Topographical map of the subject property and surrounding area is included in the appendices of the report. The map shows the locations of the identified offsite environmental risks or threats described in the report.

### 9.2 Site Plan

A site plan of the subject property is included in the appendices of the report. The site plan shows the general location of the structures on the property, and other items of interest which were identified in the description of the site.

### 9.3 Site and Vicinity Photographs

Photographs of the subject property and surrounding neighborhood are attached to this report. These photographs were taken at the time of the site inspection.

### 9.4 Historical Research Documentation

Building permit records were obtained directly from the regulatory agency identified in this report. The aerial photographs summarized in this report were obtained from BBL Consultants, Solana Beach, California; the United States Geological Survey, Menlo Park, California; Google Earth; Nationwide Environmental Title Research, Tempe, Arizona; or the United States Department of Agriculture, Salt Lake City, Utah. The Sanborn Fire Insurance Map information was obtained from Digital Sanborn Maps, 1867-1970, Ann Arbor, Michigan. The city directory





search information was obtained from Sherman Library and Gardens, Corona Del Mar, California.

#### 9.5 Regulatory Records Documentation

All government records were obtained directly from the regulatory agencies identified in this report.

#### 9.6 Interview and Research Documentation

All of the field notes and supporting information obtained from interviews and research concerning the subject property are maintained in the report file at the offices of Orswell & Kasman, Inc.

#### 9.7 Special Contractual Conditions between User and Environmental Professional

No special contractual conditions or agreements exist between the client and any of the employees of Orswell & Kasman, Inc., and Orswell & Kasman, Inc. does not have any financial interest in the subject property.

#### 9.8 Qualifications of the Environmental Professionals

The following are the qualifications of the individuals who conducted the site inspection, the records review or prepared the report:

##### Jack Orswell

Jack Orswell, a principal of the company, is an ASTM Environmental Professional and a licensed Private Investigator (#PI 14366) with the State of California. He is also a USEPA/AHERA accredited Asbestos Management Planner and California Certified Asbestos Consultant (#92-0869). He received his Bachelor of Science degree in Business Administration from the University of Southern California, and his Master of Arts degree in Organizational Leadership from Woodbury University. For 15 years he served as a Special Agent with the Federal Bureau of Investigation in the Denver, San Francisco and Los Angeles offices. Mr. Orswell received specialized training from the United States Environmental Protection Agency (EPA), and he was one of the first FBI Agents to work with the EPA in investigating federal environmental crimes.

While with the FBI, Mr. Orswell worked with the EPA's National Enforcement Investigations Center (NEIC) in Denver, Colorado, and helped establish evidence control procedures for their laboratory personnel. As coordinator of environmental investigations for the FBI's Los Angeles





office, Mr. Orswell gained extensive training and experience working with the California Department of Health Services and the Los Angeles County Sheriff's Department.

Since 1988, Mr. Orswell has been in private industry, conducting environmental assessments for several financial institutions, real estate companies and law firms. Mr. Orswell has conducted environmental investigations throughout the United States, locating and interviewing witnesses to determine how hazardous materials were handled in various manufacturing operations, and documenting the long term effects of improper disposal.

Mr. Orswell's extensive background in criminal environmental enforcement and civil litigation support make him uniquely qualified as an environmental assessor and investigator. He is a life member of the FBI Agents Association, a member of the Society of Former Special Agents of the Federal Bureau of Investigation, the National Association of Environmental Professionals, the National Association of Government Guarantee Lenders, and ASTM International.

#### Marty Kasman

Marty Kasman, a principal of the company, is an ASTM Environmental Professional and a Registered Environmental Health Specialist (#4927) with the State of California. He is also a USEPA/AHERA accredited Asbestos Management Planner and California Certified Asbestos Consultant (#99-2553). He received his Bachelor of Science and Master of Science degrees in Environmental and Occupational Health Science from California State University at Northridge. He also has a Certificate in Hazardous Materials Management from the University of California at Los Angeles (UCLA). In addition, Mr. Kasman also received specialized hazardous materials training at the Federal Law Enforcement Training Center in Georgia.

Mr. Kasman served fourteen years with the Los Angeles County Fire Department, as a Supervising Hazardous Material Specialist and Deputy Health Officer. His responsibilities included field and laboratory work in hazardous materials management, conducting inspections of industrial plant operations, and monitoring cleanup activities. In addition, Mr. Kasman has investigated hundreds of abandoned waste sites and other cases involving the illegal dumping of hazardous materials throughout Los Angeles County.

Mr. Kasman currently serves as an environmental consultant to industry management in the proper handling of hazardous materials and waste. He has taught courses in hazardous materials regulatory compliance and waste management at UCLA, California State University at Northridge, and the California Specialized Training Institute at San Luis Obispo. Mr. Kasman also served on the State of California Local Unified Program Implementation Committee (LUPIC) to develop a standardized hazardous materials contingency plan.

Mr. Kasman's extensive education, training, and experience in hazardous materials management make him fully qualified to conduct environmental assessments and investigations. He is the former president and director of the California Hazardous Materials Investigators Association. He is also a former director of the Local Environmental Enforcement Officers Association, and





the Los Angeles County Association of Environmental Health Specialists. He is a member of California and National Environmental Health Associations.

James Orswell

James Robert Orswell is an American Society for Testing and Materials (ASTM) Environmental Professional. Since graduating from Utah Valley University, he has actively been involved with numerous Phase I Environmental Site Assessment reports, Transaction Screen reports, soil vapor surveys, methane assessments, historical use reports and Phase II projects on commercial, industrial and residential properties.

Mr. Orswell is an experienced document writer, data collector, holds his OSHA 40-hour HAZWOPER certification and he is a certified mold inspector (CCMI #4261) (CRMI #4030) (CMR #4435). Since 2002, Mr. Orswell has worked in the environmental assessment and consulting field, researching and conducting numerous environmental investigations throughout the United States. He has worked directly with major lending institutions, real estate professionals, lawyers, city planners and private clients. Mr. Orswell has also worked along with the Department of Defense in plotting former use defense sites (FUDS), local fire department administrators with underground storage tank removals and public utility engineers with removing polychlorinated biphenyls (PCB) contaminated electrical transformers. He has managed several Phase I projects, underground storage tank removals, installation of soil vapor extraction systems, groundwater monitoring wells and has overseen several subsurface investigations in Southern California.

Mr. Orswell is also an Eagle Scout, an automotive enthusiast, a volunteer with many non-profit organizations, an urban beekeeper and a world traveler. Mr. Orswell's education, training and experience provide him with the qualifications to conduct environmental assessments and investigations.

Scott Wilcox

Scott A. Wilcox is an ASTM Environmental Professional and a licensed Private Investigator (PI #18117) with the State of California. He received his Bachelor of Arts degree in Law and Society from the University of California at Santa Barbara, with an emphasis in pre-law. Since 1989, Mr. Wilcox has worked exclusively in the environmental investigation field, conducting and supervising numerous environmental investigations nationwide. Mr. Wilcox has an extensive background in the design, implementation and management of investigative teams, working with attorneys and private clients in support of complex civil litigation issues. He has worked closely with many regulatory agency personnel throughout the country in his role as a case manager.

Because of his unique environmental investigative experience, Mr. Wilcox is well versed in determining the access and availability of records and other documentation regarding environmental regulatory compliance at the federal, state, regional and local levels. He has been directly involved with several Superfund investigations throughout the western United States,





and he has conducted hundreds of environmental due diligence investigations throughout his career.

Mr. Wilcox's education, training and experience provide him with unique qualifications to conduct environmental assessments and investigations. He is a registered environmental expert witness with the Los Angeles County Bar Association, and he is a member of Professional Environmental Marketing Association.

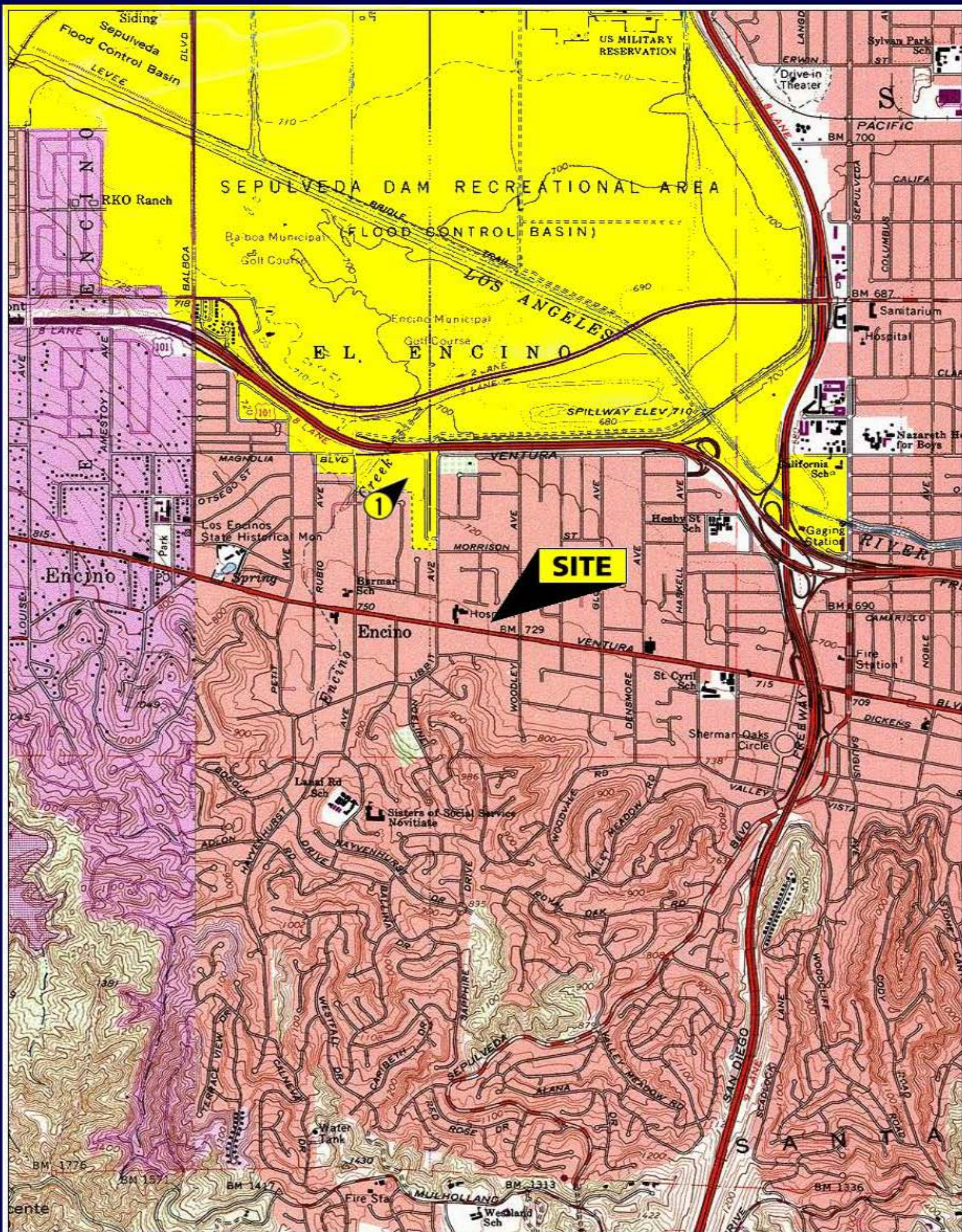
Richard Clark

Richard Clark is an ASTM Environmental Professional and a licensed Professional Civil Engineer and General Engineering Contractor with Hazardous Substances Removal and Remedial Action Certification. He received his Bachelor of Science degree in Soil Science from California Polytechnic University, San Luis Obispo and his Master of Science degree in Environmental Studies (Environmental Science concentration with an emphasis in civil engineering) from California State University, Fullerton. He pursued post graduate studies in geology at California State University, Northridge. Mr. Clark also earned a Certificate in Site Assessment and Remediation from the University of California, Irvine.

Mr. Clark has over 25 years of experience in private industry and government, conducting Phase I and Phase II environmental assessments and inspections of industrial plant operations, and monitoring cleanup activities. He has managed large remediation projects, including soil and groundwater cleanups and underground tank removals. He has been responsible for remediation feasibility studies, remediation system design, remediation contracting and system installation, and construction management. Since 1997, Mr. Clark has served as a Hazardous Materials Specialist and Deputy Health Officer for the Los Angeles County Fire Department.

Mr. Clark's extensive education, training, and work experience in environmental site assessments and remedial activities fully qualifies him to conduct environmental assessments and consulting services. Mr. Clark is also a certified professional soil scientist. He is a member of the Soil Science Society of America, Professional Soil Scientist Association of California, American Society of Civil Engineers, Geological Society of America, and Soil and Water Conservation Society.



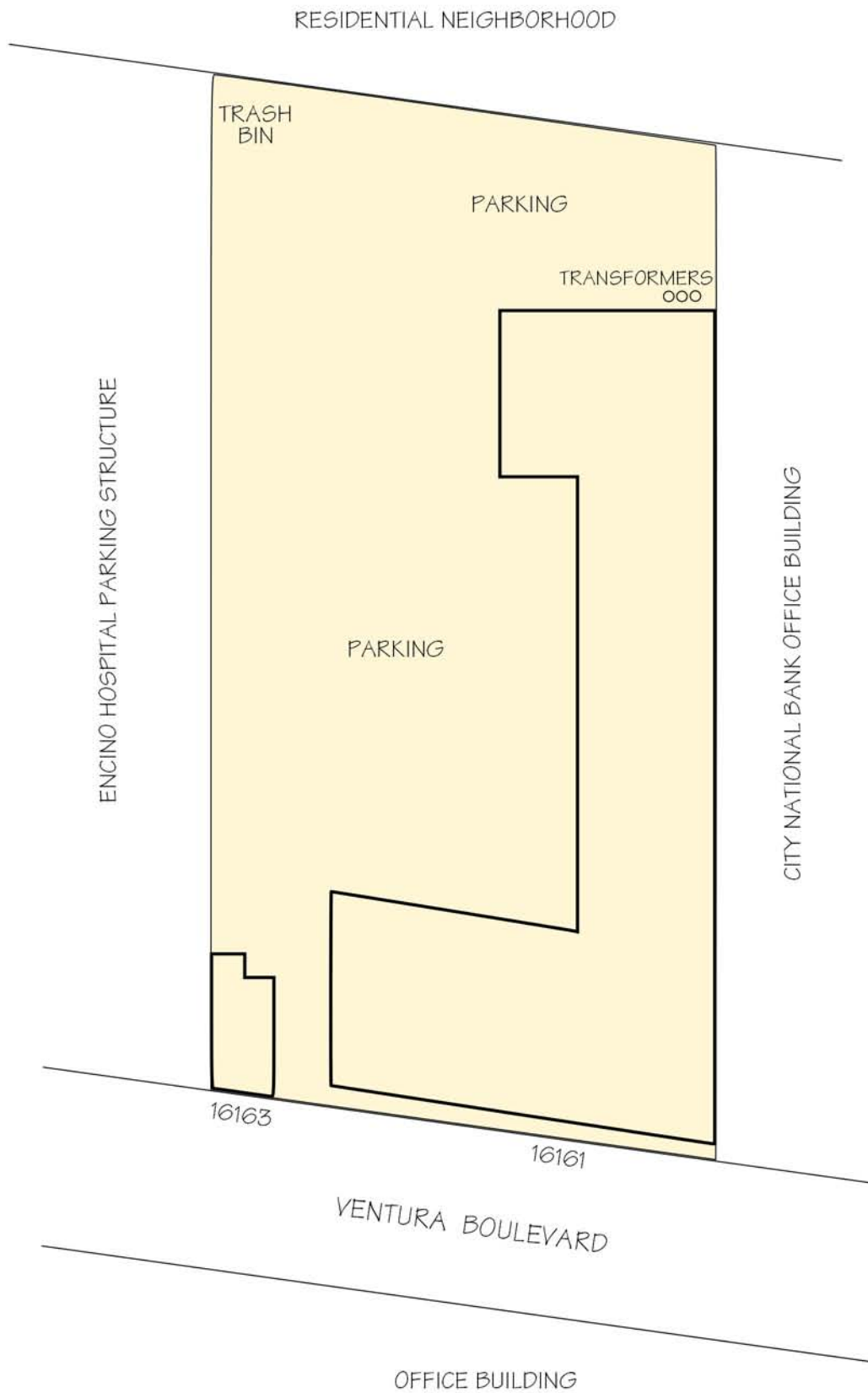


TN MN  
13°

0 5 1 MILE  
0 1000 FEET 0 500 1000 METERS

Map created with TOPO!® ©2002 National Geographic (www.nationalgeographic.com/topo)





**ORSWELL & KASMAN, INC.**  
Environmental Assessments & Consulting

SUBJECT PROPERTY LOCATION:  
16151-16161 AND 16163-16201  
VENTURA BOULEVARD  
ENCINO, CA 91436

NOT TO SCALE - FOR ORIENTATION PURPOSES ONLY







*Phase I Environmental Site Assessment Report  
16151-16161 and 16163-16201 Ventura Boulevard  
October 5, 2017*

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Photo #1



Photo #2



Photo #3



Photo #4



Photo #5



Photo #6





*Phase I Environmental Site Assessment Report  
16151-16161 and 16163-16201 Ventura Boulevard  
October 5, 2017*

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Photo #7



Photo #8

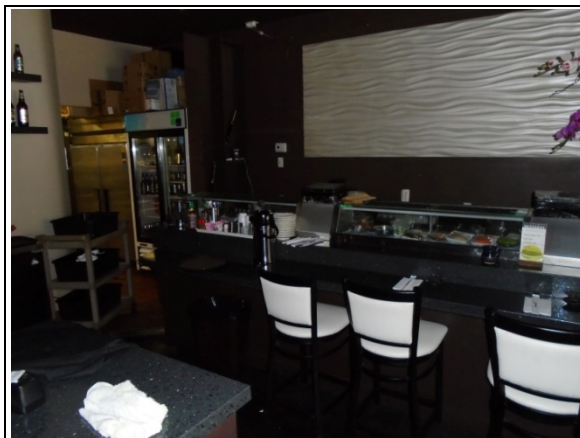


Photo #9



Photo #10



Photo #11



Photo #12





*Phase I Environmental Site Assessment Report  
16151-16161 and 16163-16201 Ventura Boulevard  
October 5, 2017*

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Photo #13



Photo #14



Photo #15



Photo #16



Photo #17



Photo #18





*Phase I Environmental Site Assessment Report  
16151-16161 and 16163-16201 Ventura Boulevard  
October 5, 2017*

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Photo #19



Photo #20



Photo #21

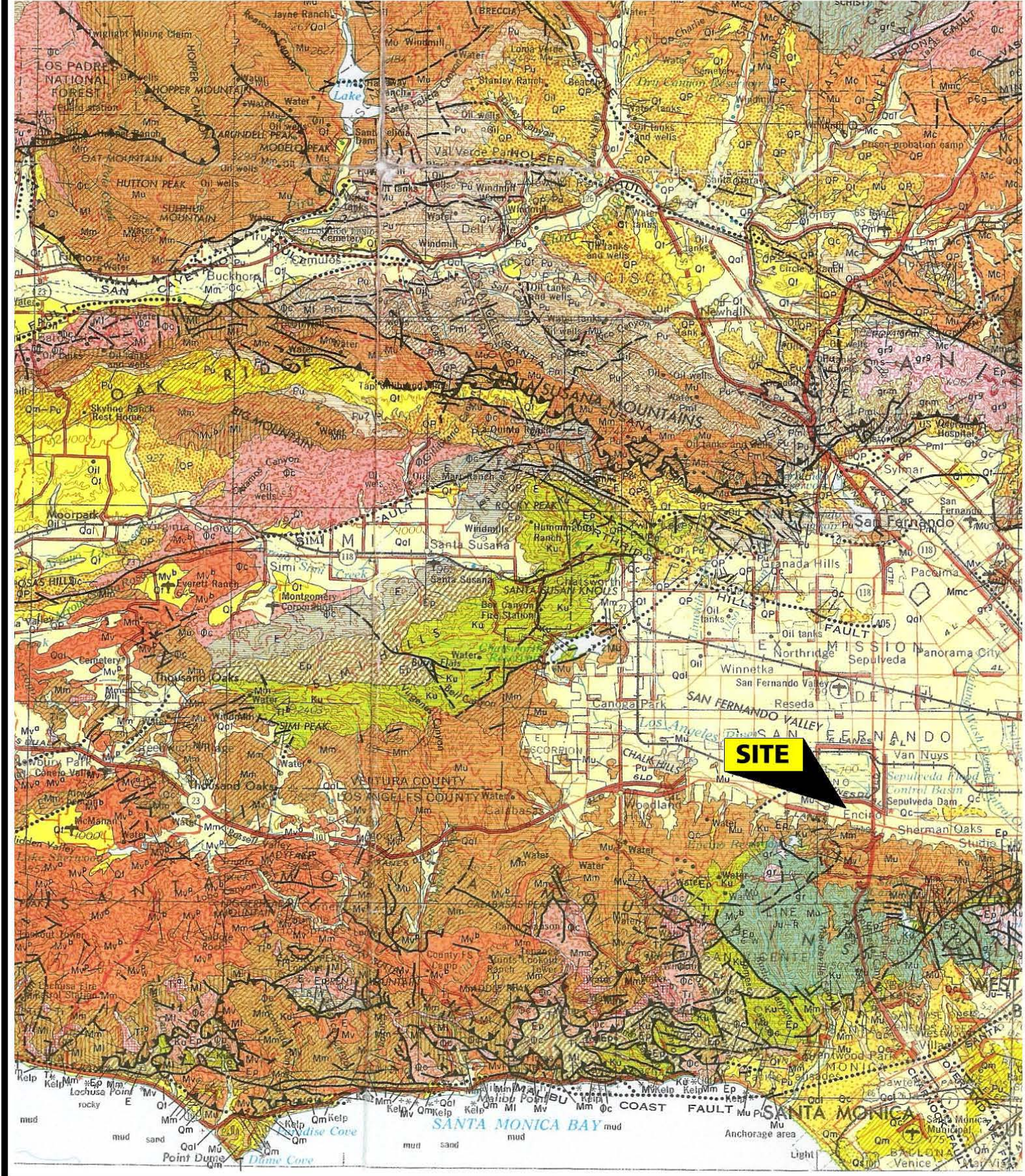


Photo #22

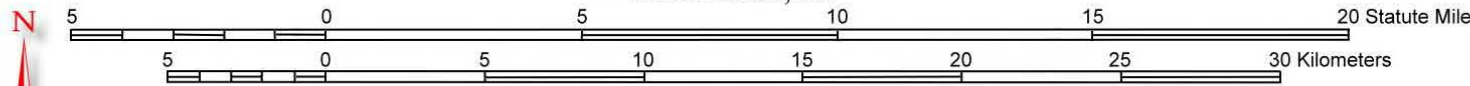


Photo #23





Scale 1:250,000



CONTOUR INTERVAL 200 FEET  
WITH SUPPLEMENTARY CONTOURS AT 100 FOOT INTERVALS  
**GEOLOGIC MAP OF CALIFORNIA**



# EXPLANATION

SEDIMENTARY AND METASEDIMENTARY ROCKS

IGNEOUS AND META-IGNEOUS ROCKS

CENOZOIC	QUATERNARY	Recent			
CENOZOIC	QUATERNARY	Recent	Qs	Dune sand	
			Qol	Alluvium	
			Qsc	Stream channel deposits	GREAT VALLEY
			Qf	Fan deposits	
			Qb	Basin deposits	
		Pleistocene	Qst	Salt deposits	
			Ql	Quaternary lake deposits	
			Qg	Glacial deposits	
			Qt	Quaternary nonmarine terrace deposits	
			Qm	Pleistocene marine and marine terrace deposits	
			Qc	Pleistocene nonmarine	
		Pliocene	QP	Plio-Pleistocene nonmarine	
			Pc	Undivided Pliocene nonmarine	
			Puc	Upper Pliocene nonmarine	
			Pu	Upper Pliocene marine	
			Pmic	Middle and/or lower Pliocene nonmarine	
			Pml	Middle and/or lower Pliocene marine	
		Miocene	Mc	Undivided Miocene nonmarine	
			Muc	Upper Miocene nonmarine	
			Mu	Upper Miocene marine	
			Mmic	Middle Miocene nonmarine	
			Mm	Middle Miocene marine	
			MI	Lower Miocene marine	
		Oligocene	Φc	Oligocene nonmarine	
			Φ	Oligocene marine	
		Eocene	Ec	Eocene nonmarine	
			E	Eocene marine	
	TERTIARY	Paleocene	Epc	Paleocene nonmarine	
			Ep	Paleocene marine	



Recent volcanic: Qrv<sup>r</sup>—rhyolite;  
Qrv<sup>a</sup>—andesite; Qrv<sup>b</sup>—basalt;  
Qrv<sup>p</sup>—pyroclastic rocks



Pleistocene volcanic: Qpv<sup>r</sup>—rhyolite;  
Qpv<sup>a</sup>—andesite; Qpv<sup>b</sup>—basalt;  
Qpv<sup>p</sup>—pyroclastic rocks



Quaternary and/or Pliocene  
cinder cones



Pliocene volcanic: Pv<sup>r</sup>—rhyolite;  
Pv<sup>a</sup>—andesite; Pv<sup>b</sup>—basalt;  
Pv<sup>p</sup>—pyroclastic rocks



Miocene volcanic: Mv<sup>r</sup>—rhyolite;  
Mv<sup>a</sup>—andesite; Mv<sup>b</sup>—basalt;  
Mv<sup>p</sup>—pyroclastic rocks

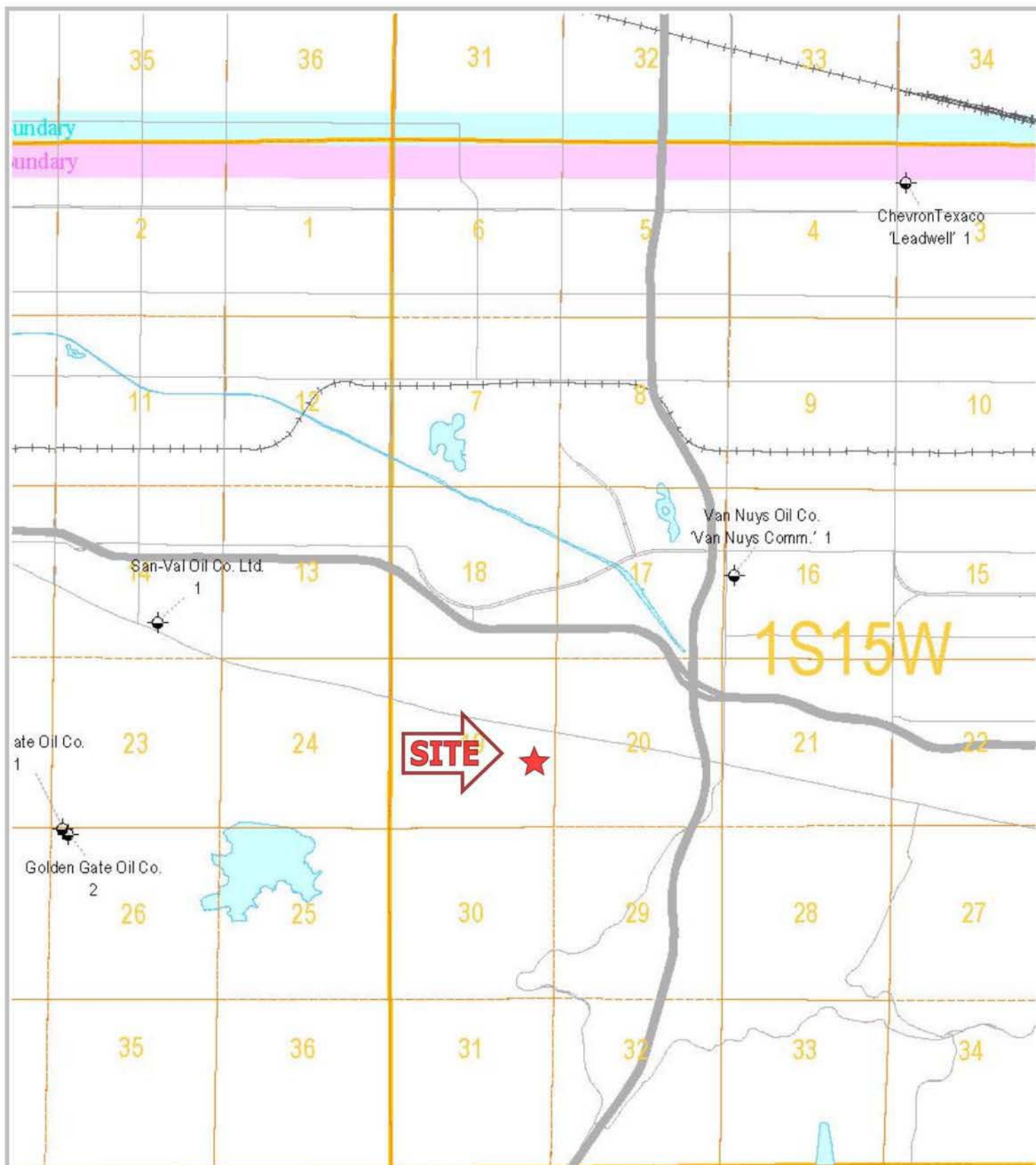


Oligocene volcanic: Φv<sup>r</sup>—rhyolite;  
Φv<sup>a</sup>—andesite; Φv<sup>b</sup>—basalt;  
Φv<sup>p</sup>—pyroclastic rocks



Eocene volcanic: Ev<sup>r</sup>—rhyolite;  
Ev<sup>a</sup>—andesite; Ev<sup>b</sup>—basalt;  
Ev<sup>p</sup>—pyroclastic rocks





State of California Department of Conservation Division of Oil, Gas, and Geothermal Resources

- Drilling
- Drilling - idle
- Plugged and abandoned - dry hole
- Completed - oil
- Idle - oil
- Plugged and abandoned - oil
- Completed - gas
- Idle - gas
- Plugged and abandoned - gas
- Completed - water disposal
- Completed - waterflood
- Buried idle
- Abandoned - conductor
- Gas injection
- Gas - open to oil zone
- Water source
- Plugged and abandoned - oil and gas
- Gas storage
- Observation
- Gas - converted to water disposal
- Abandoned oil - converted to water disposal

- Surveyed PLSS section
- Projected PLSS section
- Field boundary

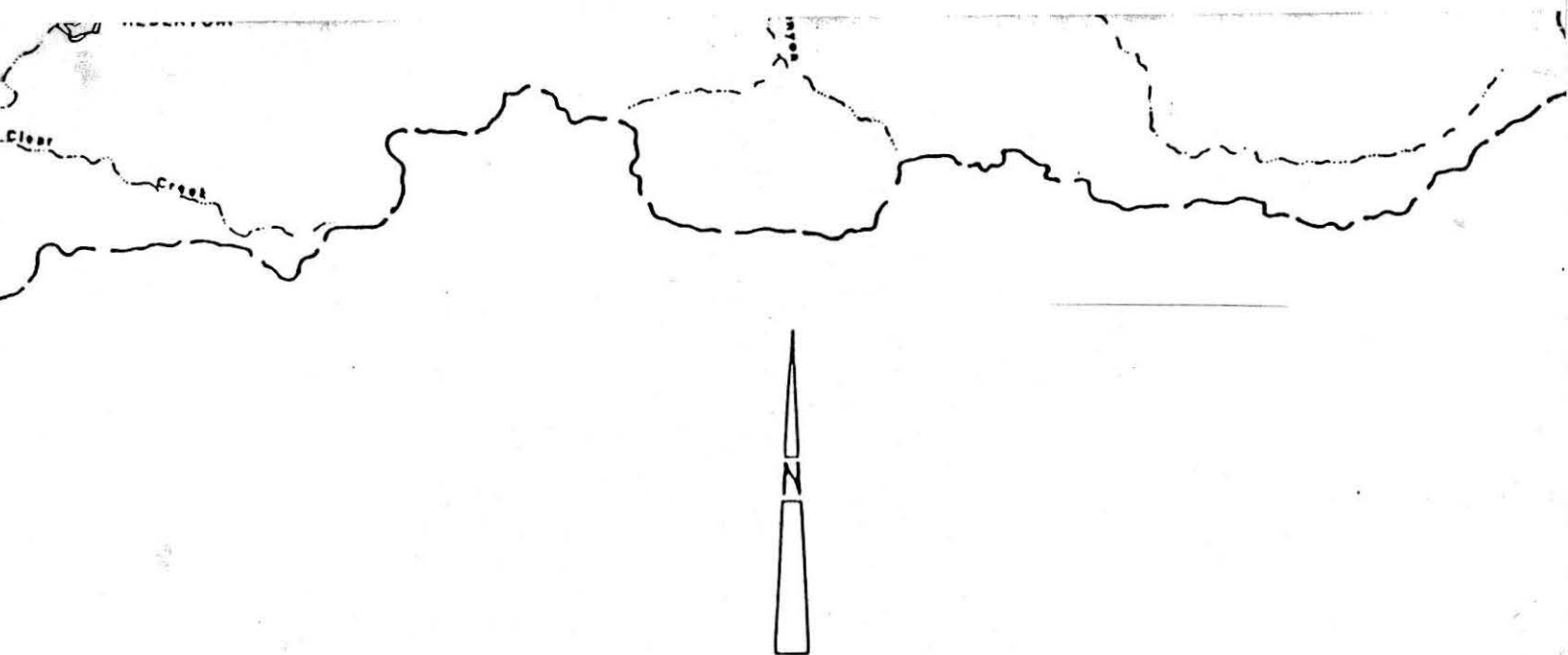
- Productive limit
- Rancho boundary (See Mapsheets for names)

## Map W1-2 Los Angeles and Ventura Counties



February 26, 2004





ULARA WATERMASTER

UPPER LOS ANGELES RIVER AREA

GROUNDWATER CONTOURS

SPRING 1990

SCALE

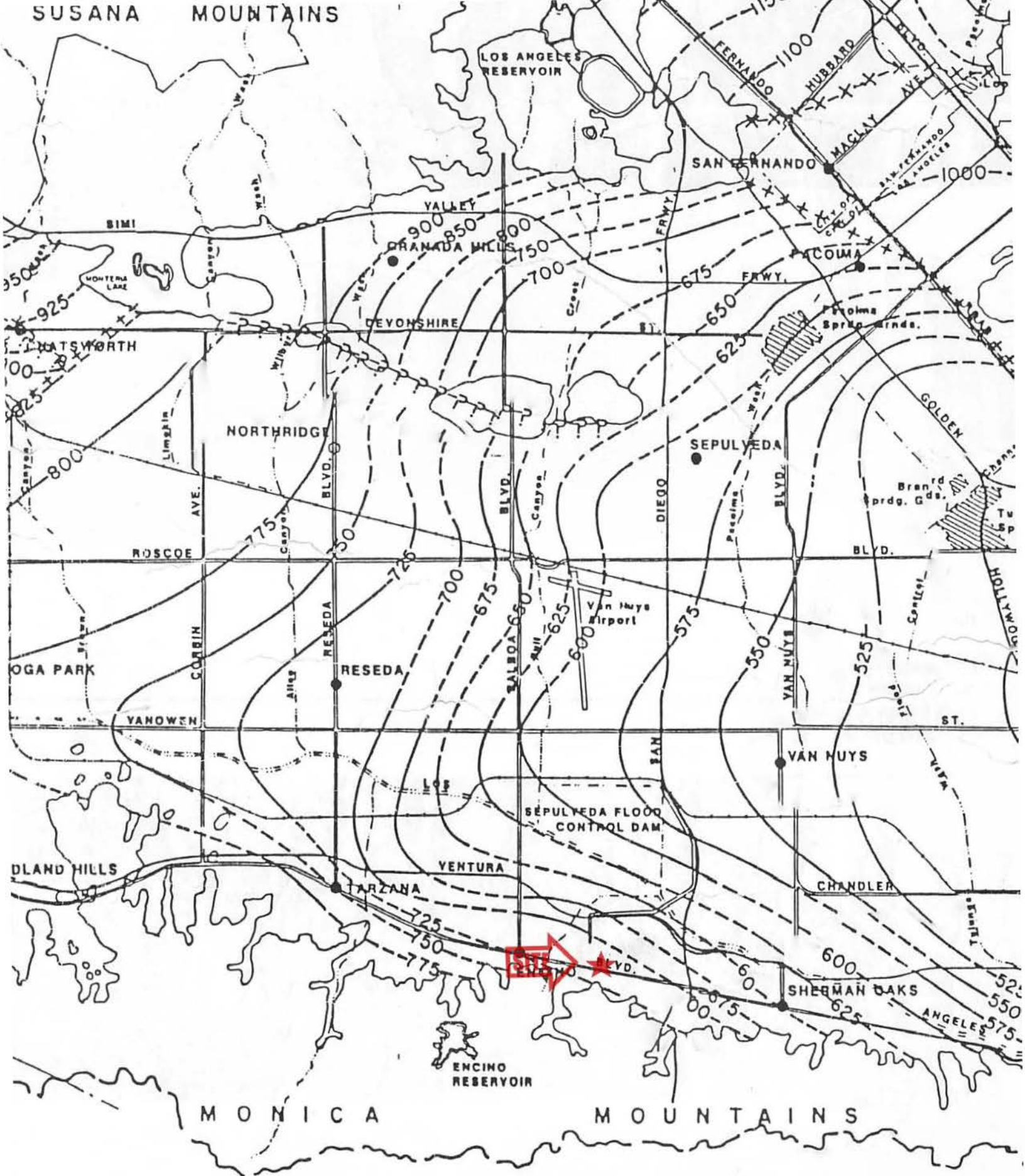


LEGEND

- X-X-X-X..... IMPEDIMENTS TO GROUNDWATER FLOW
- + + + +..... GROUNDWATER CASCADES
- ?-?-?-?..... QUESTIONABLE IMPEDIMENT OR GROUNDWATER CASCADE
- ..... FAULT LINE



SUSANA MOUNTAINS





# ORSWELL & KASMAN, INC.

## ENVIRONMENTAL RECORDS RESEARCH REPORT

*Property Information:*

**Commercial Property  
16151-16161 and 16163-16201  
Ventura Boulevard  
Encino, CA 91436**

*OKI Report #:*

**P17235**

*Report Date:*

**October 3, 2017**

*Prepared For:*

**Daniel Gryczman  
Encino Investors, LLC**



*Prepared by:*

**Orswell & Kasman, Inc.  
316 West Foothill Boulevard  
Monrovia, CA 91016  
(626) 932 - 1800 \* FAX (626) 932 - 1807  
[www.orswell-kasman.com](http://www.orswell-kasman.com)**



# RESPONSE NOTIFICATION SHEET

*This report is in conformance with the ASTM standard for a Phase I Environmental Site Assessment government records check*

	No Sites Within Specified Radius	Property & Adjacent	¼ Mile Radius	½ Mile Radius	1 Mile Radius
National Priority List (NPL)	✓				
RCRA CORRACTS Facilities	✓				
CALSITES				✓	
CERCLIS	✓				
CERCLIS NFRAP	✓				
LUSTIS	✓				
Active / Inactive Landfills	✓				
Treatment, Storage & Disposal (TSD)	✓				
RWQCB Sites	✓				
Institutional Controls / Engineering Controls	✓				
Closed RWQCB Sites	✓				
Registered Underground Storage Tanks	✓				
Federal Hazardous Waste Generators	✓				
ERNS / NRC	✓				
Superfund Liens	✓				
Local Agency Records	✓				

*Sites reported as "Case Closed" or "No Further Action" may not be listed in this report*

**OKI Report #:** P17235

**Completion Date:** 10/3/17

**Property Information:**

**Commercial Property**  
**16151-16161 and 16163-16201**  
**Ventura Boulevard**  
**Encino, CA 91436**

**Martin A. Kasman**  
**ASTM Environmental Professional**

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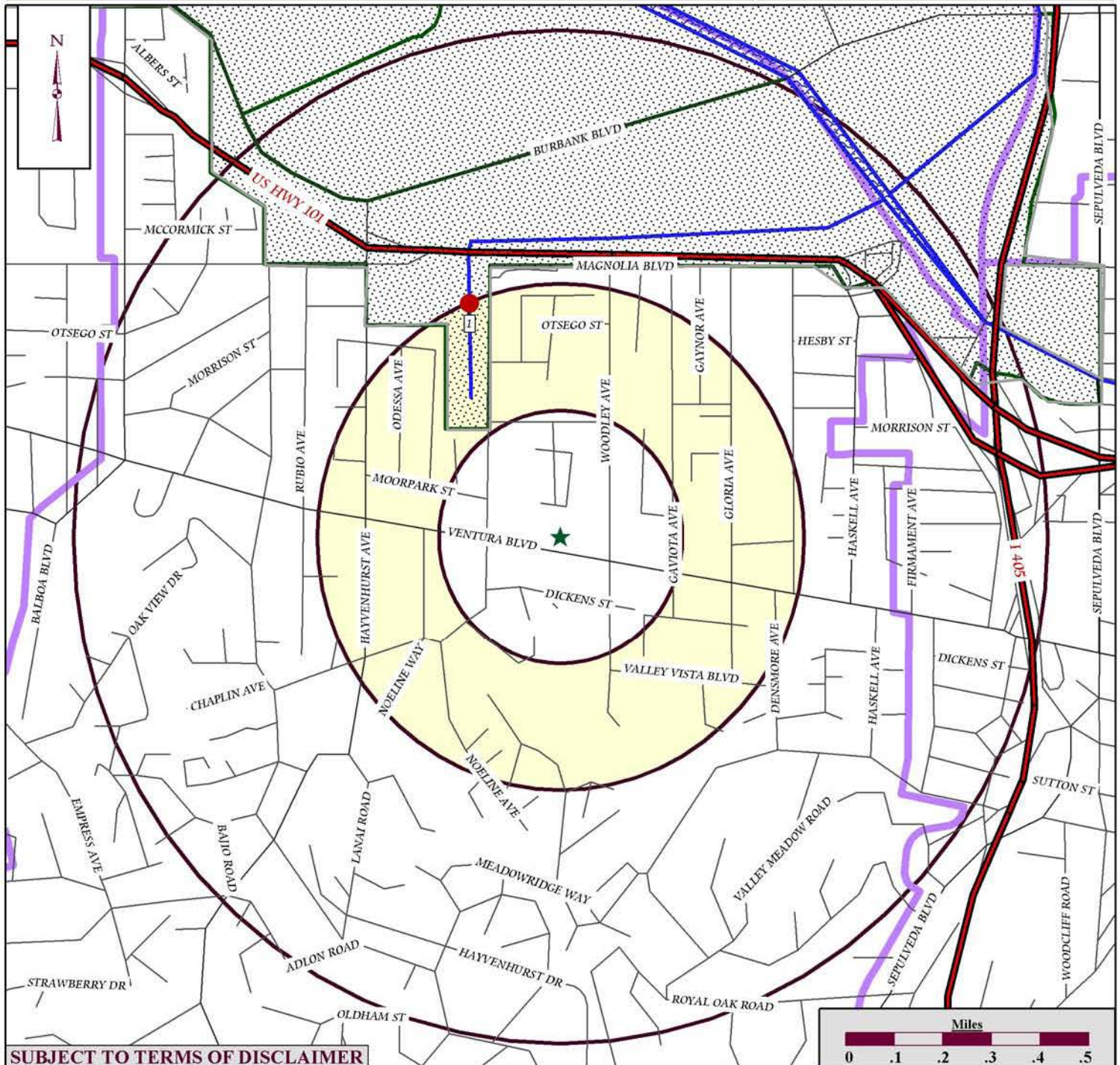
**Orswell & Kasman, Inc.**  
**316 West Foothill Boulevard**  
**Monrovia, CA 91016**  
**(626) 932 - 1800 \* Fax (626) 932 - 1807**  
[www.orswell-kasman.com](http://www.orswell-kasman.com)



# Orswell & Kasman, Inc.

Environmental Assessments & Consulting

Subject Property Location:  
16151-16161 and 16163-16201  
Ventura Boulevard  
Encino, CA 91436



SUBJECT TO TERMS OF DISCLAIMER

## MAP LEGEND

- |  |                       |  |            |
|--|-----------------------|--|------------|
|  | One Mile Radius       |  | Parks      |
|  | Half Mile Radius      |  | Water      |
|  | Quarter Mile Radius   |  | Railroads  |
|  | Subject Property      |  | Roads      |
|  | Regions               |  | Freeways   |
|  | Military Installation |  | Site Areas |

## HAZARDOUS SITE SYMBOLS

- |  |   |  |  |
|--|---|--|--|
|  | National Priority List                    |  | RWQCB Sites                                  |
|  | RCRA Corrective Action                    |  | Closed RWQCB Sites                           |
|  | CERCLIS                                   |  | Registered Underground Tanks                 |
|  | CalSites                                  |  | Generators                                   |
|  | Leaking Underground Storage Tanks         |  | Emergency Response Notification System       |
|  | Active / Inactive Landfills               |  | Superfund Liens                              |
|  | Treatment, Storage, & Disposal Facilities |  | CERCLIS - No Further Remedial Action Planned |
|  |   |  | Oil Wells                                    |



# Site Summary List

Please note that certain sites may appear on multiple databases  
For more information on these sites, please see the accompanying pages

## Subject Property Information:

**Commercial Property**  
**16151-16161 and 16163-16201**  
**Ventura Boulevard**  
**Encino, CA 91436**

### **Site # 1**

*0.4968 miles from the subject property*  
*2623 feet from the subject property*

Case # 80000476

Site **SEPULVEDA FCB**  
**N of Magnolia & Haskell**  
**Los Angeles, CA 91436**  
AREA

Source Database

**CALST**

[ MJ ]





# CalSites

California Sites - Formerly Bond Expenditure Plan (BEP) & Abandoned Site Program Information System (ASPIS)

Case Number: 80000476

Site: SEPULVEDA FCB  
N of Magnolia & Haskell  
Los Angeles, CA 91436

On NPL? NO

Lead Agency: SMBRP

Agencies Involved: SMBRP

Funding: DERA

Past Uses: NONE SPECIFIED

Status: Inactive - Needs Evaluation

Site Type FUDS-Military Evaluation

Special Program

MJ Potential Media Affected: NONE SPECIFIED

Confirmed COCs: NONE SPECIFIED

Potential COCs: NONE SPECIFIED

Is Use Restricted?:NO

Site Management NONE SPECIFIED

Site # 1 0.4968 miles from the Subject Property

## Aliases:

Federal Facility ID CA99799F562600

INPR J09CA0626

Envirostor ID Number 80000476

## Completed Activities:

## Scheduled Activities:

## Future Activities:



# REFERENCE GUIDE TO THE REGULATORY AGENCY DATABASES

## SOURCE

## DESCRIPTION

### **NPL:**

*1 mile search radius  
Date: January 2016*

The National Priority List (NPL) identifies abandoned or uncontrolled hazardous waste sites, which have been identified as possibly representing a long-term threat to the public health or environment. These sites have been identified as being highly contaminated with hazardous substances and represent the USEPA's target enforcement and cleanup efforts. Studies of individual sites are conducted by the USEPA to determine the level of contamination, and the sites are then compared and ranked to other sites on the NPL.

### **CORRACTS:**

*1 mile search radius  
Date: December 2016*

The USEPA maintains a list of facilities which have been authorized to receive hazardous waste. These facilities have permits to treat, store or dispose of the waste as determined by the RCRA regulations. In addition, the USEPA publishes a list of those facilities who are subject to a corrective action based on the facilities waste handling and storage procedures. The facilities, which are subject to a corrective action, are identified as CORRACTS sites.

### **CERCLIS:**

*½ mile search radius  
Date: January 2016*

The USEPA has developed a database known as the Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS), which contains information on potential hazardous waste sites located throughout the United States. There are over 33,000 sites on the CERCLIS inventory. All sites are subjected to a preliminary assessment and thereafter are either placed on the National Priority List (NPL) or are placed in a category for those sites requiring no further Federal Superfund action.

### **CALST:**

*½ mile search radius  
Date: June 2017*

The State of California Environmental Protection Agency maintains the "CalSite" database, which is a listing of 7,800 known active, inactive and abandoned hazardous sites. These sites have previously been reported in the Abandoned Site Program Information System (ASPIS), Bond Expenditure Plan (BEP) and Cortese database.

### **RWQCB:**

*½ mile search radius  
Date: June 2017*

The State of California Water Resources Control Board is responsible for monitoring the quality of flow of the groundwater and compiles lists of known leaking underground storage tanks. The list is maintained as the Leaking Underground Storage Tank Information System (LUSTIS). The local Regional Water Quality Control Board (RWQCB) monitors the contamination problem, the investigation and any remedial activities.

### **SWIS:**

*½ mile search radius  
Date: June 2017*

The State of California Integrated Waste Management Board maintains a list of active and inactive landfill sites within California and provides information concerning the ownership and types of wastes brought to the landfills.

### **TSD:**

*½ mile search radius  
Date: December 2016*

Treatment, Storage or Disposal Facilities (TSDF) is a federal listing of facilities, which have been authorized to receive hazardous waste. These facilities have permits to treat, store or dispose of waste as determined by the RCRA regulations.

### **ERNS:**

*Property & adjacent  
Date: 2015*

The Emergency Response Notification System (ERNS) is a list of locations which have reported a release of oil or hazardous substances to the USEPA Office of Emergency and Remedial Response. Most of the data in this system is based on information that was received during the initial notification.

### **HWG:**

*Property & adjacent  
Date: December 2016*

The United States Environmental Protection Agency maintains a list of known hazardous waste generators in the nation. A company on the list generates reportable quantities of hazardous waste, and the disposal and transportation of the waste is monitored through the use of a hazardous waste manifest.

### **UTANK:**

*Property & adjacent  
Date: June 2017*

The location and identity of registered underground tanks is maintained by the State of California Water Resources Control Board in the Hazardous Substance Storage Container Database. The list was compiled in 1991 and there are currently no plans to update the database at the present time.

### **SFL:**

*Property & adjacent  
Date: July 2011*

The USEPA maintains a list of Superfund Leins that have been issued on properties throughout the United States. These sites have been remediated through the expenditures of Superfund monies. The purpose of the lein is to prevent the property owner from gaining a financial benefit from the federal government's cleanup and restoration activities.



**EXHIBIT F**

**PUBLIC CORRESPONDENCE**





Sarah Hounsell &lt;sarah.hounsell@lacity.org&gt;

**Fw: NEW APARTMENTS PLANNED ON VENTURA BOULEVARD**

1 message

**homeowners-encino@sbcglobal.net** <homeowners-encino@sbcglobal.net>

Tue, Aug 22, 2017 at 4:14 PM

To: sarah.hounsell@lacity.org

Cc: Aviv Kleinman &lt;aviv.kleinman@lacity.org&gt;, Elaine De Leon &lt;elaine.deleon@lacity.org&gt;, Andy Shrader &lt;andy.shrader@lacity.org&gt;, Faisal Alserri &lt;Faisal.Alserrri@lacity.org&gt;, Joan Pelico &lt;Joan.Pelico@lacity.org&gt;, Paul Koretz &lt;paul.koretz@lacity.org&gt;, Gourmet Khara &lt;gourmet.khara@lacity.org&gt;, Cara Goldman &lt;cara.goldman@lacity.org&gt;, Tom Henry &lt;Tom.Henry@lacity.org&gt;, Jeffrey Ebenstein &lt;jeffrey.ebenstein@lacity.org&gt;

To: SARAH HOUNSELL

(818) 374-9917

sarah.hounsell@lacity.org

From: GERALD A. SILVER

Pres. Homeowners of Encino (HOME)

818-990-2757

email: gsilver4@earthlink.net

**Subject: 16161 VENTURA BLVD.****ENV-2017-3173-EAF**

Homeowners of Encino would like to receive all available documents via email/web on this project.

We would like to provide a written response as soon as the record is open for comment.

Thank you.

Gerald A. Silver, Pres.

cc: Councilmember Paul Koretz



CASE NUMBER:

Case  
Number**ENV-2017-3173-EAF**Primary  
Address

16161 W VENTURA BLVD

Case Project  
Description**Demolition of an existing office building and construction of a new 114 unit 6-story + mezzanine 86-foot high apartment building. Project includes requests for Density Bonus (LAMC 12.22.A.25.C) with one on-menu incentive for an FAR of 2.7:1 in lieu of 1.25:1, and one off-menu incentive for a max. height of**



**86 feet in lieu of 25 feet, 33 feet, and 66 feet; a Vesting Tentative Tract Map**

(LAMC 17.15) to merge two existing lots into one legal lot; Project Permit Compliance (LAMC 11.5.7.C) for a new building in the Ventura Cahuenga Boulevard Corridor Specific Plan; Site Plan Review (LAMC 16.05) for a development project of 50 or more units; and Waiver of Dedication and Improvements (LAMC 12.37.1.3) to waive the 5-foot dedication and improvements along Ventura Boulevard, as required per the Mobility 2035 Plan and Ventura Cahuenga Boulevard Corridor Specific Plan.

Requested  
Entitlement

DEMOLITION OF AN EXISTING OFFICE BUILDING AND CONSTRUCTION OF A NEW 114 UNIT APARTMENT BUILDING. PROJECT INCLUDES REQUESTS FOR DENSITY BONUS (LAMC 12.22.A.25.C), WITH 11 AFFORDABLE UNITS, WITH ONE ON-MENU INCENTIVE FOR A FAR OF 2.7:1, AND ONE OFF-MENU INCENTIVE FOR A MAX HEIGHT OF 86 FEET; A VESTING TENTATIVE TRACT MAP (LAMC 17.15) TO MERGE TWO EXISTING LOTS; PROJECT PERMIT COMPLIANCE (LAMC 11.5.7.C) FOR THE VENTURA CAHUENGA BOULEVARD CORRIDOR SPECIFIC PLAN; SITE PLAN REVIEW (LAMC 16.05) FOR A PROJECT OF 50 OR MORE UNITS; AND WAIVER OF DEDICATION AND IMPROVEMENTS (LAMC 12.37.1.3) TO WAIVE THE 5-FOOT DEDICATION AND IMPROVEMENTS ALONG VENTURA BOULEVARD.

Applicant STEVEN GRYCZMAN [COMPANY: ENCINO INVESTORS LLC]  
 Representative KERRIE NICHOLSON [COMPANY: CAJA ENVIRONMENTAL SERVICES]  
 Filing Date 08/08/2017  
 Acceptance Date  
 Staff Assigned SARAH HOUNSELL  
 Staff Phone (818) 374-9917  
 Staff Email sarah.hounsell@lacity.org  
 Staff Assigned Date 08/17/2017  
 Expedited Case No  
 Full Cost Recovery No

Publication  
 Date  
 Publication  
 End Date  
 ENV  
 Terminated  
 Environmental  
 Clearance  
 Date

Related Appeals, Modifications, Reconsiderations and Plan Approvals

None

Other Related Cases

[CPC-2017-3172-DB-SPP-SPR-WDI](#)  
[VTT-77140](#)

Case Documents

**Initial Actions** ?

No Documents

**Appeal Actions** ?

No Documents

**Council / Other Actions** ?

No Documents

**Plan Approval / Modifications** ?

No Documents



8/22/2017

City of Los Angeles Mail - Fw: NEW APARTMENTS PLANNED ON VENTURA BOULEVARD

Approved Plans 

No Documents

[LA City Home Page](#) | [contact: zimas@lacity.org](mailto:zimas@lacity.org)

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Courtney Schoenwald &lt;courtney.schoenwald@lacity.org&gt;

## NEW APARTMENTS PLANNED ON VENTURA BOULEVARD

1 message

homeowners-encino@sbcglobal.net &lt;homeowners-encino@sbcglobal.net&gt;

Tue, Aug 22, 2017 at 3:48 PM

To: homeowners-of-encino@earthlink.net

**IF A NEW 6 STORY 114 UNIT APARTMENT CAN BE BUILT BY RIGHT ON VENTURA BLVD. – THEN IT CAN HAPPEN IN YOUR COMMUNITY!!!**

## **TIME TO REOPEN THE VENTURA SPECIFIC PLAN**



URBANIZE.LA August 08, 2017, 8:26PM

### **NEW APARTMENTS PLANNED ON VENTURA BOULEVARD SIX-STORY DEVELOPMENT WOULD REPLACE EXISTING OFFICE BUILDING.**

by Steven Sharp

A nondescript office and retail building in Encino is slated to give way for a mixed-use complex, according to [a filing earlier today with the Los Angeles Department of City Planning](#).

The project, which comes from a limited liability company known as Encino Investors, would raze a two-story edifice at 16161 W. Ventura Boulevard that dates to the mid-20th century. This would be followed by the construction of a six-story building that would feature 114 apartments above ground-floor commercial space.

The applicant has requested density bonus incentives for the development, which indicates that it will contain an affordable housing component.

Additional details about the project are currently unclear.

- [CPC-2017-3172-DB-SPP-SPR-WDI](#) (LADCP)

\*\*\*\*



# ldcp CASE INFORMATION

CASE NUMBER: 

Case Number **ENV-2017-3173-EAF**

Primary Address **16161 W VENTURA BLVD**

## Case Project Description

**Demolition of an existing office building and construction of a new 114 unit 6-story + mezzanine 86-foot high apartment building. Project includes requests for Density Bonus (LAMC 12.22.A.25.C) with one on-menu incentive for an FAR of 2.7:1 in lieu of 1.25:1, and one off-menu incentive for a max. height of 86 feet in lieu of 25 feet, 33 feet, and 66 feet; a Vesting Tentative Tract Map**

(LAMC 17.15) to merge two existing lots into one legal lot; Project Permit Compliance (LAMC 11.5.7.C) for a new building in the Ventura Cahuenga Boulevard Corridor Specific Plan; Site Plan Review (LAMC 16.05) for a development project of 50 or more units; and Waiver of Dedication and Improvements (LAMC 12.37.1.3) to waive the 5-foot dedication and improvements along Ventura Boulevard, as required per the Mobility 2035 Plan and Ventura Cahuenga Boulevard Corridor Specific Plan.

## Requested Entitlement

DEMOLITION OF AN EXISTING OFFICE BUILDING AND CONSTRUCTION OF A NEW 114 UNIT APARTMENT BUILDING. PROJECT INCLUDES REQUESTS FOR DENSITY BONUS (LAMC 12.22.A.25.C), WITH 11 AFFORDABLE UNITS, WITH ONE ON-MENU INCENTIVE FOR A FAR OF 2.7:1, AND ONE OFF-MENU INCENTIVE FOR A MAX HEIGHT OF 86 FEET; A VESTING TENTATIVE TRACT MAP (LAMC 17.15) TO MERGE TWO EXISTING LOTS; PROJECT PERMIT COMPLIANCE (LAMC 11.5.7.C) FOR THE VENTURA CAHUENGA BOULEVARD CORRIDOR SPECIFIC PLAN; SITE PLAN REVIEW (LAMC 16.05) FOR A PROJECT OF 50 OR MORE UNITS; AND WAIVER OF DEDICATION AND IMPROVEMENTS (LAMC 12.37.1.3) TO WAIVE THE 5-FOOT DEDICATION AND IMPROVEMENTS ALONG VENTURA BOULEVARD.

Applicant **STEVEN GRYCZMAN [COMPANY: ENCINO INVESTORS LLC]**  
 Representative **KERRIE NICHOLSON [COMPANY: CAJA ENVIRONMENTAL SERVICES]**

Filing Date **08/08/2017**

Acceptance Date

Staff Assigned **SARAH HOUNSELL**

Staff Phone **(818) 374-9917**

Staff Email **[sarah.hounsell@lacity.org](mailto:sarah.hounsell@lacity.org)**

Staff Assigned Date **08/17/2017**

Expedited Case **No**

Full Cost Recovery **No**

Publication Date

Publication End Date

ENV Terminated

Environmental Clearance Date



## Related Appeals, Modifications, Rec Considerations and Plan Approvals

[None](#)

## Other Related Cases

[CPC-2017-3172-DB-SPP-SPR-WDI](#)[VTT-77140](#)

## Case Documents

**Initial Actions** ⓘ

No Documents

**Appeal Actions** ⓘ

No Documents

**Council / Other Actions** ⓘ

No Documents

**Plan Approval / Modifications** ⓘ

No Documents

**Approved Plans** ⓘ

No Documents

[LA City Home Page](#) | [contact: zimas@lacity.org](mailto:zimas@lacity.org)

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Courtney Schoenwald &lt;courtney.schoenwald@lacity.org&gt;

**Fw: #499 ENCINO COMMUNITY UPDATE x**

1 message

homeowners-encino@sbcglobal.net &lt;homeowners-encino@sbcglobal.net&gt;

Sat, Sep 9, 2017 at 7:42 AM

To: homeowners-of-encino@earthlink.net

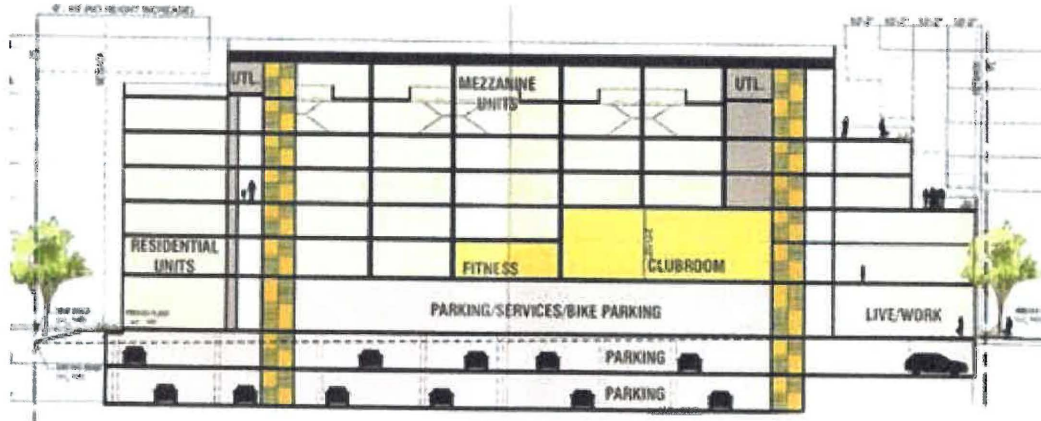
**HOMEOWNERS OF ENCINO***"Serving the Homeowners of Encino since 1983"*<https://homeownersofencino.wordpress.com/><https://www.facebook.com/homeownersofencino?fref=ts>**#499 ENCINO COMMUNITY UPDATE  
SEPTEMBER 8, 2017****MASSIVE 7 STORY 86 FT. HIGH RISE DEVELOPMENT  
114 APARTMENTS, 16161 VENTURA BLVD., ENCINO***Proposed 7story 114 unit apartment high rise project**Existing 2 story consumer serving project to be demolished*



A small two story retail and office building at 16161 Ventura Blvd in Encino is slated to be demolished and replaced by a seven story (six levels plus mezzanine) high rise 114 unit mixed-use apartment complex with two underground parking levels according to a filing with the Los Angeles Department of City Planning.

The project replaces a two-story building on the north side of Ventura Blvd. with a seven-story building with 114 apartments above ground-floor commercial space. The applicant has requested density bonus incentives for the development, which will contain 11 "very low income" housing units. The applicant seeks to waive the 5-foot dedication and improvements along Ventura Boulevard, as required per the Mobility 2035 Plan and Ventura Cahuenga Boulevard Corridor Specific Plan.

All traffic will enter and exit directly off Ventura Blvd. in the middle of the block. The project seeks to relieve an increase in traffic at Hayvenhurst, Libbit, Woodley, Haskell and other intersections with the inclusion of 126 bicycle parking spaces in the building.



Demolition of an existing office building and construction of a new 114 unit 6-story + mezzanine, 86-foot high rise apartment building. Project includes requests for Density Bonus with one on-menu incentive for an FAR of 2.7:1 in lieu of 1.25:1, (that means over twice the size of building allowed) and one off-menu incentive for a maximum height of 86 feet in lieu of 25 feet, 33 feet, and 66 feet.

Additional details: [CPC-2017-3172-DB-SPP-SPR-WDI](#)

\*\*\*\*

## ENCINO NEIGHBORHOOD COUNCIL PLANNING AND LAND USE (PLU) COMMITTEE MEETING

**Date: TUESDAY, September 12, 2017 Time: 7:00PM**

**Location: Encino Community Center  
4935 Balboa Blvd, Encino, CA 91316**

**SUBJECT PROPERTY: 16161 VENTURA BLVD**

Residents are invited to hear presentations from the developer's representatives. These items may affect your neighborhood. The developers of this projects or presenters are seeking advisory comments. The Encino Neighborhood Council invites your comments. You may speak and provide oral or written comments for the record on the impacts this project will have on you or your neighbors.

Contact: Eliot Cohen PLU-Chair [el4encino@gmx.com](mailto:el4encino@gmx.com)



[http://ens.lacity.org/ensnc/encinocc/ensncencinocc818114817\\_09122017.pdf](http://ens.lacity.org/ensnc/encinocc/ensncencinocc818114817_09122017.pdf)

Fellow Citizens of Encino:

There will be several meetings to voice your opinion about 16161 Apartment Building development that is being proposed. The first chance you will have will be at the Encino Neighborhood Council's Planning and Land Use Committee (ENC-PLU). That takes place on 9/12 @ 7:00PM at the Community Center on Balboa Blvd. Please see attached flyers. This is where the Encino Neighborhood Council (ENC) discusses and vets these projects. I am told that Mr. Kleinman, Councilman Paul Koretz's Deputy Planner for the Valley will be in attendance at this meeting. This meeting is where the initial feedback will be given to the ENC and City Officials. This is where your opinion will have the greatest impact. The full ENC meets on 9/27 and usually has more of a perfunctory hearing on these projects. Most of the time the full ENC board takes the recommendation of the ENC-PLU and transmits these opinions to the appropriate City Officials. Your voice has the best chance of being heard at the ENC-PLU. A final chance to express your opinion will come when the Applicant/Developer will go before a hearing Officer at Department of City Planning at City Hall North in a few months from now, typically.

Attached is the Agenda and a Notification that is being sent out to the streets most affected by this potential project.

[http://ens.lacity.org/ensnc/encinocc/ensncencinocc818114817\\_09122017.pdf](http://ens.lacity.org/ensnc/encinocc/ensncencinocc818114817_09122017.pdf)

We look forward to hearing from you on 9/12.

\*\*\*\*

*Sherman Oaks Homeowners Assn. SOHA Newsletter – August 2017*

## **MAKING TRAFFIC STUDIES MORE UNDERSTANDABLE**

To meet a California mandate, the City of Los Angeles will be approving a new method for measuring traffic impacts of development projects. There's no stopping the new method. However it can mask traffic problems of development projects in our neighborhoods and take pressure off developers to mitigate these problems. The State method looks at regional concerns. The prior method focuses on the detriments to surrounding neighborhoods.

LA's Department of Transportation (LADOT) will still have many traffic analysis methods in its toolbox – the new one and the old ones. The problem is that we the public don't know which methods they will use because LADOT hasn't told us. SOHA has a simple solution. LADOT documents which method they use and when – so we all know. That's called transparency.

SOHA submitted the attached follow-up letter to Councilman Ryu, asking that the Council Transportation Committee require LADOT to document its traffic analysis methods in writing. To read:

<http://sp1.actemarketing.com/SpeClicks.aspx?X=5L0VGO5BIROOX3I801ZIW>

If you agree that this makes sense, email [Justin.Orenstein@LACity.org](mailto:Justin.Orenstein@LACity.org) in Councilman Ryu's office and tell him you support SOHA's position.

Thank you!

\*\*\*\*





## Ventura Blvd. Traffic Gold Star of the Week!

**Brought to you by your friendly LA Dept. of Transportation, Mayor and City Council**

***Ventura Blvd., eastbound at Libbit Encino – 8/19/2017. Saturday 11:00 am***

You may want to contact the City officials and thank them for scheduling roadwork on a weekend, rather during the business day. The Traffic Department is to be commended for permitting roadwork on a lightly traveled weekend, saving drivers countless hours of lost time and fuel, not to mention the lessened impact on the environment.

\*\*\*\*



<https://www.facebook.com/homeownersofencino?fref=ts>

\*\*\*\*

## RESPONSES TO #498 ENCINO COMMUNITY UPDATE

**Subject: Stop sign request**

Tuesday, September 05, 2017 5:16 PM

I would like to request a review to see if we can put up a stop sign at the intersection of Green Vista Dr and Ivy side Pl. It is a "T" intersection with no stop sign. Very dangerous. My parked car got crashed into as a driver lost control by turning too fast. Also, a lot of near misses as it is a blind turn from Ivy side pl onto Green Vista Dr. Now, there are a lot of kids on this street and it is very dangerous. Any help on what to do or whom to contact will be greatly appreciated.

ME

Encino

\*\*\*\*

## TO KEEP YOU INFORMED CONCERNING ENCINO OVER-DEVELOPMENT, HERE IS A TALLY OF NEW OR PROPOSED PROJECTS IN THE ENCINO AREA:

114 apartments (live/work, affordable units) 6 stories 16161-63 Ventura Blvd.  
 312 apartments/commercial units 14801-14827 Ventura Blvd. two 5 story  
 Multipurpose 3-story commercial building 15739 Ventura, Valley Beth Shalom  
 33 unit condominium, 4741 N. Libbit Avenue (just off of Ventura Blvd.)  
 42 unit condominium, 5015 - 5041 Balboa Blvd.  
 66 unit apartment, (IMT) 4940 Paso Robles  
 131 unit apartment (Avalon Bay), Ventura Blvd. near Noeline  
 51 unit apartment, (Woodrise), Ventura Blvd. at Woodley  
 51 unit condominium, 15222 Ventura Blvd., just east of Sepulveda  
 325 unit apartment complex, Sepulveda Blvd. and Camarillo  
 125 unit apartment (Gold Mountain) 16704 Ventura Blvd.  
 58 unit condominium, 5239-5305 Lindley Ave. (replaces 39 apartments)  
 31 unit condominium, 4410 Sepulveda Blvd. (near Greenleaf off-ramp)  
 43 unit condominium, 5168 Yarmouth Ave. (replaces 29 apartments)  
 70 unit condominium, 5130 Yarmouth Ave. (replaces 53 apartments)  
 120 unit apartment, 5501 Newcastle Ave. (replaces 71 apart.) incl. 9 low income units



43 unit condominium, 5445 Lindley Blvd. (replaces 44 apartments)  
112 unit apartment, 18301 Ventura Blvd., at Etiwanda  
12 row houses, 4726 Petit (between Petit and Rubio) (sub standard lots, no side yards)  
20 unit condominium, 16671 Oak View Dr.  
50 unit apartment, 17720 Magnolia Bl.  
49 unit apartment, 16300 Ventura Blvd. - mixed use (Encino Car Wash property)  
138,714 sq. ft. medical building, 18131 Ventura Blvd. at Lindley (replaces Michaels)  
187 unit apartment 17100 W Victory Blvd., Balboa Park Terrace at Balboa Blvd.

\*\*\*\*

**HERE IS WHAT YOU CAN DO:**

1. Attend the hearings and meetings and speak out against intrusive developments.
2. Write/phone/email Councilmember Paul Koretz and state your objections, ask his Deputy to attend the hearing and support the residents' position.
3. Meet with your Councilmember Koretz and his Planning Deputy.
4. Demand a building moratorium along Ventura Blvd. in Encino.
5. Demand the Ventura Blvd. Specific Plan be amended to reduce by-right development and mixed use density bonuses.
6. Call your friends and neighbors in Sherman Oaks and Tarzana and ask them to insist on amending the Ventura Blvd. Specific Plan.
7. Join Homeowners of Encino and assist in opposing over-development projects.

**Call the Councilmembers below now, and demand action:****Councilmember Paul Koretz** paul.koretz@lacity.org

(818)971-3088, Fax (818)788-9210

Valley Deputy Gurmet Khara gurmet.khara@lacity.org

**Councilmember David Ryu** david.ryu@lacity.org

(818) 728-9924, Fax: (213) 624-7810

Chief of Staff Sarah Dusseault sarah.dusseault@lacity.org

**Councilmember Bob Blumenfield** councilmember.blumenfield@lacity.org

(818) 756-8848, (818) 756-9179 Fax

Chief Planning Deputy

**Councilmember Mitchell Englander** councilmember.englander@lacity.org

(818) 756-8501, Fax: (818) 756-9122

Planning Director

\*\*\*\*

**HOMEOWNERS OF ENCINO NEEDS YOU!**





HOME has been extraordinarily busy working on behalf of Encino residents. Encino is faced with a growing number of apartments on Ventura Blvd., more over-development and that means more traffic.

**BUT HOME CANNOT DO IT ALONE! WE NEED YOUR SUPPORT!**

At every turn developers are working hard to change the face of Encino, and not for the better. New apartments and developments planned for Ventura Blvd. — mean more traffic and congestion! HOME has a long and successful record of addressing community issues, including traffic, billboard and sign blight, airport noise, over-development, and land use issues. Our members sit on important community organizations and boards, and represent your interests including the Van Nuys Airport Citizens Advisory Committee, Encino Neighborhood Council and others, giving you a direct voice in important policy making organizations. HOME is a volunteer, non-profit 501(c)4 organization. Community problems often spill over community boundaries. HOME welcomes members from adjacent communities to join us.

\*\*\*\*



**MEMBERSHIP APPLICATION**

email: [homeowners-of-encino@earthlink.net](mailto:homeowners-of-encino@earthlink.net)

<http://homeownersofencino.wordpress.com/>

I want to fight over-development and traffic in Encino by joining Homeowners of Encino.  
Please mail a \$30.00 check to: Homeowners of Encino, PO Box 260064, Encino, CA 91426.

Name \_\_\_\_\_

Address \_\_\_\_\_ City \_\_\_\_\_ Zip \_\_\_\_\_

Phone \_\_\_\_\_ Email \_\_\_\_\_

\*\*\*\*

NOTICE: In accordance with 17 U.S.C. Section 107, this material is distributed without profit to those who have expressed a prior interest in receiving the included information for research and educational purposes. If you would like to be removed from this email list, please contact:

[homeowners-of-encino@earthlink.net](mailto:homeowners-of-encino@earthlink.net)



Thank you



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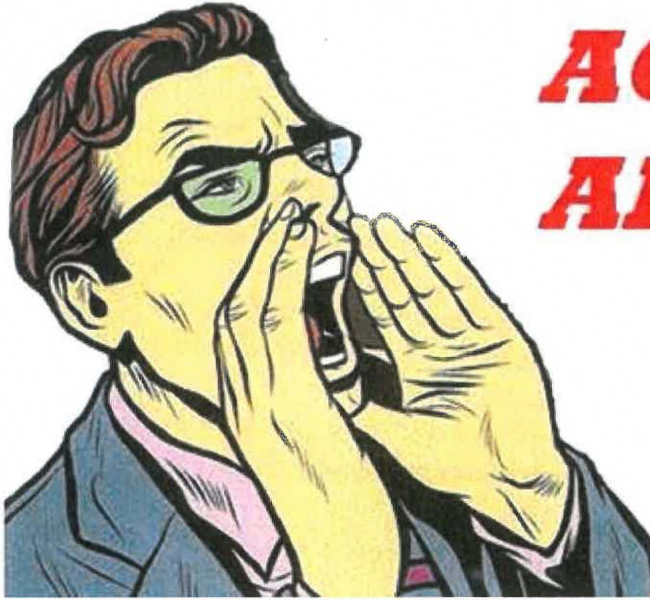
WCLY

Marianne King <marianne.king@lacity.org>

## ENCINO ACTION ALERT! ...

homeowners-of-encino@earthlink.net <homeowners-of-encino@earthlink.net>  
To: homeowners-of-encino@earthlink.net

Thu, Oct 19, 2017 at 9:26 AM



# **ACTION ALERT!**

## **NO MORE VENTURA BL. HIGH-RISE APARTMENTS!**

**MASSIVE 7 STORY 86 FT. HIGH RISE DEVELOPMENT 114  
APARTMENTS  
16161 VENTURA BL., ENCINO**

**EMAIL COUNCILMEMBER PAUL KORETZ  
SEND A MESSAGE TO HIS DEPUTY TODAY!  
AVIV KLEINMAN [aviv.kleinman@lacity.org](mailto:aviv.kleinman@lacity.org)**

**EXPLAIN WHY YOU OPPOSE** a small two-story retail and office building at 16161 Ventura Blvd in Encino will be demolished and replaced by a seven story (six levels plus mezzanine) high rise 114-unit apartment complex with two underground parking levels. **The more emails he receives the better. Only you can help stop excessive development in Encino on our main artery – Ventura Blvd. It is important you email AVIV KLEINMAN [aviv.kleinman@lacity.org](mailto:aviv.kleinman@lacity.org) TODAY!**

**PROJECT DETAILS:** The project seeks to replace a two-story building on the north side of Ventura Blvd. with a seven-story building with 114 apartments and have live work spaces on the bottom floor. The project will not have enough parking for the tenants. **Developer has proposed less than 1 parking space per unit.** The applicant has requested density bonus incentives for the development, which will contain 11 "low income" housing units. The applicant seeks to waive the 5-foot dedication and improvements along Ventura Boulevard, as required per the Mobility 2035 Plan and Ventura Cahuenga Boulevard Corridor Specific Plan. All traffic will enter and exit directly on to or off Ventura Blvd. in the







middle of the block. The project will increase traffic at Hayvenhurst, Libbit, Woodley, Maskell and other intersections! The project will make parking spaces harder to find and overflow from their inadequate parking lot will mean tenants will be parking their cars overnight on Woodley, Libbet and Morrison.

Additional details: [CPC-2017-3172-DB-SPP-SPR-WDI](#)

**YOUR EMAIL COMMENTS ARE SAVED AND BECOME PART OF THE  
OFFICIAL RECORD**

**ENCINO NEIGHBORHOOD COUNCIL OPPOSES THE PROJECT:**

1. That the Encino NC go on record to oppose the project as described.
2. That the traffic, parking, access and vehicle capacity on Ventura Blvd. cannot support this 114 unit mixed use project.
3. The project is out of character with other housing along Ventura Blvd. in the Encino corridor.



**HOMEOWNERS OF ENCINO**

*"Serving the Homeowners of Encino since 1983"*

<https://homeownersofencino.wordpress.com/>

**JOIN HOMEOWNERS OF ENCINO**

**Mail a check for \$30.00 to  
P.O. BOX 260064, ENCINO CA. 91426**



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Lucerito Martinez <lucerito.martinez@lacity.org>

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## Re: 16161 ventura

Aviv Kleinman <aviv.kleinman@lacity.org>

Wed, Nov 8, 2017 at 11:40 AM

To: encleeb <encleeb@gmail.com>, Lucerito Martinez <lucerito.martinez@lacity.org>

I'm copying the Project Planner here.

Lucy- is there a CPC/APC date set? How can we request it to be held in the Valley?

Thank you,

Aviv Kleinman



**Aviv Kleinman, M.U.R.P.**

Planning Deputy  
Councilmember Paul Koretz - Council District 5  
15760 Ventura Blvd Suite 600  
Encino, CA 91436  
(818) 971-3088  
Email: [Aviv.Kleinman@lacity.org](mailto:Aviv.Kleinman@lacity.org)

If you would like to sign up to receive the Fifth Council District e-newsletter, click [here](#)

\*\*\*\*\*

This e-mail is intended only for the party to whom it is addressed as it may contain privileged or confidential information. If you are not the intended recipient, you are hereby notified that any use, dissemination or copying of this transmission is prohibited. If you have received this transmission in error, please notify the sender immediately and delete this e-mail and any copies.

\*\*\*\*\*

On Tue, Nov 7, 2017 at 6:04 PM, encleeb <[encleeb@gmail.com](mailto:encleeb@gmail.com)> wrote:

Good evening sir,

What do we need to do to request that the CPC hearing for [16161 Ventura](#) be held at the Braude building instead of downtown?

Very Respectfully,

Lee Blumenfeld  
ENC District 1 Representative

Sent from my - Mobile Device

----- Original message -----

From: Aviv Kleinman <[aviv.kleinman@lacity.org](mailto:aviv.kleinman@lacity.org)>  
Date: 10/26/17 3:48 PM (GMT-08:00)  
To: encleeb <[encleeb@gmail.com](mailto:encleeb@gmail.com)>  
Subject: Re: 16161 ventura



Can you please forward the name of the Project Planner in DCP that is working on this project?

Aviv Kleinman



**Aviv Kleinman, M.U.R.P.**  
Planning Deputy  
Councilmember Paul Koretz - Council District 5  
15760 Ventura Blvd Suite 600  
Encino, CA 91436  
(818) 971-3088  
Email: [Aviv.Kleinman@lacity.org](mailto:Aviv.Kleinman@lacity.org)

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[https://mail.google.com/mail/u/0/?ui=2&ik=5fcb84a7ca&isver=gNJGSrCYso.en.&view=pt&msg=15f9d263db6d666b&q=16161%20ventura&q\\_s=true&search=qu...](https://mail.google.com/mail/u/0/?ui=2&ik=5fcb84a7ca&isver=gNJGSrCYso.en.&view=pt&msg=15f9d263db6d666b&q=16161%20ventura&q_s=true&search=qu...) 2/3



adjacent to residentially zoned parcels and rear yard setbacks. AND 2. The proposed project will not have a substantial adverse impact on any residence which is within 600 feet from the site of the proposed project.

3. Combining parcels allows a build across the setback corridor otherwise required by zoning code and removes open space requirements.
4. Current traffic patterns use one driveway as an in and the other as an out.
5. Rear setback of building is closer to single family single story dwelling. Current building design ignores step back requirement from single story.
6. Privacy concerns from rear balconies facing single family home
7. Open space requirement not met due to increased FAR.
8. Dedication of street asked to be waived. Dedications are for street enlargements and or bicycle lanes. They are taking the reduction in parking offered by the city and yet are asking not to provide a larger easement.
9. Mixed use units/live work units are using lowest parking space requirements even though we do not know the types of business. It should be set at the higher level, to accommodate worded case use.

Hope this helps

Very Respectfully,

Lee Blumenfeld  
ENC District 1 Representative

Sent from my - Mobile Device









Courtney Shum <courtney.shum@lacity.org>

---

## DIR-2017-3172-DB-SPP-SPR-WDI / 16161 Ventura Boulevard / Letter of Determination

---

Courtney Shum <courtney.shum@lacity.org>

Tue, Apr 17, 2018 at 3:05 PM

Bcc: Heather Waldstein <heather@raa-inc.com>, "Mr. Brad M. Rosenheim" <brad@raa-inc.com>, Dave Rand <dave@agd-landuse.com>, Daniel Gryczman <dg@blumaxpartners.com>, gsilver4@earthlink.net, homeowners-encino@sbcglobal.net

Good afternoon,

Per your request, please find attached the Letter of Determination for the above-referenced case for the project at 16161 Ventura Boulevard.

Thank you,

Courtney Shum



DIR-2017-3172-DB-SPP-SPR-WDI Signed LOD.pdf  
5508K









Courtney Shum <courtney.shum@lacity.org>

---

## 16161 ventura blvd

4 messages

---

**encleeb** <encleeb@gmail.com>  
To: courtney.shum@lacity.org

Mon, Apr 23, 2018 at 1:34 PM

Hello Courtney,

I am requesting the case file and approval with conditions for [16161 ventura blvd](#) case dir-2017-3172-db-spp-spr-wdi.  
Thank your for your time.

Sent from my T-Mobile 4G LTE Device

---

**Courtney Shum** <courtney.shum@lacity.org>  
To: encleeb <encleeb@gmail.com>

Tue, Apr 24, 2018 at 9:07 AM

Good morning. A copy of the decision letter is attached.

With regard to the case file, are there specific components that you would like to review? Or, would you like to set up a time to review the case file in person? Thanks.

Courtney

[Quoted text hidden]

--



**Courtney Shum**, City Planner  
**Department of City Planning**  
**Expedited Processing Section**  
T: (213) 978-1916 E: [courtney.shum@lacity.org](mailto:courtney.shum@lacity.org)  
200 N. Spring St., Room 763  
Los Angeles, CA 90012

---

 **DIR-2017-3172-DB-SPP-SPR-WDI Signed LOD.pdf**  
5508K

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**encleeb** <encleeb@gmail.com>  
To: Courtney Shum <courtney.shum@lacity.org>

Tue, Apr 24, 2018 at 10:39 AM

One specific question I had was where was the CIS in the file? As well as the neighborhoods letters?

Very Respectfully,

Lee Blumenfeld  
ENC District 1 Representative  
PLU Board Member  
Outreach Committee Member

Sent from my - Mobile Device

[Quoted text hidden]

---

**Courtney Shum** <courtney.shum@lacity.org>  
To: encleeb <encleeb@gmail.com>

Wed, Apr 25, 2018 at 12:51 PM

Hi Lee, it was nice talking with you yesterday and sorry for the delay on this. I had a chance to go through the case file and there was no Community Impact Statement or signed petition. Attached is the original Department of City Planning Application and Supplemental that was filed and a letter from the applicant discussing the change from a CPC case to Director's level case and withdrawal of the tract map application. Additionally, I have included the traffic study that was prepared. Please let me know if you need anything else.  
Thanks.



Courtney

[Quoted text hidden]

---

**4 attachments**

 **DCP Application Supplement copy.pdf**  
83K

 **16161 DCP application signed copy.pdf**  
1713K

 **16161 Ventura\_Letter to File.pdf**  
64K

 **16161 Ventura Traffic Study.pdf**  
22829K





Courtney Shum <courtney.shum@lacity.org>

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**Fwd: ACTION ALERT - MASSIVE 7 STORY 86 FT. HIGH RISE..**

1 message

Marianne King <marianne.king@lacity.org>  
To: Courtney Shum <courtney.shum@lacity.org>

Fri, May 18, 2018 at 10:43 AM

FYI!

Marianne King / Project Planner  
Department of City Planning  
6262 Van Nuys Boulevard, Suite #430  
Van Nuys, CA 91401  
818-374-5059



----- Forwarded message -----

From: <homeowners-of-encino@earthlink.net>  
Date: Fri, May 18, 2018 at 8:26 AM  
Subject: ACTION ALERT - MASSIVE 7 STORY 86 FT. HIGH RISE..  
To: homeowners-of-encino@earthlink.net



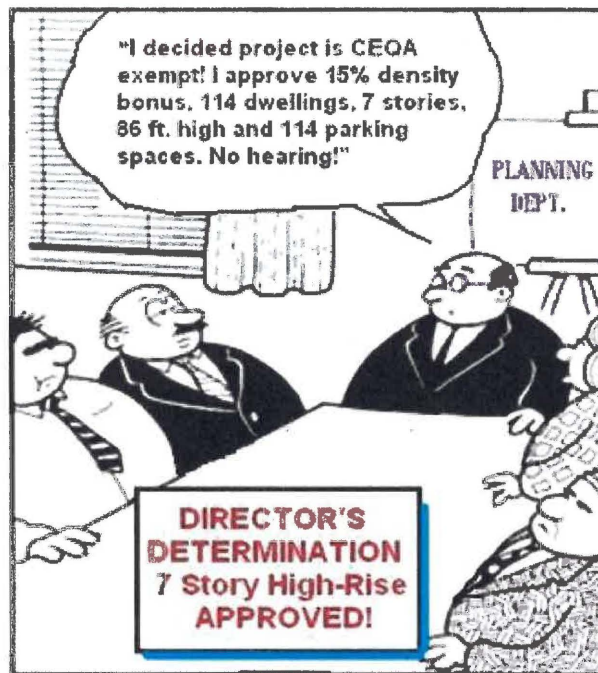
***ACTION ALERT***  
***Appeal filed -- forces a***  
***PUBLIC HEARING***  
***16161 Ventura Bl. High-Rise***

A public hearing in June or July is last chance to stop this ginormous project!

**MASSIVE 7 STORY 86 FT. HIGH RISE**  
**114 APARTMENTS, 114 PARKING SPACES**  
**16161 VENTURA BLVD., ENCINO**

**Case No. DIR-2017-3172-DB-SPP-SPRWDI    CEQA: ENV-2017-3173-CE**





[Corrected]

**Here is how it is supposed to work...** "After considering all public testimony and Planning staff recommendations, the decision maker will make a decision (determination) on the proposed project. The determination will either approve the project as is, approve the project with conditions or deny the project. Once a determination is issued, it can be appealed. A Neighborhood Council is an entity of the City of Los Angeles and therefore cannot directly appeal a determination. If the determination is appealed, it is heard by an appeal body. The appeal requires a separate public hearing. The appeal body will then issue their decision on the project. After all appeal efforts have been exhausted, the decision becomes final. If the determination is not appealed, the original decision becomes final." [<http://cityplanning.lacity.org/>]

**Here is what can happen...** Planning holds a hearing downtown during the daytime. Only a handful of residents show up to oppose. Planning listens politely – denies appeal – rubber stamps "Project Approved!". Or, a handful of residents show up to oppose ... planning listens and throws a handful of crumbs – "we added 25 more bicycle parking spaces!" –traffic problems solved! Or, officials cry crocodile tears, "sorry we can't do anything about it – it's the State law -- "Project Approved!" ..... Or, residents fed up to here with Ventura Blvd. over-development and traffic start a fire-storm of protest – call for reform, launch recall petitions, find lawyers to drag City and developer into court, wake up Encino Hospital and other nearby building managers so they use political clout to end this madness. Time and delay is a developer's worst enemy – anything can happen! It ground the Il Villaggio Toscano project on Sepulveda Blvd. to a halt.

***Only you can make a difference!!!***

## **CONTACT EACH OFFICIAL BELOW – DEMAND ACTION**

**Case No. DIR-2017-3172-DB-SPP-SPRWDI      CEQA: ENV-2017-3173-CE**

- Insist that the Planning Dept. hold the appeal hearing in Encino during mid-afternoon.
- Insist that the Planning Dept. support the residential appeals filed in this case.
- Insist that the project not exceed the Ventura Blvd. Specific Plan 45 ft. height limit.
- Insist that no density, height, low income or other bonus be approved
- Insist that a new, unbiased traffic study be prepared that includes the impacts from the proposed **6-story, 158 room AC Marriott Hotel** at 15485-15491 Ventura Blvd.

### **1. EMAIL/CALL COUNCILMEMBER PAUL KORETZ**

SEND A MESSAGE TO COUNCILMEMBER PAUL KORETZ DEPUTY TODAY! AVIV KLEINMAN [aviv.kleinman@lacity.org](mailto:aviv.kleinman@lacity.org)  
Explain why you oppose another massive 114-unit apartment high-rise complex at [16161 Ventura Blvd](#) in Encino.

### **2. EMAIL/CALL PLANNING DIRECTOR VINCE BERTONI**

SEND A MESSAGE TO VINCE BERTONI 213-978-1271  
Explain why you oppose another massive 114-unit apartment high-rise complex at [16161 Ventura Blvd](#) in Encino.



### 3. EMAIL/CALL PLANNER SARAH HOUNSELL

SEND A MESSAGE TO PLANNER SARAH HOUNSELL 818-374-9917

Explain why you oppose another massive 114-unit apartment high-rise complex at [16161 Ventura Blvd](#) in Encino.

### 4. EMAIL/CALL STATE SENATOR HENRY STERN

SEND A MESSAGE TO STATE SENATOR HENRY STERN 818-876-3352

Explain why you oppose another massive 114-unit apartment high-rise complex at [16161 Ventura Blvd](#) in Encino.

### 5. EMAIL/CALL KATHY DELLA DONNE PRB CHAIR

SEND A MESSAGE TO KATHY DELLA DONNE VENTURA BLVD. PLAN REVIEW BOARD CHAIR [kadedo@earthlink.net](mailto:kadedo@earthlink.net)

Explain why you oppose another massive 114-unit apartment high-rise complex at [16161 Ventura Blvd](#) in Encino.

\*\*\*\*



#### MEMBERSHIP APPLICATION

email: [homeowners-of-encino@earthlink.net](mailto:homeowners-of-encino@earthlink.net)

<http://homeownersofencino.wordpress.com/>

I want to fight over-development and traffic in Encino by joining Homeowners of Encino.  
Please mail a \$30.00 check to: Homeowners of Encino, PO Box 260064, Encino, CA 91426.

Name \_\_\_\_\_

Address \_\_\_\_\_ City \_\_\_\_\_ Zip \_\_\_\_\_

Phone \_\_\_\_\_ Email \_\_\_\_\_

*If you would like to be removed from this email list, please contact:*  
[homeowners-of-encino@earthlink.net](mailto:homeowners-of-encino@earthlink.net)



This email has been checked for viruses by Avast antivirus software.  
[www.avast.com](http://www.avast.com)









Courtney Shum <courtney.shum@lacity.org>

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## DIR-2017-3172-DB-SPP-SPR-1A / 16161 Ventura / CPC Date

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Courtney Shum <courtney.shum@lacity.org>

Wed, May 23, 2018 at 3:14 PM

Bcc: homeowners-encino@earthlink.net, jrdubya@msn.com, aembs@pacbell.net, Aviv Kleinman <aviv.kleinman@lacity.org>, Heather Waldstein <heather@raa-inc.com>, "Mr. Brad M. Rosenheim" <brad@raa-inc.com>, Dave Rand <dave@agd-landuse.com>

Hello,

This email is to inform you that the appeal of Case No. DIR-2017-3172-DB-SPP-SPR-1A for the property at 16161 Ventura Boulevard is tentatively scheduled to be heard by the City Planning Commission on June 28, 2018 at Van Nuys City Hall (14410 Sylvan Street). A formal hearing notice will be mailed prior to the hearing confirming the date, but this email serves as advance notice of the meeting date for those who included their email address with their submitted appeal. Thank you.

Courtney Shum









Courtney Shum <courtney.shum@lacity.org>

---

## Re: development at 16161 Ventura Blvd, Encino

---

**Sarah Hounsell** <sarah.hounsell@lacity.org>  
To: Jim Houghton <jimc45@gmail.com>  
Cc: Courtney Shum <courtney.shum@lacity.org>

Tue, May 29, 2018 at 9:30 AM

Courtney Shum is the planner assigned to these appeals. Please address your concerns to her.

thank you,



**Sarah Hounsell**, City Planner  
**Department of City Planning**  
(818) 374-9917  
6262 Van Nuys Boulevard, Room 430  
Van Nuys, CA. 91401

ZIMAS <<http://zimas.lacity.org/>> provides you with property information for any parcel within the City of Los Angeles. Appointments for Case Filing or Case Condition Clearing with the Los Angeles Department of City Planning, please use online appointment system: <http://cityplanning.lacity.org/> click on Development Services Center and Make an Appointment.

On Mon, May 28, 2018 at 11:36 AM, Jim Houghton <jimc45@gmail.com> wrote:  
Ms. Hounsell:

I am a local resident. I do not oppose the building of apartments. However, the idea that one parking space per unit is sufficient, and not just a way for developers to realize more profits, is a cruel joke on the quality of life around this apartment building.

People are floating the notion that "cars are going to become irrelevant as self-driving becomes the norm." That may be, but no one know how far in the future that will be -- and for the foreseeable future, the one I live in, people need places other than our streets to store their cars! Please, force the developer to provide at least two spaces per car. That is still not enough, but it's a start. The developer can stub out plumbing and electric to the parking areas such that in some future without cars, the spaces can be converted to apartments.

Please! This is a ridiculous development as slated.

Thank you,

Jim Houghton  
Encino 91436







## Re: Development at 16161 Ventura Blvd, Encino

**Blake Lamb** <blake.lamb@lacity.org>

Tue, May 29, 2018 at 11:39 AM

To: Carrie Firestone <carrie.firestone@lacity.org>, Courtney Shum <courtney.shum@lacity.org>

Cc: Lisa Webber <lisa.webber@lacity.org>

Hello, my hunch is they are asking about the appeal, which Courtney in Expedite is assigned to.  
Blake

On Tue, May 29, 2018 at 8:31 AM, Carrie Firestone <carrie.firestone@lacity.org> wrote:  
Blake,

The case I found for this project does not show assigned to a planner in the Valley. The last update in April shows that it's inactive. Prior to that it was with Courtney Shum.

Thanks!  
Carrie

**Carrie L. Firestone**

Executive Administrative Assistant III



DEPARTMENT OF CITY PLANNING

T (213) 978-1271

F (213) 978-1275

E [carrie.firestone@lacity.org](mailto:carrie.firestone@lacity.org)

200 N. Spring St., Suite 525

Los Angeles, CA 90012

On Tue, May 29, 2018 at 8:23 AM, Carrie Firestone <carrie.firestone@lacity.org> wrote:  
Disregard - I just saw the address in the subject line and will also forward to the planner. :)

**Carrie L. Firestone**

Executive Administrative Assistant III



DEPARTMENT OF CITY PLANNING

T (213) 978-1271

F (213) 978-1275

E [carrie.firestone@lacity.org](mailto:carrie.firestone@lacity.org)

200 N. Spring St., Suite 525

Los Angeles, CA 90012

On Tue, May 29, 2018 at 8:22 AM, Carrie Firestone <carrie.firestone@lacity.org> wrote:  
Lisa and Blake,

There are no identifiers on this so I don't know whose project this is. Forwarded for FYI.

Thanks,  
Carrie

**Carrie L. Firestone**

Executive Administrative Assistant III



DEPARTMENT OF CITY PLANNING

T (213) 978-1271

F (213) 978-1275

E [carrie.firestone@lacity.org](mailto:carrie.firestone@lacity.org)

200 N. Spring St., Suite 525

Los Angeles, CA 90012

----- Forwarded message -----

From: **Vince Bertoni** <[vince.bertoni@lacity.org](mailto:vince.bertoni@lacity.org)>

Date: Tue, May 29, 2018 at 7:21 AM

Subject: Fwd: Development at 16161 Ventura Blvd, Encino

To: Carrie Firestone <[carrie.firestone@lacity.org](mailto:carrie.firestone@lacity.org)>



----- Forwarded message -----

From: **Jim Houghton** <jimc45@gmail.com>  
Date: Mon, May 28, 2018 at 11:35 AM  
Subject: re: Development at 16161 Ventura Blvd, Encino  
To: vince.bertoni@lacity.org

Mr. Bertoni --

I am a local resident. I do not oppose the building of apartments. However, the idea that one parking space per unit is sufficient, and not just a way for developers to realize more profits, is a cruel joke on the quality of life around this apartment building.

People are floating the notion that "cars are going to become irrelevant as self-driving becomes the norm." That may be, but no one knows how far in the future that will be -- and for the foreseeable future, the one I live in, people need places other than our streets to store their cars! Please, force the developer to provide at least two spaces per car. That is still not enough, but it's a start. The developer can stub out plumbing and electric to the parking areas such that in some future without cars, the spaces can be converted to apartments.

Please! This is a ridiculous development as slated.

Thank you,

Jim Houghton  
Encino 91436

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--

**Vincent P. Bertoni, AICP**  
Director of Planning



DEPARTMENT OF CITY PLANNING  
T (213) 978-1271 F (213) 978-1275  
E [vince.bertoni@lacity.org](mailto:vince.bertoni@lacity.org)  
200 N. Spring St., Suite 525C  
Los Angeles, CA 90012



**Blake E. Lamb**  
Principal City Planner  
Department of City Planning  
T: (818) 374-9914  
6262 Van Nuys Blvd., Suite 430  
Los Angeles, CA 91401







Courtney Shum <courtney.shum@lacity.org>

---

**re: development at 16161 Ventura Blvd.**

2 messages

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**Jim Houghton** <jimc45@gmail.com>  
To: courtney.shum@lacity.org

Tue, May 29, 2018 at 9:43 AM

Ms. Shum,

It looks as if Ms. Hounsell forwarded my email to you, but just in case:

I am a local resident. I do not oppose the building of apartments. However, the idea that one parking space per unit is sufficient, and not just a way for developers to realize more profits, is a cruel joke on the quality of life around this apartment building.

One hears the notion floated that "cars are going to become irrelevant as self-driving becomes the norm." That may be, but no one knows when -- and for the foreseeable future, the one I live in, people need places other than our streets to store their cars! Please, force the developer to provide at least two spaces per car. That is still not enough, but it's a start. The developer can stub out plumbing and electric to the parking areas such that in some future without cars, the spaces can be converted to apartments.

Please! This is a ridiculous development as slated.

Thank you,

Jim Houghton  
Encino 91436

---

**Courtney Shum** <courtney.shum@lacity.org>  
To: Jim Houghton <jimc45@gmail.com>

Tue, May 29, 2018 at 1:40 PM

Hello Mr. Houghton, thank you for your comments.

Courtney  
[Quoted text hidden]



**Courtney Shum**, City Planner  
**Department of City Planning**  
**Expedited Processing Section**  
T: (213) 978-1916 E: [courtney.shum@lacity.org](mailto:courtney.shum@lacity.org)  
200 N. Spring St., Room 763  
Los Angeles, CA 90012









Courtney Shum <courtney.shum@lacity.org>

---

## Re: Massive Apartment Complex Opposition

2 messages

**Blake Lamb** <blake.lamb@lacity.org>

Thu, May 31, 2018 at 8:21 AM

To: Carrie Firestone <carrie.firestone@lacity.org>

Cc: Courtney Shum <courtney.shum@lacity.org>, Nicholas Hendricks <nick.hendricks@lacity.org>

looping in expedite

On Thu, May 31, 2018, 7:41 AM Carrie Firestone <carrie.firestone@lacity.org> wrote:

Blake,

Received by Vince.

Thank you,  
Carrie

**Carrie L. Firestone**

Executive Administrative Assistant III



DEPARTMENT OF CITY PLANNING

T (213) 978-1271

F (213) 978-1275

E [carrie.firestone@lacity.org](mailto:carrie.firestone@lacity.org)

200 N. Spring St., Suite 525

Los Angeles, CA 90012

----- Forwarded message -----

From: **Vince Bertoni** <[vince.bertoni@lacity.org](mailto:vince.bertoni@lacity.org)>

Date: Thu, May 31, 2018 at 7:22 AM

Subject: Fwd: Massive Apartment Complex Opposition

To: Carrie Firestone <[carrie.firestone@lacity.org](mailto:carrie.firestone@lacity.org)>

----- Forwarded message -----

From: **Nikki Morris** <[2margo406@gmail.com](mailto:2margo406@gmail.com)>

Date: Wed, May 30, 2018 at 9:56 PM

Subject: Massive Apartment Complex Opposition

To: [vince.bertoni@lacity.org](mailto:vince.bertoni@lacity.org)

Dear Sir:

I am emailing you to respectfully request your assistance in protecting our community from the overcrowding that will occur if the seven story massive apartment complex is allowed to be constructed on Ventura Blvd. in Encino.

Please help longtime Encino homeowners, like myself, a two decades resident, to stop the overpopulation of our beautiful community.

Encino has no room for the massive apartment complex residents, who will find the beauty they were promised is elusive because of the overcrowding caused by this Complex.

No room for the residents, their automobiles, parking, daily massive traffic jams, shopping, entertainment, and even worship will be overwhelmed.

Please consider my respectful request for your assistance in stopping this massive apartment complex being built in our Encino community. Hopefully your help will be the difference between Encinos' survival and destruction.

Thank you.  
Respectfully,  
Nikki Morris



**Vincent P. Bertoni, AICP**  
Director of Planning



DEPARTMENT OF CITY PLANNING  
T (213) 978-1271 F (213) 978-1275  
E [vince.bertoni@lacity.org](mailto:vince.bertoni@lacity.org)  
200 N. Spring St., Suite 525C  
Los Angeles, CA 90012

---

**Nicholas Hendricks** <[nick.hendricks@lacity.org](mailto:nick.hendricks@lacity.org)>  
To: Courtney Shum <[courtney.shum@lacity.org](mailto:courtney.shum@lacity.org)>

Thu, May 31, 2018 at 8:37 AM

----- Forwarded message -----

From: "Blake Lamb" <[blake.lamb@lacity.org](mailto:blake.lamb@lacity.org)>

Date: May 31, 2018 8:25 AM

Subject: Re: Massive Apartment Complex Opposition

To: "Carrie Firestone" <[carrie.firestone@lacity.org](mailto:carrie.firestone@lacity.org)>

[Quoted text hidden]





Courtney Shum <courtney.shum@lacity.org>

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## DIR-2017-3172-DB-SPP-SPR-WDI-1A / 16161 Ventura / WDI Appeal

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Courtney Shum <courtney.shum@lacity.org>  
To: jrdubya@msn.com

Mon, Jun 4, 2018 at 3:50 PM

Good afternoon,

This email is in regards to your appeal concerning the project at 16161 Ventura Boulevard. It is our understanding that you appealed the decision in part, including the approval of the Project Permit Compliance Review, Site Plan Review, and Waiver of Dedication and Improvements. **Please note, however, that the decision concerning the Waiver of Dedication and Improvements can only be appealed by the project applicant pursuant to Los Angeles Municipal Code Section 12.37-I,3. As such, that portion of your appeal has been dismissed and cannot be considered by the City Planning Commission.** The City Planning Commission will still hear and consider all other parts of your appeal. Thank you for your time.

Courtney Shum



**Courtney Shum**, City Planner  
**Department of City Planning**  
**Expedited Processing Section**  
T: (213) 978-1916 E: [courtney.shum@lacity.org](mailto:courtney.shum@lacity.org)  
200 N. Spring St., Room 763  
Los Angeles, CA 90012









Courtney Shum <courtney.shum@lacity.org>

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## DIR-2017-3172-DB-SPP-SPR-WDI-1A / 16161 Ventura / WDI Appeal

1 message

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Courtney Shum <courtney.shum@lacity.org>  
To: aembs@pacbell.net

Mon, Jun 4, 2018 at 3:50 PM

Good afternoon,

This email is in regards to your appeal concerning the project at 16161 Ventura Boulevard. It is our understanding that you appealed the entire Director's decision, including the approval of the Density Bonus, Project Permit Compliance Review, Site Plan Review, and Waiver of Dedication and Improvements. **Please note, however, that the decision concerning the Waiver of Dedication and Improvements can only be appealed by the project applicant pursuant to Los Angeles Municipal Code Section 12.37-I,3. As such, that portion of your appeal has been dismissed and cannot be considered by the City Planning Commission.** The City Planning Commission will still hear and consider all other parts of your appeal. Thank you for your time.

Courtney Shum



**Courtney Shum**, City Planner  
**Department of City Planning**  
**Expedited Processing Section**  
**T:** (213) 978-1916 **E:** [courtney.shum@lacity.org](mailto:courtney.shum@lacity.org)  
200 N. Spring St., Room 763  
Los Angeles, CA 90012









Courtney Shum <courtney.shum@lacity.org>

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## DIR-2017-3172-DB-SPP-SPR-WDI-1A / 16161 Ventura / WDI Appeal

---

Courtney Shum <courtney.shum@lacity.org>  
To: homeowners-encino@earthlink.net

Mon, Jun 4, 2018 at 3:50 PM

Good afternoon,

This email is in regards to your appeal concerning the project at 16161 Ventura Boulevard. It is our understanding that you appealed the decision in part, including the approval of the Project Permit Compliance Review, Site Plan Review, and Waiver of Dedication and Improvements. **Please note, however, that the decision concerning the Waiver of Dedication and Improvements can only be appealed by the project applicant pursuant to Los Angeles Municipal Code Section 12.37-I,3. As such, that portion of your appeal has been dismissed and cannot be considered by the City Planning Commission.** The City Planning Commission will still hear and consider all other parts of your appeal. Thank you for your time.

Courtney Shum

--



**Courtney Shum**, City Planner  
**Department of City Planning**  
**Expedited Processing Section**  
T: (213) 978-1916 E: [courtney.shum@lacity.org](mailto:courtney.shum@lacity.org)  
200 N. Spring St., Room 763  
Los Angeles, CA 90012









Courtney Shum <courtney.shum@lacity.org>

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## DIR-2017-3172-DB-SPP-SPR-WDI-1A / 16161 Ventura Boulevard / CPC Hearing Notice

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Courtney Shum <courtney.shum@lacity.org>

Fri, Jun 8, 2018 at 2:10 PM

Bcc: homeowners-encino@earthlink.net, jrdubya@msn.com, aembs@pacbell.net, Aviv Kleinman <aviv.kleinman@lacity.org>, Heather Waldstein <heather@raa-inc.com>, "Mr. Brad M. Rosenheim" <brad@raa-inc.com>, Dave Rand <dave@agd-landuse.com>, Daniel Gryczman <dg@blumaxpartners.com>

Good afternoon,

Please find attached the hearing notice for Case No. DIR-2017-3172-DB-SPP-SPR-WDI-1A for the property at 16161 Ventura Boulevard. This case is to be heard by the City Planning Commission at Van Nuys City Hall on June 28, 2018 after 8:30 AM. A hard copy of the notice will also be mailed to the address provided on your application. Thank you and have a nice weekend.

Courtney Shum



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**DIR-2017-3172-DB-SPP-SPR-WDI-1A Appeal Hearing Notice.pdf**

342K









Courtney Shum <courtney.shum@lacity.org>

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**16161 West Ventura Blvd (16151-16201)**

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Peter Chakos <pjchakos@gmail.com>  
To: courtney.shum@lacity.org

Mon, Jun 11, 2018 at 10:26 PM

Dear Courtney Shum and Los Angeles City Planning Commission:

In the event I cannot attend the meeting scheduled for June 28, 2018 at 8:30 AM, I am sending this letter to voice my strong concerns about the proposed building:

Case No. DIR-2017-3172-DB-SPP-SPR-WDI-1A

CEQA No. ENV-2017-3173-CE

I am against the construction of this building and any other similar building in Encino. Encino is overrun with traffic congestion. While the worst times are during the morning and evening commute, even off-peak times can be challenging.

The area bordered Balboa Avenue & Sepulveda Boulevard and Ventura Boulevard & Burbank Street is especially difficult to get in and out of as few streets go from one major cross street to another. The 101 freeway also serves as a barrier to the north.

In the past five years, there have been several conversions of small retail spaces into large apartment or condominium buildings. This area cannot handle any further saturation or increase of residents and their accompanying vehicles. The proposed project provides for 114 vehicles and a minimum of 114 new residents but most likely three to five times that number.

Furthermore, it is my understanding that the buildings recently built in this area (south west corner of Libbit and Ventura and on Ventura across from the Mercedes dealership) remain largely empty; consequently, their full impact has not been fully realized and cannot be accurately assessed.

While Steven Gryczman and Encino Investors, LLC stand to benefit greatly from this project, Encino and its current residents will see no benefit. This building will only have a negative impact on the community. I am appalled that it is even being considered.

I urge you to poll the surrounding community on this issue. I am confident you will find little support and much opposition to the construction of this building.

As a homeowner that is within 100 feet of the proposed property, I am further concerned by the impact of construction noise, dust, increased crime, as well as the noise and other issues associated with the completed building and its occupants.

This building presents a threat to the privacy, safety and quality of life for myself and my neighbors.

If somehow this project is allowed to go forward, then I urge you to insist that the property owner(s) agree to incur all costs to provide each homeowner on Moorpark Street between Libbit Street and Woodley Avenue,



with high quality, name-brand, dual glazed windows, increased insulation, and comprehensive security camera systems and lighting systems.

Also, in order to protect our direct privacy, please stipulate there be no north facing windows nor any east or west facing windows within 200 feet of the Northern property line. I further propose they be required to build a wall over two stories high along the rear of their building and parking facilities.

Sincerely,

Peter Chakos

[16140 Moorpark Street](#)

[Encino, CA 91436](#)

[Chakos@yahoo.com](mailto:Chakos@yahoo.com)





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**confirm receipt APPEAL SUPPLEMENT, ADDENDUM - REQUEST FOR 90 DAY EXTENSION**

2 messages

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homeowners-encino@sbcglobal.net <homeowners-encino@sbcglobal.net>  
To: Courtney Shum <courtney.shum@lacity.org>

Thu, Jun 14, 2018 at 7:19 AM

**PLEASE CONFIRM RECEIPT.**

HOMEOWNERS OF ENCINO  
GERALD A. SILVER, PRESIDENT  
P. O. BOX 260064  
ENCINO, CA 91426-0205  
(818) 990-2757

LOS ANGELES CITY PLANNING COMMISSION

16161 VENTURA BLVD. APPEAL

HOMEOWNERS OF ENCINO	)	APPEAL SUPPLEMENT
A California Non-Profit Corporation	)	
	)	CASE NO.
	)	DIR-2017-3172-DB-SPP-SPR-1A
	)	
CITY OF LOS ANGELES	)	
CITY PLANNING COMMISSION	)	JUNE 13, 2018
	)	
Courtney Shum, City Planner	)	16161 VENTURA BLVD,
	)	ENCINO
	)	

APPEAL SUPPLEMENT, ADDENDUM  
REQUEST FOR 90 DAY EXTENSION

I.

HOMEOWNERS OF ENCINO, INC. STANDING

This Appeal and Supplement, Addendum is filed by the Homeowners of Encino, a California non-profit corporation duly organized and existing under the laws of the State of California. Homeowners of Encino is a public benefit association organized for the purpose of promoting social welfare. This corporation seeks to protect the residential character of its neighborhoods and to enhance the quality of life for its members and the community. Many of its members reside within the neighborhood of the proposed project and will be heavily impacted by it. Homeowners of Encino asserts that it has full legal standing to contest any and all claims, assertions, representations, concessions or incentives made or granted by the City of Los Angeles related to this Project.

II.

PROPOSED PROJECT

The project located at 16161 Ventura Blvd., Encino involves the demolition and removal of two commercial-office buildings and a surface parking lot, and the new construction, use, and maintenance of an approximately 106,846 square-foot, 114-unit, multi-family residential development, inclusive of 32 studio units, 65 one-bedroom units, 15 two-bedroom units, and two live-work units. The proposed project will set aside 11 units (11 percent of the base density) for Very Low-Income Household occupancy. The building is proposed to be 86 feet (at its highest point) built to six stories plus a mezzanine. The total floor area ratio of the proposed development is 2.7 to 1. The proposed project provides 114 automobile parking spaces and 126 bicycle parking spaces. On-site parking is provided partially on the ground floor and within a parking garage located below the building on two subterranean levels.

III.



## APPEAL ISSUES

The City Planning Commission will consider the following: Appeals of the Director of Planning's determination to conditionally approve a Density Bonus/Affordable Housing Incentives Compliance Review, Project Permit Compliance Review, and Site Plan Review for the project, pursuant to Los Angeles Municipal Code (LAMC) Sections 12.22-A, 25, 11.5.7-C, and 16.05, respectively; and of Categorical Exemption ENV-2017-3173-CE, as the environmental clearance for the project.

Homeowners of Encino disagrees with the claims presented by City Planner Courtney Shum in her email to Homeowners of Encino on Monday, June 04, 2018 3:50 PM, namely:

*"This email is in regards to your appeal concerning the project at 16161 Ventura Boulevard. It is our understanding that you appealed the decision in part, including the approval of the Project Permit Compliance Review, Site Plan Review, and Waiver of Dedication and Improvements. Please note, however, that the decision concerning the Waiver of Dedication and Improvements can only be appealed by the project applicant pursuant to Los Angeles Municipal Code Section 12.37-I,3. As such, that portion of your appeal has been dismissed and cannot be considered by the City Planning Commission. The City Planning Commission will still hear and consider all other parts of your appeal. Thank you for your time. Courtney Shum"*

### IV.

#### DENIAL OF DUE PROCESS / EQUAL PROTECTION

The City of Los Angeles misinterprets Sec. 12.37 I "Appeal", regarding entities that may appeal such City Engineers determinations. This section merely provides that any person required to make such improvements *may* appeal such determination. However, the section does not set forth any statutory authority which disallows stakeholder persons or entities from appealing such determinations. Indeed, such a holding flies in the face of both State and Federal Constitutional principles of Due Process and Equal Protection.

The Appellant asserts that its members and other affected Encino residents have been denied due process, the decision-maker has erred in its findings and has abused its discretion. The decision-maker failed to follow fair procedures and is depriving persons of "life, liberty, or property." When the government seeks to deprive a person of one of those interests, the procedural due process requires at least for the decision-maker to afford the person notice, an opportunity to be heard, and a decision made by a neutral decision maker. The procedural due process is required by the Due Process Clauses of the Fourteenth Amendment to the US Constitution. Further, the Planning Department's Expedite Division did not act in accordance and compliance with the Due Process Clause in the Government Ethics Ordinance requiring both "reasonable notice" and "reasonable opportunity" and access to be heard. Lastly, the Appellants are denied equal protection under the law, since the Commission's ruling discriminates in favor of the Project Applicant regarding standing to appeal.

Homeowners of Encino and Encino residents are being denied due process (life, liberty, and property) specifically, the diminishment of home values near the proposed 114 apartment building. The homes will lose value due to the blocking of sunlight, standing in the shadow of this 7-story building, and, loss of privacy from balconies looking down on neighbor's property. Additionally, the lack of parking spaces will deprive Encino of liberties such as free passage by creating a more traffic and congestion. They will deprive the Libbit Ave., Morrison St., Huston St., Swinton Ave., Moorpark St., Woodley Ave and Dickens neighbors of their parking places in front of their houses, as parking will become a contest to claim any available parking space due to little parking and an excess of bicycle parking. Additionally, the promotion of excessive bike racks will encourage residents to be exposed to dangerous traffic conditions on Ventura Blvd. as there is no place to add bicycle lanes. The planning fantasy of bicycle commuting will result in injuries and fatalities, therefore, depriving the victims of life.

Due to additional traffic problems created by this project, the new 17017 Ventura Blvd. assisted living facility (82,000 square feet, 97 guest rooms, 460 guest rooms), the 16206 -16218 Ventura Blvd (2 new commercial buildings to include restaurant, gym and juice store (all high traffic car-intensive establishments) the 158-guest room, 75 ft. high, 6-story hotel at 15481-15491 Ventura Blvd., having the 16161 building adjacent to the Fire Department's go to Emergency Hospital will surely deprive some residents of their life due to longer emergency response time.

Additionally, the non-stop construction noise, banging and beeping is very stressful and pervasive further eroding property values and potentially causing deteriorating health in nearby residents. By creating un-mitigable traffic, the Project Applicant is depriving Encino residents and others who use Ventura Blvd of life and liberty. These effects cannot be compensated for by the Project Applicant, the City, County or the State.

Another flaw in the Project Applicant's presentation is the traffic study's omission, which fails to mention that the 16161 building is next to a sensitive zoning site: Encino Hospital (16237 Ventura Blvd). Again, the traffic impacts from this project cannot be mitigated and this creates a hazard to life and limb. Since this information was not included -- the Director's Determination is flawed and must be withdrawn due to public safety, and the critical sensitive site of designation.



It must be recognized that no further development should be allowed on the Ventura Corridor in Encino until a traffic mitigation plan is in place that will reduce the flow of traffic, make sure emergency response times are adequate to the needs of the Encino community and that essential services such as water can be delivered in reasonable quantities to all residents.

V.  
RELIEF FROM DENSITY BONUS IS FLAWED

The Planning Dept. is proposing to grant a density bonus for this Project. The incentive will have a specific, adverse impact, upon public health, safety and, the physical environment. The concession is contrary to State law, viz Section 50052.5 of the Health and Safety Code.

The City shall grant the concession requested by the applicant if the City makes a written finding, based upon *substantial evidence*, of any of the following:

- (A) The concession or incentive does not result in identifiable and actual cost reductions, consistent with subdivision (k), to provide for affordable housing costs, as defined in Section 50052.5 of the Health and Safety Code, or for rents for the targeted units to be set as specified in subdivision (c).
- (B) The concession or incentive would have a specific, adverse impact, as defined in paragraph (2) of subdivision (d) of Section 65589.5, upon public health and safety or the physical environment or on any real property that is listed in the California Register of Historical Resources and for which there is no feasible method to satisfactorily mitigate or avoid the specific, adverse impact without rendering the development unaffordable to low-income and moderate-income households.

The 16161 project does not qualify for a density bonus. The concession or incentive does not result in identifiable and actual cost reductions, consistent with subdivision (k), to provide for affordable housing costs, as defined in Section 50052.5 of the Health and Safety Code, or for rents for the targeted units to be set as specified in subdivision (c).

GOV § 65589.5 (2) the 16161 project as proposed would have a specific, adverse impact upon the public health and safety, and there is no feasible method to satisfactorily mitigate or avoid the specific adverse impact without rendering the development unaffordable to low- and moderate-income households. These impacts are traffic pollution and causing an already overburdened water system to be rationed for all residences. Since there is no feasible method to satisfactorily mitigate or avoid the adverse impact identified pursuant to paragraph (1), other than the disapproval of the housing development project or the approval of the project upon the condition that it be developed at a lower density.

Based on the facts in this case, the Project Applicant has not met the standard to permit granting a density bonus.

VI.  
THE DIRECTOR'S DETERMINATION FAILS TO ABIDE BY CEQA

The Director's Determination is fatally flawed because it fails to provide substantial evidence supporting a categorical exemption pursuant to CEQA Guidelines, Section 15300.2. The Director's Determination reaches an erroneous and faulty conclusion:

"Determine based on the whole of the administrative record, that the Project is exempt from CEQA pursuant to CEQA Guidelines, Section 15332, Article 19 (Class 32), and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies"

Public Resources Code section 21151 provides in pertinent part as follows: 'All local agencies shall prepare, or cause to be prepared by contract, and certify the completion of an environmental impact report on any project they intend to carry out or approve which may have a significant effect on the environment.'

VII.  
NEW ISSUES HAVE EMERGED THAT IMPACT THE DECISION

Several new large-scale project developments have been filed with the Planning Dept. that will have huge negative impacts on the project at hand. These and the other issues described below represent a significant change of circumstances and conditions that were not assessed with respect to the project under appeal.

1. 15481-15491 Ventura Blvd., Case No. CPC-2018-2801-ZV-SPE-SPP-SPR. DKN Hotels, LLC, seeks to demolish and remove the existing 1- and 2-story motel complex (66 guest rooms and approximately 31,472 square feet of Floor Area), ancillary retail space and the associated surface parking lot; in order to construct, use and maintain an approximately 78,962 square foot (or "SF") AC Hotel with 158 guest rooms, built to a maximum height of 75 feet with six-stories ("Project"), located at 15481-15491 W Ventura Boulevard (the "Subject Property"). Off-street parking is provided at and below grade and screened from view within the hotel structure and on the northern portion of the Subject Property in a surface parking lot. The Subject Property is comprised of two lots both of which are dual zoned, C4-1L and R3-1, and located within the Ventura Cahuenga Boulevard Corridor Specific Plan, Regional Commercial Designated Area.



2. 16206 -16218 Ventura Blvd., Encino, Case Number: ZA-2017-1767-ZV-SPP. The demolition of an office building and the construction of two new commercial buildings with a total of 12,880 square feet. The commercial space will have 4,745 square feet dedicated to gym/health club uses, and the remaining 8,137 square feet will have restaurant uses. The project also includes a master sign program and a parking lot restripe with landscaping, on a 48,787 square -foot lot.

3. 17017 Ventura Blvd., Encino Case Number: CPC-2018-3286-VZC-SPE-ELD-SPP-SPR. The construction of a new 82,055 sf 5-story assisted living facility with 97 guest rooms and a 2-story commercial health club building with 37,798 sq. ft. of floor area, including 460 parking spaces.

The cumulative impacts of these projects with the 16161 Ventura Blvd. project with 114 apartments, make the need for a comprehensive traffic study and management plan, extremely necessary before any more construction is permitted in Encino along the Ventura Blvd. Corridor.

## VIII.

### CHANGE OF CIRCUMSTANCES, NEW LEGISLATION

Of significant importance is the fact that several major issues, actions and new legislation have emerged that impact the Decision Makers assessment of the merits of this Appeal. These are critical and weigh heavily on the viability and feasibility of the proposed project. They cry out for an abundance of caution and careful assessment before any further actions are taken:

#### 1. Actions by the Encino Neighborhood Council (ENC)

The Encino Neighborhood Council received extensive negative public comment on the 16161 Ventura Blvd. project. On September 27, 2017 the Encino Neighborhood Council voted to oppose the project as described:

##### APPROVED MOTION SEPTEMBER 27, 2017:

- "1) That the Encino NC go on record to oppose the project (16161 Ventura Blvd Encino) as described.
- 2) That the traffic, parking, access and vehicle capacity on Ventura Blvd. cannot support this 114 unit mixed use project.
- 4) sic The project is out of character with other housing along Ventura Blvd. in the Encino corridor."

On June 6, 2018 the Encino Neighborhood Council's Traffic and Transportation Committee passed the motions below and forwarded them to the full Encino Neighborhood Council Board for further action. Collectively, these motions speak to the general unhappiness and unrest with the City's planning and land use policies and headlong rush into bicycle mobility to replace automobiles.

"We [The Encino Neighborhood Council] request that the DOT prepare a traffic study of Ventura Boulevard from Hayvenhurst to the 405 Freeway and that the finding be given to the Council Office and all relevant parties."

"Los Angeles decision makers and planners should reevaluate the Los Angeles Bicycle Plan and place a moratorium on construction of new bicycle lanes and facilities in Encino until safety, costs and commuter impacts are resolved."

On June 12, 2018 the Encino Neighborhood Council's Planning and Land Use Committee passed the motion below and forwarded it to the full Encino Neighborhood Council Board for further action:

"The Encino Neighborhood Council formally requests That CM Koretz and/or the office of Council District 5 fund an independent Traffic Study in Encino from the I-405 to Hayvenhurst Ave between Ventura Blvd and Mullholland Dr. to gather empirical data on the present traffic patterns of the area and the potential additional impacts of development on this hillside area and its streets, including but not limited to feeder streets such as Dickens, Sherman Oaks Ave and Fiume. The ENC will assist the Council Office in the selection of a qualified consultant."

#### 2. New Legislative Mandates

Senate Bill-606 was signed into law by Governor Brown on 5/31/18 makes clear that there is not enough water in the State, County, or City to support additional development. Approving the 114 apartment 7 story apartment building is a clear violation of the California Environmental Quality Act. If one does the math on water usage allowed it is clear that one will not be allowed to do laundry and shower in the same day, restrictions on landscape and pool water use have not been set, but it is certain it will be equally restrictive. Therefore, since there is not enough water to go around allowing this building to be built is a clear violation of the CEQA Standards.



As the significant environmental impacts of the 16161 Apartment Project cannot be mitigated due to lack of water both during construction and occupancy. As 103 of these apartments are going to be larger than the average apartment luxury or above market rents will ensue. Renters who will be able to afford such rents will likely not be bicyclists. They will have 2 cars, maybe even 3 cars. These cars will be causing traffic, therefore tailpipe emissions and greenhouse gases due to lack of convenient parking. These are un-mitigatable environmental impacts and under CEQA this project must be denied as well as the additional proposed projects, described above.  
([https://leginfo.ca.gov/faces/billTextClient.xhtml?bill\\_id=201720180SB606](https://leginfo.ca.gov/faces/billTextClient.xhtml?bill_id=201720180SB606))

IX.

FORMAL REQUEST FOR A 90 DAY CONTINUANCE

Based on the assertions of lack of due process, abuse of discretion and other claims addressed here, the Appellant is hereby requesting a 90-day extension to file additional supporting appeal documents. This appeal involves many complex issues that must be fully addressed. The Appellant expressly reserves the right to revise, modify, amend or supplement its Appeal before the decision-maker takes any dispositive action.

It must be recognized that impacted groups, property owners, corporate officials, and others have not been notified or have not received adequate notice and time to respond to the flawed Director's Determination.

The Encino Neighborhood Council voted to oppose this project on September 27, 2017. However, due to Brown Act requirements, adequate time was not available for the Encino Neighborhood Council's Board to provide written comments on the Appeal by the June 4, 2018 deadline.

X.

EXHAUSTION OF ADMINISTRATIVE REMEDIES

Homeowners of Encino wishes to avoid participating in a judicial challenge on the issues set forth in this Appeal filing. It should be abundantly clear that numerous administrative issues need to be resolved to avoid a judicial review of the final decision. Homeowners of Encino is mindful that litigation is costly to the City, the Project Applicant and residents. Traffic, congestion, noise and other environmental issues can be avoided without litigation.

Homeowners of Encino reserves the right to amend, expand or revise its response prior to or during the hearing.

Signed: June 13, 2018



Gerald A. Silver,  
President. Homeowners of Encino



This email has been checked for viruses by Avast antivirus software.  
[www.avast.com](http://www.avast.com)



16161-VENTURA-APPEAL-shum-letter-3-3 .doc  
93K

Courtney Shum <courtney.shum@lacity.org>  
To: homeowners-encino@sbcglobal.net

Thu, Jun 14, 2018 at 3:48 PM

Mr. Silver,

Thank you for your letter and I received your voicemail as well. Your comments will be included as part of the record. As mentioned in previous correspondence, the granting of the Waiver of Dedication and Improvements is not appealable. An extension of time can only be granted with mutual consent between the Commission and applicant. At this time, neither has agreed to an extension of time so the case will still be heard at the City Planning Commission on June 28, 2018, as noticed. Thank you.

Courtney  
[Quoted text hidden]





**Courtney Shum**, City Planner  
**Department of City Planning**  
**Expedited Processing Section**

**T:** (213) 978-1916 **E:** [courtney.shum@lacity.org](mailto:courtney.shum@lacity.org)  
200 N. Spring St., Room 763  
Los Angeles, CA 90012





Courtney Shum <courtney.shum@lacity.org>

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## 16161 Ventura Blvd. Appeal RE: COMMUNITY OPPOSITION

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Eliot Cohen <ececho@hotmail.com>

Sat, Jun 16, 2018 at 5:50 PM

To: "courtney.shum@lacity.org" <courtney.shum@lacity.org>

Cc: "paul.koretz@lacity.org" <paul.koretz@lacity.org>, "Joan.Pelico@lacity.org" <Joan.Pelico@lacity.org>, Aviv Kleinman <aviv.kleinman@lacity.org>, "Gurmet K. Khara" <gurmet.khara@lacity.org>, "jeffrey.ebenstein@lacity.org" <jeffrey.ebenstein@lacity.org>, "Gregory.Martayan@lacity.org" <Gregory.Martayan@lacity.org>, "Faisal.Alserrri@lacity.org" <Faisal.Alserrri@lacity.org>, "jrdubya@msn.com" <jrdubya@msn.com>, "aembs@pacbell.net" <aembs@pacbell.net>, "kadedo@earthlink.net" <kadedo@earthlink.net>, "senator.stern@senate.ca.gov" <senator.stern@senate.ca.gov>, Adrineh Melkonian <adrineh.melkonian@lacity.org>, "vince.bertoni@lacity.org" <vince.bertoni@lacity.org>, "tanaz.golshan@lacity.org" <tanaz.golshan@lacity.org>, "Christine.Saponara@LACity.org" <Christine.Saponara@lacity.org>, Courtney Schoenwald <courtney.schoenwald@lacity.org>, Eric Garcetti <info=ericgarcetti.com@mail85.sea31.mcsv.net>

*Please acknowledge receipt of this email. Thank you.*

Eliot Cohen

Encino Neighborhood Council-Planning and Land Use Chair

[4924 Paso Robles Ave.](#)

[Encino, CA 91316](#)

310-650-8862

### LOS ANGELES CITY PLANNING COMMISSION

RE: [16161 VENTURA BLVD.](#) APPEAL

CASE # DIR-2017-3172-DB-SPP-SPR-1A

Attention: Courtney Shum City Planner

Dear Ms. Shum & All Concerned Parties:

It might not come to your attention that there is widespread public opposition to [16161 Ventura Boulevard](#) Apartment Project. As Chair of the Encino Neighborhood Council's Planning and Land Use Committee I hosted a meeting regarding this project. Over 250 people showed up. Everybody politely listened to the Developers Presentation and then when the time came for public comment widely criticized and condemned the project. The objections were exactly what you would expect. Not enough parking. Will cause more traffic on Ventura Blvd. Will interfere with adjacent neighbor's privacy and serenity. The dust from the demolition and construction will add to pollution and cause additional health problems, one MD claimed. The lack of parking will cause what limited parking on Woodley, Libbet and Dickens to be taken up in the evening causing homeowners stress about parking their cars or having their guest find parking. Due to lack of sidewalks and poor street lighting several people fear this will become a high crime area, ripe for muggings and car break-ins. Knowledgeable people pointed out that the density bonus of 11 low income apartments will not make a dent in the housing crisis. Additionally, they correctly pointed out that due to the high rents landlords need to charge to cover their expensive new construction on these tenements are a deterrent to curing the housing crisis since only the well-to-do can afford them. With some of the mixed-use developments not even half filled. Therefore, why this rush to build the wrong kind of buildings in the worst possible areas? Some pointed out the City of Los Angeles cannot even guarantee our residents and business owners essential services. We have been threatened with Brownouts in the summer due to not enough electrical capacity to meet the needs of air conditioners. In the winter due to problems at the Aliso Gas facility we have been warned we all might not be able to heat our homes or businesses at once due to lack of N-Gas storage. Due to the drought we have water rationing. Where are we getting the water to build and meets the needs of these new residents? It seems like approving a building like this is the height of irresponsibility.



Do your planners know better than the Community what Ventura Blvd. can support or do the locals who grin and bear it daily know what the Boulevard can support, in the way of new construction? I strongly suggest Encino Residents knows what's best. If this building conformed to the Ventura Cahuenga Plan and was 4 stories like the other mixed-use buildings there would not be this kind of opposition. Recently Homeowners posted an Action Alert on Nextdoor regarding the 16161

boondoggle. There were an unprecedented 133 responses, regarding this project which was about 90% negative I want this thread which is already a public record, should be part of the City Planning Commissions records and deliberations. [https://nextdoor.com/news\\_feed/?post=82072113&comment=177338570](https://nextdoor.com/news_feed/?post=82072113&comment=177338570) I have taken the liberty to have pulled out a few representative comments which I have copied and pasted above the Nextdoor post. May I have the temerity to ask if this building is approved in its current form who is the City Planning Commission working for the developers or the residents?

\*\*\*\*\*

Henry Eshelman

, Encino (Haskell-405) · Edited 12 May

My position is this: because LA has such high rents (and landlords that would rather units remain empty than rent at affordable rates), the philosophy of "mixed use," "affordable" development along Ventura in Encino has been a failure. At least three other new buildings of this type, with minimum rents around \$3500, stand empty and unoccupied by residents and commercial tenants alike. Sops proffered to allow this (like "low income" units that rent for \$2500 a month) don't even matter; candidly the city is anxious to satisfy developers at any cost to the neighborhood. The rationale of "forcing" people out of their cars by failing to provide sufficient parking is an anti-market position at odds with the highly profit-driven motive for the construction--it's not meant to be pro-environment or pro-neighborhood; it's to maximize rentable square footage. Finally, the developer admitted to the Encino Neighborhood Council (on which I and several other posters serve) that the structure would cast the yards and homes north of the development into shadow. If you'd like to see the result of that, observe VBS' parking lot at Moorpark between Gloria and Densmore, developed when the construction of the office building to the south of it (nicknamed the White Whale) rendered the homes that used to stand there worthless and uninhabitable. This project is a bad idea that's bad for the neighborhood. Protest it.

Adam Cole

, Stone Canyon · 13 May

I hate to sound like a Negative Nancy (no offense to any wonderful Nancy folks!), but, people get paid off for these things and the chances this project won't happen are close to zero. Even if they had TWO parking spots (228) for every apartment, it wouldn't be enough. People have visitors. Parties. Contractors. Families. Many folks live more than two per apartment. This has disaster written all over it, but a project of this size has a ton of money behind it. Decision-makers are paid off very inexpensively.... and we are the ones who really pay for it. I'll get on board and write my share of letters.... but, sadly, no one is going to care. Worse yet.... this trend will continue until LA is just one, gigantic parking lot with cars moving along at about 2mph. I've seen it again and again. We will lose. Sorry to sound so negative, but I've lived here my entire life and I know how it goes. If I'm wrong, I'm MORE than happy to eat my words. Maybe it's time to cash out... sell my place for a nice profit and get the hell out of Dodge. The cities resources can only handle so many folks, and we are already way over quota. This will not end well. Lovely.

, West Sherman Oaks Hills · Edited 14  May

Thank you Kasey, for telling the truth. A definite "luxury" price point on these units will not address the "housing crisis" problem everyone keeps bringing up because the COST of living in this structure (as with the others that sit half-empty) prohibits the majority of working people from living there. You're right- it seems to be pre-arranged by developers and local politicians. The dead giveaway is that neighborhood residents are not given a voice in the building decision. Agenda 21, anyone?

Donald Fenning



, Encino Flats·Edited 23 May

I got the exact same response from Aviv Kleinman. In essence, he is saying it is out of our hands at a local level, except for the appeals... The mention of changes and compromises in the development does not really impress me... Did they ever think they were going to build to the property line at the rear, or get 135 units... It was just a negotiation to see how much density they could actually get on the site. The concept of adding low income units to the development to get it approved at this size was just a piece of the deal. I am not faulting Kleinman, but it seems like spin control for Koretz more than anything else. Sorry to be such a skeptic, but those are my thoughts-- By the way, we need to put pressure on our state representatives. We need to let them know that we will not support them if they do not come up with some way to stop the game of throwing a few low income units into a development in an already congested urban area in order to get it approved... I understand the housing crisis, and suggest giving aid and incentives to developers in under-developed areas to build real housing solutions, but a few units in this type of high density apartment development in the middle of Encino seems like tokenism at best--and it does little to alleviate the real housing crisis.

### ***Comment from our new State Assembly Member: Jesse Gabriel***

Jesse Gabriel

, Royal Oaks·Edited 29 May

Thanks Donald. I really appreciate your vote. I certainly don't want to hijack this thread for campaign purposes, but I did want to share my cell phone number (818-697-1486) and offer to speak with anyone who has questions about my platform, campaign, etc. Also, while I do believe that there are broad policy steps that the Legislature should take to address the homelessness/affordable housing crisis, decisions about individual development projects like this one are (and should be) made at the local level. More broadly, I very much share the concerns about traffic, public safety, and inadequate services that we face here in Encino, and am always happy to discuss. Please feel free to give me a ring if you have any thoughts or questions. Thanks!

\*\*\*\*\*

## **Appeal Filed by Homeowners of Encino Regarding Ginormous 16161 Ventura Apt Building**

HOME FILES APPEAL TO CHALLENGE MASSIVE 7 STORY 86 FT. HIGH RISE 114 APARTMENTS at [16161 VENTURA BLVD., ENCINO](#) Case No. DIR-2017-3172-DB-SPP-SPRWDI <https://planning.lacity.org/pdiscaseinfo/Caseld/MjE1Mzc40> HOME appealed the Director of Planning's Determination of April 17, 2018, because HOME alleges failure to adhere to CEQA, Encino residents are denied due process and there is Abuse of Discretion by the Director's Determination of the massive 7 story 86 ft. high rise 114 apartments with only 60 parking spaces at [16161 Ventura Blvd](#). NO PUBLIC HEARING WAS HELD!!! Denial of Due Process The Appellant asserts that its members and other affected Encino residents have been denied due process, the decision-maker has erred in its findings and has abused its discretion. The decision-maker failed to follow a fair procedure and is depriving persons of "life, liberty, or property." When the government seeks to deprive a person of one of those interests, the procedural due process requires at least for the decision-maker to afford the person notice, an opportunity to be heard, and a decision made by a neutral decision maker. The procedural due process is required by the Due Process Clauses of the Fourteenth Amendment to the US Constitution. Further, the Planning Department's Expedite Division did not act in accordance and compliance with the Due Process Clause in the Government Ethics Ordinance requiring both "reasonable notice" and "reasonable opportunity" and access to be heard. Abuse of Discretion The Appellant asserts Abuse of Discretion by the decision-maker. The claims, findings, and conclusions in the Director's Determination fail to take into proper consideration the facts and law relating to Abuse of Discretion. The Director's Determination is based on arbitrary, unreasonable conclusions and is a departure from precedent and settled custom. Where a decision-maker must exercise discretion in deciding a question, it must do so in a way that is not clearly against the logic and the evidence. An improvident exercise of discretion is an error and grounds for reversing a decision. Failure to Abide by CEQA: The Director's Determination is fatally flawed because it fails to provide substantial evidence supporting a categorical exemption pursuant to CEQA Guidelines, Section 15300.2. The Director's Determination reaches an erroneous and faulty conclusion: "Determine based on the whole of the administrative record, that the Project is exempt from CEQA pursuant to CEQA Guidelines, Section 15332, Article 19 (Class 32), and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies"



Section 15300.2. is intended to promote infill development within urbanized areas. The class consists of environmentally benign in-fill projects which are consistent with local general plan and zoning requirements. This class is not intended to be applied to projects which would result in any significant traffic, noise, air quality, or water quality effects. This project does not support findings for a categorical exemption. EMAIL COUNCILMEMBER PAUL KORETZ SEND A MESSAGE TO HIS DEPUTY TODAY! AVIV KLEINMAN [aviv.kleinman@lacity.org](mailto:aviv.kleinman@lacity.org)

EXPLAIN WHY YOU OPPOSE another massive 114-unit apartment high-rise complex at [16161 Ventura Blvd](#) in Encino. Demand a building moratorium along Ventura Blvd. in Encino. Demand the Ventura Blvd. Specific Plan be amended to reduce by-right development and mixed-use density bonuses. Only you can help stop excessive development in Encino on our main artery – Ventura Blvd. It is important you email AVIV KLEINMAN [aviv.kleinman@lacity.org](mailto:aviv.kleinman@lacity.org) TODAY! The more emails he receives the better.

### [Case Information & Documents - Los Angeles City Planning](#)

[Los Angeles City Planning Department Case Information and Documents](#)

[PLANNING.LACITY.ORG](#)

7 May · 23 neighborhoods in **General**



Reply



26



133



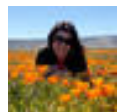
Kasey Navarro

, Encino (Balboa-Woodley) · 10 May

Exactly Sue. 114 spaces or not, where is our hearing?



3 Thanks



Jenny Birchfield-Eick

, Encino Hills · Edited 10 May

FYI I sent an email to Aviv Kleinman asking if there will there be a hearing regarding this new development. I received the attached email stating it will be in June.

Attachments:

Aviv Kleinman





 3 Thanks



✓ Kasey Navarro

, Encino (Balboa-Woodley) · 10 May

How can we get an update or email about where and when in June? Is there a place to sign up?

 1 Thank



✓ Leslie Elkan

, Clark Gable Estates · 10 May

This is a live/work mixed use buildings so it may be that people who rent there may also work in the building and not need to drive to work.



✓ Eliot Cohen

, Encino (Haskell-405) · 10 May

There are only going to be a couple of live- work suites on the ground floor. So most of the population of 16161 will probably be commuting, like the rest of us in their cars.

2 Thanks



✓ Sue Souveroff

, Libbit Ave/Woodley Ave · 10 May

Eliot or ?: How can we sign up for newsletter or well-in-advance info so that we can collect names, etc. of those willing and able to attend hearing and arrange transportation, etc..????

 2 Thanks



✓ Sue Souveroff

, Libbit Ave/Woodley Ave · 10 May



I just emailed Aviv ([avivkleinman@lacity.org](mailto:avivkleinman@lacity.org)) requesting to be added to list of those to be notified details re 114 apt. project.



2 Thanks



✓ Eliot Cohen

, Encino (Haskell-405) · 10 May

Thank you, for asking. Homeowners of Encino (HoE) needs your support. To get on the mailing list or make a small contribution (tax deductible) email: [homeowners-of-encino@EarthLink.net](mailto:homeowners-of-encino@EarthLink.net). We are constantly fighting to keep Encino and the Valley liveable.

1 Thank



✓ Pat Warnock

, Encino East · 10 May

Well get ready for more massive buildings like this if SB Bill 827 eventually goes through. Remember CA State Senator Scott Weiner from SF who is pushing his SB Bill 827 = the "Stack and Pack" bill that will toss out all local zoning ordinances so that Weiner can create high rise "Projects"/ apts. ? Senator Weiner thinks developers should not have to provide for adequate parking for his Stack and Pack apartments. He said any community within a 15 minute walk of a bus line is eligible for his Stack and Pack high rises-- forget about local laws. Boy -- will the developers love his Bill 827 if it goes through! Weiner took 3 years before he was successful with his "The Local Act" that puts more DUT's on our roads (it allows bars and clubs to stay open until 4 am). Weiner's reasoning?: " Adults should be able to party when they want to!". How was this person elected and how did he get the right to run our lives? WE can't vote out Weiner because he comes from a district in SF.. but we can and must call and write our CA State Representatives and say " NO !" to SB Bill 827. Weiner is tenacious --- watch out for his crazy solutions to our problems.



1 Thank



✓ Kasey Navarro

, Encino (Balboa-Woodley) · 11 May

(Off topic) Tbh, and not for the same reason... I kinda like bars being open later. There are times that whether my husband works or I'm still out (night owl) or my daughter is coming home from school or out when they're on the road at 1:30/2am and it scares the crud out of me them being on the road with drunks. (Which brings me to why someone who knows they will be drinking why don't they uber or lyft from the get go but whatev, different topic)... I'd rather see the drunks out at 4 when less people are out.



✓ Jim Houghton

, Clark Gable Estates · 11 May



IOW let the drunks slaughter each other and leave the rest of us alone. Not a bad idea. ;^)



2 Thanks



✓ Donald Fenning

, Encino Flats · 11 May

Two of the strong pro-development posts on this thread are from Jeff Jacobberger, who apparently lives east of Sepulveda and is detached from our immediate Encino community.. I then Googled him and found out that he is the Legislative Deputy of Councilmember Bob Blumenfield. So it becomes obvious that the Councilman is pro development and his staff is spamming our Encino thread, which otherwise opposes this development.. We will probably find some donations or other connections to the developer here.. I sincerely believe that our elected officials are more beholden to developers than they are to our community. We need to put the pressure on them and make our voices heard. Shame on them!!



17 Thanks



✓ Kasey Navarro

, Encino (Balboa-Woodley) · 11 May

Of course they are. They all are. This country is in sad shape. None of our elected officials no matter the letter after their name feel beholden to the people anymore. It's something we really have to try to get together (no matter our differing opinions) and change. These people are all supposed to represent our best interests, not their donors or friends or or... :/



5 Thanks



✓ Eliot Cohen

, Encino (Haskell-405) · 11 May

Outstanding. We should call Blumenfield's Office and complain.

3 Thanks



✓ Eliot Cohen

, Encino (Haskell-405) · 11 May

We should call Blumenfield's Office and complain about this behavior. Please do so.





✓ Donald Fenning

, Encino Flats · Edited 11 May

Blumenfield is not even our councilman, but he represents Reseda, Tarzana and much of the Valley... He is big on development and they have several mixed use developments underway in his district. From the tone and content of his posts, I imagine that Jeff Jacobberger is Blumenfield's contact point for developers.. By the way, I know of a couple of large mixed use projects on Reseda boulevard which might be OK, as the area was blighted and underdeveloped.. This is not the case for Ventura Blvd in the heart of Encino



Jim Houghton

, Clark Gable Estates · 11 May

Thanks for the detective work, Donald. You don't have to know "Chinatown" by heart to know that Los Angeles has always been run by developers and their money. The only question to ask about the City Council and Mayor's office at any given time is exactly how far are they down inside developers' pockets, not whether.

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 Donald Fenning

 /var/folders/t2/5p51rgfd40n0hpj8bbkx66p40000gn/T/com.microsoft.Word/Content.MSO/2468039A.tmp Donald Fenning

, Encino Flats · 11 May

I have sent emails to Kleinman and Koretz... I also went to Koretz's Facebook page and sent a private message to him

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 /var/folders/t2/5p51rgfd40n0hpj8bbkx66p40000gn/T/com.microsoft.Word/Content.MSO/E9AC9DB5.tmp Sue Souveroff

, Libbit Ave/Woodley Ave · 11 May

Thanks Donald, great detective work! Please everyone, send emails to Koretz and Kleinman. And, will you join me in sending \$\$\$s to join Homeowners of Encino so that you can be updated and we, who oppose this development, can get organized to go to the public meeting in force? We could also use some publicity. Anyone have contacts or info re Daily News or LA Times? Here's the form. I want to fight over-development and traffic in Encino by joining Homeowners of Encino. Please mail a \$30.00 check to: Homeowners of Encino, PO Box 260064, Encino, CA 91426. Name \_\_\_\_\_ Address \_\_\_\_\_

City \_\_\_\_\_ Zip \_\_\_\_\_ Phone \_\_\_\_\_ Email \_\_\_\_\_

\*\*\*\* NOTICE: In accordance with 17 U.S.C. Section 107, this material is distributed without profit to those who have expressed a prior interest in receiving the included information for research and educational purposes. If you would like to be removed from this email list, please contact: [homeowners-of-encino@earthlink.net](mailto:homeowners-of-encino@earthlink.net)



2 Thanks





✓ Jeff Jacobberger

, Valleyheart Morrison · 12 May

For the record, while I do work for Councilmember Blumenfield, any comments I might make on Nextdoor reflect my own personal opinion, not his. I am not the Councilmember's "contact point for developers" or on land use issues, which should be obvious from a quick look at the staff directory on his website.

 1 Thank



✓ Eliot Cohen

, Encino (Haskell-405) · 12 May

Mr. Jacobberger, why not advocate for higher density, more traffic, more high rises and construction tie-ups in Sherman Oaks, where you live?

8 Thanks



✓ Kasey Navarro

, Encino (Balboa-Woodley) · 12 May

Thank you for responding Jeff. Can you link us directly to the data you cited above, about 27% of households in 91436 having 0-1 cars? I can find a few tables but not one for our zip.



✓ Henry Eshelman

, Encino (Haskell-405) · Edited 12 May

My position is this: because LA has such high rents (and landlords that would rather units remain empty than rent at affordable rates), the philosophy of "mixed use," "affordable" development along Ventura in Encino has been a failure. At least three other new buildings of this type, with minimum rents around \$3500, stand empty and unoccupied by residents and commercial tenants alike. Sops proffered to allow this (like "low income" units that rent for \$2500 a month) don't even matter; candidly the city is anxious to satisfy developers at any cost to the neighborhood. The rationale of "forcing" people out of their cars by failing to provide sufficient parking is an anti-market position at odds with the highly profit-driven motive for the construction--it's not meant to be pro-environment or pro-neighborhood; it's to maximize rentable square footage. Finally, the developer admitted to the Encino Neighborhood Council (on which I and several other posters serve) that the structure would cast the yards and homes north of the development into shadow. If you'd like to see the result of that, observe VBS' parking lot at Moorpark between Gloria and Densmore, developed when the construction of the office building to the south of it (nicknamed the White Whale) rendered the homes that used to stand there worthless and uninhabitable. This project is a bad idea that's bad for the neighborhood. Protest it.

 18 Thanks





✓ Henry Eshelman

, Encino (Haskell-405) · Edited 12 May

And to Rachel Rosner, I have to ask, meaning no disrespect: do you have any relationship to the development or developer? I am compelled to enquire whether people connected to the project are trolling this post.



3 Thanks



✓ Eliot Cohen

, Encino (Haskell-405) · 12 May

Very well said. Thanks



✓ Jim Houghton

, Clark Gable Estates · 12 May

Thanks for letting us know, Jeff. In any case, whether you're a mole or not, I think you need to be living in the neighborhood about which you offer an opinion on a topic like this, that has impact on other people's quality of life. JMHO, said with a smile.



5 Thanks



✓ Jeff Jacobberger

, Valleyheart Morrison · 12 May

Ms. Navarro: You can't link directly to the results from the American Factfinder, but you can search by zip code at: <https://factfinder.census.gov/faces/nav/jsf/pages/searchresults.xhtml?refresh=t>. Vehicles info is available in several places, including Table DP04.



1 Thank



✓ Henry Eshelman

, Encino (Haskell-405) · Edited 12 May



Jeff Jacobberger, regardless, this is a bit of a red herring as results would include retirees, shut-ins, nursing home residents and the like. For example, my next door neighbor is a shut-in, who doesn't own a car, but people and caregivers visit by car. We wouldn't consider tearing down her garage or driveway, or building a home without one if we knew she was going to live there. It leaves me thinking of the practicality of senior housing at \$3500 a month.



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Kasey Navarro

, Encino (Balboa-Woodley) · 12 May

Thank you for that, I will have to look it up on my computer as it's not pulling up via mobile. That said, with margin of error and the date which was 2016 I believe, not sure how much these apply. In the meantime, since these results, multiple apartment units have gone up in the area such as the one on balboa, which because it's on the west side of the street would fall under 91316. Traffic has indeed picked up a lot already and most of those units aren't even filled yet.



Donald Fenning

, Encino Flats · 12 May

Jeff Jacobberger, it was I who called you out, and I apologize if I jumped to conclusions about your professional capacity in Blumenfield's office.. However, I still wonder why somebody outside of the immediate neighborhood is working on rationales for this particular oversized development. I am not adverse to change, and redevelopment of mixed use seems to be the trend, but a seven story building in the middle of Encino, with one parking space per unit? Just wrong! Doing so without community support compounds the offense. Propose it at four stories, like the other recent mixed use properties in the area, and add parking commensurate with the occupancy--at more than one space per unit..



8 Thanks



Sue Souveroff

, Libbit Ave/Woodley Ave · 12 May

So where is Koretz on this issue?



1 Thank



Eliot Cohen

, Encino (Haskell-405) · 13 May



Thank you for asking about Councilman Koretz. As usual, Koretz is AWOL. He has never intervened when it comes to the quality of life issues in Encino. In my experience he has never stood up to a developer for the benefit of the residents of Encino. To wit: Councilman Koretz sent Mr. Kleinman his planning deputy to the Encino Neighborhood Council to deliver a 20-minute, power point presentation on why he "couldn't" intervene on the side of the community and the legal statutes that allow this building to eventuate. Of interest: sources tell me Councilman Koretz attended a fund-raiser at the 16161 Building for Assembly Candidate Jesse Gabriel (Democrat). This event, was presumably sponsored by Encino Investors LLC developers of the 16161 building. Does this mean Encino Investors LLC is also donating to Councilman Koretz and there is a conflict of interest concerning the 16161 Building? Why else would Councilman Koretz ignore the optics of this fund raiser? Councilman Koretz has to know through Encino Neighborhood Council motions and emails to [Aviv.Kleinman@lacity.org](mailto:Aviv.Kleinman@lacity.org) about the wide spread opposition by residents to this building as presented.

3 Thanks



✓ Adam Cole

, Stone Canyon · 13 May

I hate to sound like a Negative Nancy (no offense to any wonderful Nancy folks!), but, people get paid off for these things and the chances this project won't happen are close to zero. Even if they had TWO parking spots (228) for every apartment, it wouldn't be enough. People have visitors. Parties. Contractors. Families. Many folks live more than two per apartment. This has disaster written all over it, but a project of this size has a ton of money behind it. Decision-makers are paid off very inexpensively.... and we are the ones who really pay for it. I'll get on board and write my share of letters.... but, sadly, no one is going to care. Worse yet.... this trend will continue until LA is just one, gigantic parking lot with cars moving along at about 2mph. I've seen it again and again. We will lose. Sorry to sound so negative, but I've lived here my entire life and I know how it goes. If I'm wrong, I'm MORE than happy to eat my words. Maybe it's time to cash out... sell my place for a nice profit and get the hell out of Dodge. The cities resources can only handle so many folks, and we are already way over quota. This will not end well. Lovely.



7 Thanks



✓ Leslie Elkan

, Clark Gable Estates · 13 May

This project will proceed because it is a "by right" project. It doesn't need the community's support.



✓ Leslie Elkan

, Clark Gable Estates · 13 May

Please keep in mind that with autodriving cars coming to the mass market it is projected that in the next decade we won't need the parking spaces we currently need as people call cars to transport them from a central location and far fewer own theirs.





✓ Katherine Bull

, Encino (Haskell-405) · 13 May

This is so sad. I've already emailed Aviv. How can we be so powerless through all of this? You all have been so diligent and vocal. To think it all might not make a difference is crushing. Are there any avenues that might work?

 1 Thank



✓ Kasey Navarro

, Encino (Balboa-Woodley) · 13 May

Adam is unfortunately right. It has disaster written all over it but it's most likely a done deal. Look down in Orange County for instance. Disney needed more land for multi story parking lots. They were able to get the land for \$2. Yep, \$2. It would be nice if Disney also took care of the city in exchange. Right next to Disneyland is a homeless encampment that stretches for blocks... how about they arrange something for them somewhere for \$2 since they get the perks of being able to buy the government.

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✓ Jim Houghton

, Clark Gable Estates · Edited 14 May

Leslie, a "by right" building is one that requires no variances or exceptions to zoning or building codes. My understanding has for a long time been that apartment buildings have to provide 1.5 parking spaces per unit -- woefully inadequate but more than laid out in the permit granted to 16161. Has something changed? Also, doesn't an 86-foot height go way over limits set by the Ventura Corridor Master Plan (not sure I got that name right, but you know what I'm referring to)?



✓ Leslie Elkan

, Clark Gable Estates · 14 May

Jim, since I'm not an attorney, I am not qualified to give legal advice, but I do know that this developer, who is a long-time personal friend and an honorable person, will follow every law. His real estate attorney is also a friend and he lives right here in Encino and cares about our community. I've said this before, but if people patronized the retail businesses rather than buying everything online then landlords wouldn't be converting their commercial buildings into residential in order to keep them from falling into vacancies. We're seeing this all over with the closures of malls that are then being converted into residential and mixed use. Macy's stores closing, Toys R Us stores closing, etc. Our buying habits created this phenomenon. If people want to stop this trend in it's tracks then they all need to shop local. Otherwise, we will see more of this as commercial landlords are forced to find new ways to lease out their properties.

 1 Thank





✓ Jim Houghton

, Clark Gable Estates · Edited 14 May

Leslie, I have no problem with the trend you describe -- would it matter if I did? It's what's changing in the world. Can't hold back the tide -- if people hadn't started using telephones so happily when they came along, we'd still be dropping in on each other, having closer friendships and more human contact. The list of less-than-desirable changes brought on by innovation is a long one. My issue is now and always has been with the codes and practices that allow developers of malls, condos and apartments to provide ridiculously small amounts of off-street parking with their projects -- and often ridiculously small parking spaces, too. When a developer, be he/she neighbor or stranger, purposely and knowingly creates a detriment to single-family neighborhoods by making their streets the only option for tenants to store automobiles, then someone is getting away with murder. And making money into the bargain. This isn't a necessary adjunct to progress or innovation -- it's simple greed and, frankly, arrogance. It ain't right!

😊😊 3 Thanks



✓ Adam Cole

, Stone Canyon · 14 May

Leslie.... not entirely fair. Not every business sells widgets that can purchased online. Examples are car washes, convenience stores, nail and hair salons, fast food..... I could go on and on. Not saying you have NO point, but hardly fair to just blame THIS on US. Just sayin'.

😊😊 3 Thanks



✓ Leslie Elkan

, Clark Gable Estates · 14 May

Jim, if nothing changed and everything stayed the same, then I'd be concerned. But it wasn't that long ago that there was no internet, no Facebook, no cell phones and nary a homeless person. The transformation has been astounding. Please keep in mind that with self-driving/auto-driving cars coming to the mass market it is projected that in the next decade we won't need the parking spaces we currently have as people call cars to transport them from a central location and far fewer own cars. Already planners are working on what to do with the projected empty parking structures. It is hard to envision, but I go to a bazillion meetings on all of these issues and a lot of urban planning is going on behind the scenes. I will admit that I don't like some of the changes that have come to the peaceful, sleepy, safe Encino neighborhood of my youth when I walked to Lanai Road Elementary and skateboarded to Portola junior High along Ventura Blvd., but with more and more people crowding into the same area, there was bound to be a drastic change here, and there has been. I try to appreciate the positive changes like the fact that I leave my car at home a lot and walk to many types of establishments that people in less dense neighborhoods have to drive to, but lament the fact that growing up here we didn't even have to lock our doors or use alarms and now we wouldn't think of doing otherwise. Had more people been involved in the planning years ago, we might have had a different outcome, but people didn't notice the changes until they were a done deal. It may be too late for some things, but it is not too late to get involved now in future projects. The residents of Sherman Oaks are more proactive and involved and have really had more of a say in shaping their neighborhood. Because I am involved in both Encino and Sherman Oaks I have seen first-hand how effective it is to be on the NC Planning and Land Use committee where you have a voice in all of the developments. See what Sherman Oaks is working on: Link to "Vision for Sherman Oaks" <http://jmka32.wix.com/aplanforshermanoaks>





✓ Pat Warnock

, Encino East · 14 May

I have said it before. If you are concerned about the high rise on Ventura Blvd you MUST become aware of CA Senate Bill 827 (SB 827) by Senator Scott Weiner of SF (D). The Senator is a Harvard Law grad, tenacious and successful in getting legislation passed in Sacramento that negates the rights of property owners located near his proposed high rise ( low and mid income) developments. Senator Weiner states his SB 827 will solve CA's housing problem, when in fact he will choke all of us by concentrating high rise development near public transportation, negating local zoning laws, and taking power out of the hands of the citizens of CA. Did you read the LA Times article on his SB 827?? Do not be complacent --- look in to this Senator's previous Bills he has authored and that have become law in CA. Our complacency is going to ruin the quality of life for all Californians. He got The Local Act through after 3 years of manipulating the verbiage and changing the name 3 times such that people did not know what the Bill really was. We do not have time to be philosophical. This mess is our own fault. We can't take the position 'let someone else fix this'. Become informed. Speak up. Speak out.



3 Thanks



✓ Pat Warnock

, Encino East · 14 May

Go to tis link : "SB 827: A guide to California's transit, density, housing ... <https://la.curbed.com/2018/4/10/17178288/california-senate-bill...> In January, Sen. Scott Wiener (D-San Francisco) introduced a sweeping bill that has the potential to ease California's housing crisis by making it easier for developers to build apartments and condos near transit stations. Known as the Transit Zoning Bill, Senate Bill 827 would usurp certain local .."



Pat Warnock

✓ Pat Warnock

, Encino East · 14 May

Bill Text - SB-827 Planning and zoning: transit-rich ... [leginfo.legislature.ca.gov](https://leginfo.ca.gov) › Bill Information › Bill Search Senate Bill No. 827: Introduced by Senator Wiener (Principal coauthor: ... Bill Text. The people of the State of California do enact as follows:



1 Thank



✓ Eliot Cohen

, Encino (Haskell-405) · 14 May

Scot Weiner is a danger to our property values and serenity. He mist be put out of office. He is too ultra-liberal even for California.





✓ Leslie Elkan

, Clark Gable Estates · 14 May

Pat, the horrid SB827 is dead. It was killed. The Los Angeles City Council listened to their appalled Neighborhood Councils and other constituents and rejected it unanimously. However, watch for it to come back in a variation that Weiner hopes will be more palatable. There are many of us watching it who are ready to pounce on it and kill it again. He will have to make tremendous changes to this preposterous bill in order to get it passed. It is possible that he will, but not anytime soon. Stay tuned...

😊😊 2 Thanks



✓ Pat Warnock

, Encino East · 14 May

Who is behind SB Bill 827 ? Notice where they live ? Yep, they really know about traffic in LA and could care less about us. Send your thoughts and emails to these addresses and numbers. 1) Senator Scott Weiner (D) SF INTRODUCED BILL Capitol Office State Capitol, Room 5100 Sacramento , CA 95814-4900 Phone: (916) 651-4011 Fax: (916) 651-4911 2) Senator Nancy Skinner (D) (Oakland) PRINCIPAL COAUTHOR Capitol Office State Capitol, Room 2059 Sacramento, CA 95814 Phone: (916) 651-4009 Fax: (916) 651-4909 3) Assembly Member Phil Ting (D) SF PRINCIPAL COAUTHOR Capitol Office: State Capitol P.O. Box 942849 Sacramento, CA 94249-0019 Tel: (916) 319-2019 Fax: (916) 319-2119 4) Senator Hueso (D) San Diego County. COAUTHOR Capitol Office: State Capitol, Room 4035 Sacramento, CA 95814 Phone: (916) 651-4040 Fax: (916) 651-4940



✓ Pat Warnock

, Encino East · 14 May

Re the pervious post that the developer is a nice person does not preclude him from making a mistake in our community. Money drives this kind of thing-- not altruism. Too many people in an already densely populated area. The # of parking places is moot-- there are not enough as proposed and where will the residents' visitors, service people, etc. park? Careful -- keep yourself posted on SB 827 in Sacramento which will become CA law, and will come back soon with different # and most likely a different name to confuse you.

😊😊 1 Thank



✓  
Jim Houghton

, Clark Gable Estates · 14 May

Leslie, I guess I'm naive enough to think that when we elect City Councilpersons who campaign on how energetically they're going to look out for our best interests, they might actually be doing that instead of making it easier for developers to squeeze profits out of our neighborhoods



at the expense of our quality of life. When I hire an accountant to do my taxes, I don't hire a second accountant to make sure the first one isn't ripping me off. Like I said...naive. As for a carless future, well...maybe that's on the way. There certainly is a lot of talk and a few experiments that show a promising technology. Whether it will change our culture as rapidly as some of those other innovations have, we shall see. In light of that possible future, developers should include plumbing and wiring stub-outs in ample parking garages so that when we're all traveling in borrowed vehicles or teleporting ourselves around, those spaces can be converted into apartments. But for now, for right now when people come home from work and there's no place to store their automobile, it's a little soon to be cutting down on off-street parking.



3 Thanks



Stacey Luchs

, Encino Flats · 14 May

Though contacting our councilmembers should be effective - and I support those who plan to and appreciate those who have - based on my experience with Koretz and his office, they are barely responsive and completely (and frustratingly) ineffective. Worthless and impotent unless there's an opportunity for him to be a "hero" in front of news cameras. Typical.



1 Thank



Pat Warnock

, Encino East · 14 May

I find it very hard to believe that 27% of the population in our zip code of 91436 have 0-1 vehicles -- most households in 91436 have 2 or more!



1 Thank



Ashley Vallandingham

, Encino (Haskell-405) · 14 May

I understand the concerns, but I weigh the value of much needed housing over potential parking / traffic issues. I do live in 91436 and I do not have anything to personally gain with this development. However, I have a number of friends who have been trying to rent and/or buy in our neighborhood for 2 years and have not been able to find anything in their very competitive price point. Also, as cars become increasingly (creepily) automated, car ownership is expected to decline. Transportation will become more affordable and convenient as a service. I've read articles that forecast private car ownership being a rarity in just a generation. Happy to provide links if anyone is interested.



Donald Fenning

, Encino Flats · 14 May



Altruism about new methods of commuting and transportation is a good thing, but allowing developers to build a seven story development with just one parking space per unit on Ventura Boulevard does not serve our community's interests... A bit of moderation is in order.

 2 Thanks



✓ Eliot Cohen

, Encino (Haskell-405) · 14 May

Hi Ashley, this building will be mainly expensive apartments. Luxury apts are in surplus throughout the City



✓ Ashley Vallandingham

, Encino (Haskell-405) · 14 May

Oh, but I should add I very much think a community meeting is more than warranted. I understand if this thread is any indication I am in the minority. I'm mostly posting to illustrate one can be pro this development without being bought in some way. I won't bog down this thread any further.



✓ Kasey Navarro

, Encino (Balboa-Woodley) · 14 May

Ashley, I just don't see the housing crisis in this community you are seeing. The complex built on Balboa near Encino Park sits half empty, mainly because of the price point. This new one will be the same as far as price is concerned. No buildings built in this zip will favor low price points, only luxury high price units with no guest parking and certainly no place for friends to park on the street. It definitely warrants a meeting but we have been shut out of one. Therein lies the biggest problem of all. We don't even get to discuss this, the deal is pretty much done through politicians and developers.

 3 Thanks



Eric McConnell

, West Sherman Oaks Hills · Edited 14 ✓ May

Thank you Kasey, for telling the truth. A definite "luxury" price point on these units will not address the "housing crisis" problem everyone keeps bringing up because the COST of living in this structure (as with the others that sit half-empty) prohibits the majority of working people from living there. You're right- it seems to be pre-arranged by developers and local politicians. The dead giveaway is that neighborhood residents are not given a voice in the building decision. Agenda 21, anyone?

 5 Thanks





✓ Yuri Voronin

, Encino (Haskell-405) · 14 May

There is no housing crisis in 91436, it's just not affordable for many; I'd love to live in Malibu but can't afford to ... this fact does not a crisis make. It is intellectually dishonest to advocate for affordability in this neighborhood because with the exception of an inevitable outlier or two, none of us would realistically sell or rent our property for less than what the market will bear, nor should a developer who pays market prices to acquire and build. The painful truth is most of us don't want this project because we don't need it personally, hence no benefit to us. The parking and traffic are certainly issues, but at least as to parking, petition for permit parking on your street and that will eliminate the issue for SFR owners; as for the renters on Ventura, the developer and renters will need to decide how to deal with such realities. This may not be a popular opinion, but it's an honest one. Before the stones come flying at me, take a moment to consider if the opinion has merit, in the real world.



5 Thanks



✓ Leslie Elkan

, Clark Gable Estates · 14 May

Yuri, finally a voice of reason and a breath of fresh air. I never understand why people think anyone who wants to live here should have housing prices lowered to what is affordable for them. I can't afford to live in Beverly Hills or by the beach so I live in the valley where I can afford to live. If someone can't afford to live here then they can live in Van Nuys or another more affordable Neighborhood. It is unrealistic to think everyone should be able to live wherever they want to by insisting that prices and rents be lowered to their range of affordability. If someone can't afford the prices here there are plenty of options. There are not only other Neighborhoods but there are other cities outside of Los Angeles and other states outside of California. If someone isn't happy with local pricing they are free to go elsewhere. We're too crowded here, anyway.



5 Thanks



✓ Kasey Navarro

, Encino (Balboa-Woodley) · 14 May

Most definitely. There is no housing crisis here whatsoever, otherwise the already built apartments would be full. In the meantime, no, I wouldn't sell for less, and if they go down in price so do we, so that's not in our best interest either. That said, not having any hearing on our own community is ridiculous and we are already overcrowded with people and traffic, (let alone more parking) those are my main complaints about the building.



2 Thanks





✓ Donald Fenning

, Encino Flats · 15 May

Yuri's point about property values and affordability is on target... However, I do not find his property value/affordability discussion to be directly germane to the issues regarding the suspicious approval of this large new development with just one parking space per unit--along with the height and size of the development. The only party who will benefit by approval of the development in this form is the developer--while those of us in the neighborhood will see more traffic, less parking and negative impacts.



6 Thanks



✓ Michele Zwillinger

, Clark Gable Estates · 15 May

Thanks for posting Elliott. We met with the planning people and they obviously didn't listen to anything we had to say. Aviv was new at the time and promised to immerse himself in the needs of the neighbors. He's no better than his boss. Koretz keeps getting re-elected but is not responsive to the people in Encino. Good luck halting this project! Sure hope you find a way to get someone to listen.



2 Thanks



✓ Kristin Hollman

, Encino (Balboa-Woodley) · 15 May

This building is just East from the Ralph's grocery store, where the parking lot is full between 11-2pm weekdays and there are very few people shopping at Ralph's or the CVS leaving me to believe that everyone is parking there to avoid paying \$ at the surrounding offices. The development is just West of the shopping plaza on Woodley and Ventura Blvd where I stopped shopping / taking classes during the week days because there was never any parking in the underground structure even with the parking fee and street parking was never to be found. And to those who believe the future will see a decrease in car ownership, it will only happen because people can't afford cars anymore. I don't see that occurring to the typical Encino homeowner. I spent some time in a communist country in the early 90s that had very few cars and I gave up my car when living in DC and NYC. It sucked. I experienced feelings of joy and freedom when I returned to CA and started driving my own car again. There has to be a better use for this land.



3 Thanks



✓ Kristin Hollman

, Encino (Balboa-Woodley) · 15 May

...and to the request to shop local and stop buying on the internet...it's hard to shop locally when you can't get out of your car because there is no parking available.



4 Thanks





✓ Julian Marc

, West Sherman Oaks Hills·15 May

Can we all sit down and discuss this over a nice cold glass of Kool Aid ?



✓ Roy Nwaisser

, Encino East·16 May

I live in Encino and I have no connection to this project. I don't love this project but there is a lot of misinformation in this thread. Believe it or not, not everyone in L.A. owns a car. I personally know three people who don't (one in her 20's, one in her 40's and one in her 50's). And I know of a home (a neighbor of mine) with so many cars in rotation I can't count them all. You may not know anyone who doesn't have a car but they exist. There is also a very real housing shortage and especially affordable housing shortage. This is a CITY WIDE problem. You can deny it if you want or try to explain it away but it doesn't change the facts. Segregation is not the answer, by the way. Part of the housing problem in L.A. is the requirement of 1.5 parking spots per unit - and they can't be stacked spaces (a stupid restriction). This makes housing development much more expensive and limiting which in turn makes rents higher. Easing this requirement helps the housing shortage/affordability problems but can obviously create other problems. Regardless, the people here would still be outraged even if this was 1.5. Can we at least agree that if a project like this is going to happen it's better on Ventura than on a residential street? The latter would be mayhem for the people living there. The truth is there are pros and cons to any development like this. The cons usually have the greatest impact on the existing residents but policy makers sometimes have to consider what is best for the greater good. If they could be trusted to do what is best for the greater good, without bias, I'd be OK with whatever they decided. Even if it negatively affects me. Unfortunately, greed and payoffs always play a role in things like this so we are right to question the motives and the final decision. But you should be open to the fact this might actually be a good project even if you personally hate it. It's like paying taxes for the greater good but instead of money you are paying with inconvenience. At the end of the day, if there is at least one space per unit, it's 57 spaces below code and I don't think this tangibly affects most of the people who are complaining and it could be good for local businesses. Parts of me are cringing as I write this post because I acknowledge the very real cons. My reflex is to scream bloody murder about this but I like to look at the big picture and just wanted to offer a few counterpoints from someone who has nothing to gain from this and will be impacted like everyone else.



I Thank



✓ Donald Fenning

, Encino Flats·Edited 16 May

Roy, I think many of your points about housing shortages have general validity, but I really question whether this project addresses this in any meaningful way.. I also doubt that the planning commission and city officials truly have "the greater good" in mind when approving something like this without a full public hearing.. I strongly believe that the developers have the ear of our elected and appointed officials more than their constituents. It is also obvious that our City Councilman Koretz is AWOL on this topic. I also know that the current building on this property has been the host site for some political meetings and events this year for members of Koretz's political party..... Makes you wonder even more about contributions, lobbying and back room deals.



3 Thanks





✓ Adam Cole

, Stone Canyon · 16 May

Roy, sorry, no. Completely disagree. I don't see a single benefit of such a super-structure that doesn't even have 1/4 of the parking spaces I feel would be required. Even WITH the extra parking spaces... no, we don't need 114 new apartments. If it's such a great idea, let's build TEN more of these and cram even MORE people into a already over-crowded area. You're entitled to your opinion, but mine is.... don't want it, don't need it..... not a single benefit to us.... thanks, but no thanks.



1 Thank



✓ Roy Nwaissier

, Encino East · Edited 16 May

Adam, you are the personification of NIMBYISM. And you don't have a good grasp of the housing crisis in Los Angeles. You don't need to accept it for it to exist. Your argument is admittedly your opinion and it boils down to this "not a single benefit to US." I'm certain I can't talk reason into you so I won't try. Your views are shared by the majority here and by every community where there is locally unpopular development. It's a natural defense mechanism which I understand. But I try to resist that urge. I'm not totally for this but I can at least acknowledge that there are some benefits so we have to weigh the pros and cons. It would be great if truly unselfish, impartial, altruistic people (which do not exist in politics) could decide. None of the people who live here would qualify (none could claim to be impartial) but at least we'd be heard.



✓ Donald Fenning

, Encino Flats · 16 May

Roy, its not NIMBYism to me... I see little benefit in this particular development, and know that the other mixed use buildings in our neighborhood hardly impact the real housing crisis, nor do they deal with homelessness... I am not against redevelopment, and could accept a more reasonable plan for multiple units on this site, but going with seven stories and such limited parking is not reasonable or warranted. However, this oversized plan with limited parking certainly makes the pro-forma for the development much more valuable... As is the case in many of these developments, once the entitlements and approvals are in place the entire package might get resold at a nice profit to another developer...




Tom Materna

, West Sherman Oaks Hills · 16 May

Once the Parking standard gets lowered and the 4 story Height limit gets raised where do we go from here on other projects? Will we see a mad dash to get other projects approved with the logic that the city and planners let him so you have to let us. Its like opening the flood gates. MAINTAIN OUR CURRENT BUILDING STANDARDS AND GUIDELINES. Do you really want Ventura blvd to look like Wilshire? You cant get through lights now just imagine when its all developed, then you will be sitting in a canyon not moving on your way to the market. I support HoE fighting this variance to the standards in place.



 6 Thanks



✓ Roy Nwaisser

, Encino East · Edited 16 May

Donald, you are acknowledging a "real housing crisis" but advocate for less units because you can't see the forest for the trees. Let's put all the other issues aside and just focus on the size. You correctly stated "the other mixed use buildings in our neighborhood hardly impact the real housing crisis". The housing crisis is so massive that no single building, no matter how large, is going to make a dent. But it's the sum of the parts that will make a dent. I often see this argument with respect to recycling or littering. People don't think it makes a difference if one person doesn't recycle or throws their cigarette butts out the car window. And they are right, but when many people are doing the right thing, then it makes a difference. It's the forest that matters, not the trees. So every single new housing unit, no matter where it is, helps to ease the crisis. Of course there are a lot of other things to take into consideration, we can't just build massive apartment buildings all over the place. To Adam's point, yes, it would be great if it was practical to build ten of these on Ventura. But of course that's crazy talk. This housing problem exists throughout Los Angeles and every community has to deal with these issues. The scale of this development is probably too big, we have legitimate concerns that should be heard. The problem I see is that the "concerned citizens of Encino" are going to object to every single new housing proposal regardless of scale. Trying to stonewall every proposal is not going to work and it's wrong. The solution is well planned development throughout the city at all price levels. One thing people should think about regarding rush hour traffic. Rush hour traffic happens because people from far away are going through our community to get to their destination. These people still have to get to their destination but if they are starting off closer to the destination it effectively cuts down on rush hour traffic, it doesn't increase it.

 1 Thank



✓ Adam Cole

, Stone Canyon · 16 May

Roy, you couldn't possibly be MORE wrong. First, I live in Sherman Oaks, not Encino. And, I spend almost no time in Encino. Further, I haven't read any articles about homeless families that just couldn't find an apartment to rent. And even if somehow that IS the case, these are to be high-end units, no? Your post is awfully judgmental considering you don't know me and have NO idea where my perspectives come from. I don't think we need these buildings, period. If my "backyard" consists of the entire planet Earth, then sure, you're correct about my "NIMBYISM" attitude. The fact is, most of us don't want it.... and it'll probably happen anyway..... making this entire thread completely moot.



✓ Roy Nwaisser

, Encino East · Edited 16 May

Adam, the premises for your conclusions are based on opinions and misinformation. Your premises and conclusion about the housing crisis are flat out wrong. I'm kind of alarmed that you are in denial about such a large scale, well documented, obvious problem. That suggests a bias reflective of NIMBYISM. It may not be your backyard but it's the same attitude. High end and low end units all help alleviate the problem. I am 1000% sure that people would be even more outraged if this was a proposal for low income housing (GASP!) so I'm not sure what your point is. Again, I won't try to convince you because I'm certain nobody can. All I can do is try to offer facts and counterpoints for those with open minds. At the end of the day, this building may not be a good fit. But the conclusion should be based on facts and reason, not emotion and opinion. You are right though that this is probably an exercise in futility because it will probably happen anyway. Money and influence



talk. It happens all the damn time :-( Apologies if I come across as judgmental. I know my tone sometimes reads that way even if I'm trying not to be.



2 Thanks



Jim Houghton

, Clark Gable Estates · Edited 16 May

Roy, you seem to think you're the only one here in possession of good information. I'm not sure how you arrived at such an exalted state, but actually the rest of us aren't ignorant fools. Can we just begin there, please? Personally, I am not advocating for fewer living spaces to be built. I'm all for more living spaces being built -- as long as measures are taken to mitigate the impact on existing infrastructure and zone-mandated quality of life -- that is to say in single-family neighborhoods whose property values as well as lifestyle are deeply connected to existing zoning. What has riled this thread as much as or more than anything else is the shortage of parking places in the project under discussion. Fine, build the apartments, but spare us the smoke up our skirt about how cars are going to become irrelevant so developers can jack up their profit margins today based on a putative future. It's true that once one developer gets a freebie, it becomes very difficult to deny the next developer the same freebie because it's a precedent. As I've suggested, let the developers stub out electricity and plumbing in ample parking garages so that when cars become irrelevant they can convert parking to living space. That would be a better indication that they believe in a carless future but recognize that today is today. Again, build living spaces and deal with the housing shortage, but let's not pretend the auto shortage is here or that we know when it will be here. That would be mistaking "maybe" for "information."



4 Thanks



Pat Warnock

, Encino East · 16 May

Wait a minute. Now we are supposed to believe these residents of the high rise won't have cars? They will walk. What makes these residents so different than the rest of La residents? No one in their right mind should believe that vehicle ownership and use will go down in Encino or anywhere in LA if we erect "Stack and Pack" structures. Los Angeles residents of all social economic levels are wedded to their cars. Note traffic. I would like to have proponents of this Stack and Pack Plan tell me this: 1) What will be the cost/rent of these units ? 2) Exactly what age(s) groups are scheduled to move in? Most Baby Boomers, the largest segment of our population, are looking for assisted living now, not an expensive isolated high rise. That being said are you telling me a person younger than the a Baby Boomer wants to move into this development without a car ???? Do you know what it feels like to be trapped??? How do the residents get to work so they can pay their rent? Get to their dentist? Have you carried bags of groceries home from Ralph's??? If a resident of any age living in the Stack and Pack Plan wants to look for something at Bed Bath & Beyond are they are going to walk there? Really? This plan has a lack of common sense written all over it. As I have said before watch out for Sacramento. Senator Scott Weiner of SF had his Stack and Pack Plan shot down TEMPORARILY in April. He will be back ( his office Administrator who helped write SB 827 told me that 2 days ago! ) and when his next Bill becomes law we will be forced to accept Stack and Pack. Look up SB Bill 827 and see what we have in store IF we don't not become aware of these schemes and fight them. The solution: Recall legislators who propose Stack and Pack Laws. Bottom line: we need to fight and prevent Stack and Pack Plans for California.



3 Thanks





✓ Donald Fenning

, Encino Flats · 16 May

Roy, I am a realist, and I fully comprehend the issues. I also understand facts vs emotion. There is a need for housing, but this building in this configuration is not the solution. It is a great deal for the developer and/or property owner, who got a taller building with less parking approved without a hearing, but its a bitter pill for the neighborhood. I am sure that you have good intentions, but your head is in the clouds if you believe that the approval of this taller building with less parking, in this particular location, makes any sense-- or will have any actual impact on the housing crisis.. As I mentioned in my earlier posts, I am not against redevelopment, but this needs to be tempered with reasonable limitations.



2 Thanks



✓ Roy Nwaisser

, Encino East · 16 May

Jim, I never said I was the only one with good information. I just said there is a lot of misinformation in this thread. Especially from those in denial of the housing crisis. You make a lot of good points. I don't disagree with any of them. I said many times there are pros and cons. And I've suggested the cons probably outweigh the pros. I personally think the parking issue, on its face, is overblown. 114 parking spots for 114 units isn't the end of the world. Based on the things I've read in this thread it would be impossible for any developer to provide enough parking to satisfy the people here. This thread is off the rails because nobody is talking about the pros. Everyone is just bitching and complaining for selfish reasons. And SO many bad assumptions about car ownership and such. That doesn't make for a logical discussion, it's totally one sided and there is a lot of emotion. People should thoughtfully consider all aspects before coming to their conclusions. And they should think about the greater good. But I understand it's difficult when you have so much personally at stake. As I've said, I struggle with this myself. I expected my input would not be popular. I was just hoping some people would realize there is another side to consider. And I was hoping some people could see it's possible to oppose this while acknowledging the benefits but nobody is willing to join me in that. I'm not wrong about that. I probably won't post anymore in this thread because we're going in circles and most people have their minds made up. I'll keep reading and hoping for unemotional information and ideas. I encourage everyone to do the same. The rest is just noise.



1 Thank



✓ Donald Fenning

, Encino Flats · Edited 16 May

Geez Roy... How can you say that one parking place per unit is an overblown issue or bad assumption?? Some of these are two and three bedroom units, and these are likely to be units occupied by more than one adult. What imaginary world are you living in if you think provision of just one space per unit will not create spillover into the neighborhood?? You seem like an altruistic person, but you have an alternate view of reality from most of us. It is not emotion. It is reality. You are the one filling this thread with silly noise...



2 Thanks



✓ Eliot Cohen



, Encino (Haskell-405) · 16 May

There is no shortage of high-end luxury apartment for rent. The Apartment building on Libbet and Ventura (recent construction) is practically empty as an example of the high end glut of apartments in the Valley. Our problem is moderate and low income housing. The 16161 apartment building will have only 9.6% of it units devoted to below market rents. These 11 apartments come at a very high cost to everyone else. More traffic, more greenhouse gases, lower property values for houses in the shadow of this structure, less access to parking. More dust and dirt blowing from the construction site. Less water for us as this building will be sucking up our precious drought stricken water. Where is the electrical power coming from for all these developments? I believe we should solve the problems of water, power, adequate City Services (schools, emergency services, sanitation) infrastructure (decent roads) safety adequate police force first. By rushing to build we make everything else worse, except for the developer, who profits at our cost.

3 Thanks



✓ Adam Cole

, Stone Canyon · 16 May

Roy, you state that I'm "flat out wrong" while acknowledging you didn't even get your NIMBY attitude correct. Weird. But, okay. If you're that alarmed by my attitude, call the police or something. I'm voicing my opinion regarding a project that I can't and won't advocate for. As far as you being judgmental, yeah just a bit. I haven't made a single comment against those who have an opinion that I don't share. I'm simply offering the comments I'm entitled to share on a forum such as this. This is not the "builders advocate" forum. It's a neighborhood app where we can all voice and share our opinions on what we feel is best for our neighborhoods and the surrounding areas. And, yeah, I've got zero interest in this project happening. Period.



2 Thanks



✓ Jim Houghton

, Clark Gable Estates · Edited 16 May

Roy, the only reason your input is unpopular is because of its tone, not its content. (Except for one bit, where your phrase "the end of the world" attempts to reduce the p.o.v. of others to meaninglessness. It didn't work, it just made you look like someone not serious about this debate.)



2 Thanks



✓ Eileen Lyon

, Encino Flats · 22 May

Took your advice and wrote to Koretz's office, and this was their response: "Thank you for contacting our office regarding the multifamily building proposed for construction at [16161 Ventura Blvd.](#) in Encino. We appreciate your comments and concerns. Unfortunately, in this situation, the Council Office has very limited discretion over the project. This project is being developed pursuant to the State's Density Bonus law, which allows for an increase in density as a matter of right for developments that include a percentage of affordable units. The City has limited control over such density bonuses, as it is mandated by the State of California. The City Planning Department has reviewed the project and determined that it meets the requirements of the State's Density Bonus law, the City's Ventura-Cahuenga Specific Plan provisions and



other applicable zoning codes. As such, Councilmember Koretz cannot legally "stop the project," as many people have requested. That being said, the developer has significantly modified their original plans at the request of Councilmember Koretz and the community. These changes include a reduction of the maximum 135 residential units allowed to 114 units, and a corresponding reduction of over 11,000 square feet. The project's massing has also been reduced, and it provides more open-space than required. Parking has also been increased from the proposed 66 spaces to 114 spaces. Additionally, as part of the Site Plan Review process, our Office required a landscaped and hardscaped buffer along the northern property line in order to reduce privacy issues for the abutting neighbors. Our Office will work with the Department of Transportation and other City departments during construction to ensure it has the fewest impacts on the surrounding community and Ventura Boulevard. Traditionally, the requested entitlements for this project do not require a public hearing. However, there is an appeal process, and multiple appeals have already been filed. Those appeals will be heard at a future City Planning Commission public hearing. While we understand these changes may not fully address all of your concerns, we have worked hard to effect positive changes to the originally proposed project within the confines of City and State law. Councilmember Koretz, as always, is committed to protecting the communities he serves. Thank you, Aviv Kleinman"



3 Thanks



Eliot Cohen

, Encino (Haskell-405) · Edited 22 May

This is what the Council Office always says. However when they first started they were offering only 60 parking spaces. As stated The project has been downsized due to our pressure. Traffic study is flawed this will be another way to put pressure on this development.

1 Thank



Marcie Paller

, Encino Woods · 22 May

I got the same letter. I'm sure everyone who emailed him did too. Blah, blah, blah :( Am I correct that the vast majority of these 'mixed use' large, high density buildings along Ventura Blvd. are in Encino?



2 Thanks



Adam Cole

, Stone Canyon · 22 May

Well, it ain't the holy grail..... but, it's sometning!!



1 Thank





✓ Jim Houghton

, Clark Gable Estates · 22 May

Next stop: 128 parking spaces (still not enough).

😊👍 2 Thanks



✓ Eliot Cohen

, Encino (Haskell-405) · 22 May

Yes



✓ Donald Fenning

, Encino Flats · Edited 23 May

I got the exact same response from Aviv Kleinman. In essence, he is saying it is out of our hands at a local level, except for the appeals... The mention of changes and compromises in the development does not really impress me... Did they ever think they were going to build to the property line at the rear, or get 135 units... It was just a negotiation to see how much density they could actually get on the site. The concept of adding low income units to the development to get it approved at this size was just a piece of the deal. I am not faulting Kleinman, but it seems like spin control for Koretz more than anything else. Sorry to be such a skeptic, but those are my thoughts-- By the way, we need to put pressure on our state representatives. We need to let them know that we will not support them if they do not come up with some way to stop the game of throwing a few low income units into a development in an already congested urban area in order to get it approved... I understand the housing crisis, and suggest giving aid and incentives to developers in under-developed areas to build real housing solutions, but a few units in this type of high density apartment development in the middle of Encino seems like tokenism at best--and it does little to alleviate the real housing crisis.

😊👍 4 Thanks

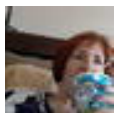


✓ Adam Cole

, Stone Canyon · 23 May

Maybe demand for such pricey units will decrease and they'll lose their shirts. Building never fills up. Everyone wins, well, except developer. Could happen.

😊👍 1 Thank





✓ Lorna Boyd

, Encino (Haskell-405) · 28 May

I got that cookie cutter response too. Giving up a few units and STILL inadequate parking (1 per unit, ha!), plus entrance on Ventura is unacceptable. We can't even move on the Blvd now.

😊😄 2 Thanks



✓ Donald Fenning

, Encino Flats · Edited 28 May

I just got campaign literature from Jesse Gabriel focusing on how he will work on the housing crisis and work to create affordable housing... Meanwhile, Jesse Gabriel has had campaign events at the building currently on the site of this new development... If his idea of helping the housing crisis is putting a few low income units in buildings along Ventura Blvd, so that developers can build more units with less parking, in already congested areas, he should be called out on it...

😊😄 4 Thanks



✓ Kasey Navarro

, Encino (Balboa-Woodley) · 28 May

He should be, especially since he has this election in the bag cause money. Not cheap to have ads, mailers, canvassers... I haven't seen much from any of the other candidates of any stripe, but they don't have the big money backers. I'm not a fan of big money, usually leads to favors, like say, big developments with no hearings.

😊😊 2 Thanks



✓ Sue Souveroff

, Libbit Ave/Woodley Ave · 28 May

I think I read somewhere that Jesse Gabriel moved to Encino rather recently....could it be for the purpose of running for office. Hmmmmmm?

😊😄 2 Thanks



✓ Kasey Navarro



, Encino (Balboa-Woodley) · Edited 28 May

Someone posted about him being an Encino resident and friend of theirs. No clue when that happened though, but loads of politicians do do that. It costs too much to run for anything. I believe we are missing out on great people on all sides that want to really work for us because they are drowned out by the big money. It's unfortunate.



3 Thanks



✓ Donald Fenning

, Encino Flats · 28 May

I actually voted for him, but I found the mailer regarding the housing crisis to be on point with this thread, and I was also aware of his campaign event in the building, which really got me thinking about things.....



2 Thanks



✓ Jesse Gabriel

, Royal Oaks · Edited 29 May

Thanks Donald. I really appreciate your vote. I certainly don't want to hijack this thread for campaign purposes, but I did want to share my cell phone number (818-697-1486) and offer to speak with anyone who has questions about my platform, campaign, etc. Also, while I do believe that there are broad policy steps that the Legislature should take to address the homelessness/affordable housing crisis, decisions about individual development projects like this one are (and should be) made at the local level. More broadly, I very much share the concerns about traffic, public safety, and inadequate services that we face here in Encino, and am always happy to discuss. Please feel free to give me a ring if you have any thoughts or questions. Thanks!



2 Thanks



✓ Kasey Navarro

, Encino (Balboa-Woodley) · 29 May

Actually Mr. Gabriel, I thank you for being here all together. I wish more of our local representatives would join so we can address concerns here and ask questions, almost like a local town hall for those of us that can't get out all the time. Although this thread may not be the place, maybe you should have your own thread. I myself thank you for reaching out. You live in this neighborhood now from what I understand? Welcome to next door!



1 Thank





▼ Leslie Elkan

, Clark Gable Estates · 29 May

I agree, Kasey. I voted for Jesse Gabriel, as well and will do so both times now. He is accomplished, articulate, smart and is admired and supported by many people I know who know him well. It is a relief to have someone of his caliber running to be our Assemblyman. It is also exciting that he is our neighbor! Welcome to our Nextdoor, Jesse. Please feel free to comment or weigh in any time. We value your input!



2 Thanks

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Courtney Shum <courtney.shum@lacity.org>

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## OPPOSE 16161 Ventura Blvd apt bldg and 15481 Ventura hotel

2 messages

Joni Greer <jonigreer555@gmail.com>

Sun, Jun 17, 2018 at 10:36 AM

To: vince.bertoni@lacity.org, courtney.shum@lacity.org, senator.stern@senate.ca.gov, kadedo@earthlink.net

I am a resident for 25 years at on Swinton Ave behind the proposed 7 story apartment building. Allowing yet another apartment building to be built in this corridor is ludicrous when the one on the corner of Libbit has not even been occupied for two years now. Attempting to shop at Ralph's super market is getting impossible now at 3-4 p.m. because there are no parking spaces. If this building is allowed to be built, there will definitely be no parking, as Ralphs and Gelsons are the only grocery stores in the area. The traffic lined up down Havenhurst in the morning and evening from the freeway is terrible with long delays now. It will be a disaster when this building goes up. We currently have employees from the center on Woodley and Ventura parking in front of our houses taking up the spaces needed for our families and workers. This will become even more of a problem.

Drivers now try to avoid the Hayvenhurst light delays by cutting through the streets on Noeline and Odessa where children play, causing near misses and drivers are ignoring the NO TURN signs on Libbit at Moorpark which is causing illegal left turns from Libbit. Drivers race down Libbit from Magnolia to Ventura due to no speed humps and often do not stop at the stop sign. Encino Hospital will find it dangerously longer to get emergency patients into their facility. More drivers is not the answer.

I, as a long time homeowner, demand that a traffic study be done on all of these streets immediately and an impact study be done for the Ralph's shopping center parking. This area cannot afford any more residents trying to inch their way down Ventura Blvd from Balboa to Sepulveda. It now takes 15 minutes to get from Hayvenhurst to Sepulveda in traffic. Ridiculous! DO NOT ALLOW THIS TO HAPPEN! We need more businesses in this area, not more residents. These projects are just money makers for the developers who do not care and the city officials who do not live here or care about the citizens. Why would you allow such a development to even be proposed, let alone built? What are you getting out of this? This massive congestion will only prove to lower our property values - do you even CARE? You were elected to serve the citizens of Encino - why aren't you?

I insist that the Encino specific plan always be enforced to the 45' height limit and that no zoning exceptions be allowed for these buildings.

If you allow this to go through, I assure you, YOU WILL NEVER GET MY VOTE EVER and I will make sure that all my neighbors know what you are allowing to be done as well. We Encino residents say NO to the building of both structures.

--

Joni Greer  
(818) 970-5664  
(818) 906-2150

---

Courtney Shum <courtney.shum@lacity.org>

Mon, Jun 18, 2018 at 8:22 AM

To: Joni Greer <jonigreer555@gmail.com>

Thank you for your comments.

[Quoted text hidden]

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**Courtney Shum**, City Planner  
**Department of City Planning**  
**Expedited Processing Section**  
**T:** (213) 978-1916 **E:** [courtney.shum@lacity.org](mailto:courtney.shum@lacity.org)  
200 N. Spring St., Room 763  
Los Angeles, CA 90012





Courtney Shum <courtney.shum@lacity.org>

## 16161 Ventura Blvd. APPEAL SUPPLEMENT NO. 2

2 messages

homeowners-of-encino@earthlink.net <homeowners-of-encino@earthlink.net>

Mon, Jun 18, 2018 at 7:52 AM

To: courtney.shum@lacity.org

Cc: Eric Garcetti <info=ericgarcetti.com@mail85.sea31.mcsv.net>, Courtney Schoenwald <courtney.schoenwald@lacity.org>, Christine.Saponara@lacity.org, tanaz.golshan@lacity.org, vince.bertoni@lacity.org, Adrineh Melkonian <adrineh.melkonian@lacity.org>, senator.stern@senate.ca.gov, Kathy Delle Donne <kadedo@earthlink.net>, aembs@pacbell.net, Jesse Woods <jrdubya@msn.com>, Faisal Alserri <Faisal.Alserrri@lacity.org>, Gregory Martayan <Gregory.Martayan@lacity.org>, Jeffrey Ebenstein <jeffrey.ebenstein@lacity.org>, "Gurmet K. Khara" <gurmet.khara@lacity.org>, Aviv Kleinman <aviv.kleinman@lacity.org>, Joan Pelico <Joan.Pelico@lacity.org>, Paul Koretz <paul.koretz@lacity.org>

### PLEASE CONFIRM RECEIPT

HOMEOWNERS OF ENCINO  
GERALD A. SILVER, PRESIDENT  
P. O. BOX 260064  
ENCINO, CA 91426-0205  
(818) 990-2757

#### LOS ANGELES CITY PLANNING COMMISSION

#### 16161 VENTURA BLVD. APPEAL

HOMEOWNERS OF ENCINO	)	APPEAL SUPPLEMENT <b>NO. 2</b>
A California Non-Profit Corporation	)	
	)	CASE NO.
	)	DIR-2017-3172-DB-SPP-SPR-1A
	)	
CITY OF LOS ANGELES	)	
CITY PLANNING COMMISSION	)	JUNE 18, 2018
	)	
Courtney Shum, City Planner	)	16161 VENTURA BLVD,
	)	ENCINO
	)	

#### APPEAL SUPPLEMENT, ADDENDUM **NO. 2**

#### I. PROPOSED PROJECT

The project located at 16161 Ventura Blvd., Encino involves the demolition and removal of two commercial-office buildings and a surface parking lot, and the new construction, use, and maintenance of an approximately 106,846 square-foot, 114-unit, multi-family residential development, inclusive of 32 studio units, 65 one-bedroom units, 15 two-bedroom units, and two live-work units. The proposed project will set aside 11 units (11 percent of the base density) for Very Low-Income Household occupancy. The building is proposed to be 86 feet (at its highest point) built to six stories plus a mezzanine. The total floor area ratio of the proposed development is 2.7 to 1. The proposed project provides 114 automobile parking spaces and 126 bicycle parking spaces. On-site parking is provided partially on the ground floor and within a parking garage located below the building on two subterranean levels.

#### II. ARBITRARY AND CAPRICIOUS ACTION ISSUES

Homeowners of Encino again disagrees with the claims presented by City Planner Courtney Shum in her second email to Homeowners of Encino on Thursday, June 14, 2018 3:48 PM, namely:



"Thursday, June 14, 2018 3:48 PM

Re: confirm receipt APPEAL SUPPLEMENT, ADDENDUM - REQUEST FOR 90 DAY EXTENSION

Mr. Silver,

Thank you for your letter and I received your voicemail as well. Your comments will be included as part of the record. *As mentioned in previous correspondence, the granting of the Waiver of Dedication and Improvements is not appealable.* An extension of time can only be granted with mutual consent between the Commission and applicant. At this time, neither has agreed to an extension of time so the case will still be heard at the City Planning Commission on June 28, 2018, as noticed. Thank you. Courtney"

It is imperative that Ms. Shum cite the legal authority for her appeal restriction on the granting of the Waiver of Dedication and Improvements. Her position is legally insufficient and lacks foundation. Homeowners of Encino requests that she provide the Appellant with the legal authority, if it exists.

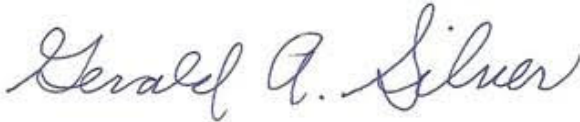
The failure to grant the Appellant the right to appeal the Waiver of Dedication and Improvements is clearly discriminatory, arbitrary and capricious. A local agency must confine itself to 'reasonable interpretation' in adopting regulations and administration of government statutes. If it goes beyond that, the legislative area has been invaded and the regulation counts for naught". Regulations which are contrary to the law are void. A restriction is arbitrary when it bears no rational relationship to the protection, preservation, operation or purpose of the affected land. There is simply no justification to allow the Project Applicant the right to appeal a Waiver of Dedication and Improvements and not members of the public who may be seriously impacted.

The restriction lacks reasonableness. Implicit in every constitutional statutory and judicial authorization is the recognition that every action of municipal government based thereon must be reasonable from both the standpoint of accomplishing a municipal purpose and from the counterpoint of preventing unnecessary restrictions. In other words, no municipal action can be arbitrary or excessive in scope.

Finally, the Appellants are denied equal protection under the law, since the Commission's interpretation of appeal rights discriminates in favor of the Project's applicant and against Encino residents who are impacted by the City Planner's determination.

Homeowners of Encino reserves the right to amend, expand or revise its response prior to or during the hearing.

Signed: June 18, 2018



Gerald A. Silver,  
President, Homeowners of Encino



This email has been checked for viruses by Avast antivirus software.  
[www.avast.com](http://www.avast.com)



16161-VENTURA-APPEAL-shum-letter-B-2 .doc  
67K

**Courtney Shum** <courtney.shum@lacity.org>  
To: homeowners-of-encino@earthlink.net

Mon, Jun 18, 2018 at 8:22 AM

Thank you, received.

[Quoted text hidden]

--

**Courtney Shum**, City Planner  
**Department of City Planning**  
**Expedited Processing Section**  
T: (213) 978-1916 E: [courtney.shum@lacity.org](mailto:courtney.shum@lacity.org)





200 N. Spring St., Room 763  
Los Angeles, CA 90012



June 14, 2018

City Planning Commission  
City of Los Angeles  
200 N Spring St, Room 532  
Los Angeles, CA 90012

Courtney Shum, City Planner  
Department of City Planning  
City of Los Angeles  
200 N Spring St  
Los Angeles, CA 90012

City Planning Commissioners,

We are writing to you in support for the proposed 114-unit apartment development, including 11 dedicated Very Low Income units and 2 live-work units, at 16161 W Ventura Blvd, cases DIR-2017-3172-DB-SPP-SPR-WDI-1A and ENV-2017-3173-CE. We urge you to reject the appeal of the Director's Determination to find the project Categorically Exempt from CEQA; and to uphold the Director's Approval of Density Bonus Incentives (2.7:1 FAR in lieu of 1.25:1 and 86' height in lieu of 75'), the Project Permit Compliance Review, the Site Plan Review, and the Waiver of Dedication and Improvement.

The greater Los Angeles region is facing a severe housing shortage. This project will provide much needed housing. By creating new housing in a desirable neighborhood, it will help to reduce issues of gentrification and displacement in other parts of the region. Abundant Housing LA believes that these housing challenges can only be addressed if everyone in the region does their part.

This project is in a good location for housing. It is directly served by Metro bus (Routes 150/240 and 750 on Ventura Blvd) and LADOT Commuter Express (Route 549). It provides good access to employment centers in Sherman Oaks. In addition, many desirable neighborhood amenities like retail and restaurants are in easy walking and cycling distance. Finally, the project will make Ventura Blvd more pedestrian friendly, providing a plaza area for people to enjoy as they pass by. (If the appellants are truly concerned about bus speeds and the viability of biking on Ventura Blvd, perhaps their time would be better spent arguing in favor of bus lanes and bike lanes.)

The Director of Planning did not err or abuse discretion in finding the project Categorically Exempt from CEQA. The project complies with the zoning and General Plan; in fact, the project is not even built to the maximum permitted density. The project is providing dedicated affordable housing, in accordance with both state and city policies designed to help encourage the production of affordable housing. If projects like this cannot be approved, there is little hope of solving LA's housing challenges.



This project is a good project for Los Angeles and for the region. Again, we urge the City Planning Commission to reject the appeal of the Director's Determination to find the project Categorically Exempt from CEQA, and allow this project to proceed.

Best Regards,

The Abundant Housing LA Steering Committee:



Matt Dixon  
620 W Wilson Ave, Unit H  
Glendale 91203



Mark Vallianatos  
3591 Canada St  
Los Angeles 90065



Brent Gaisford  
Downtown LA resident, CD 14  
Los Angeles 90013



Leonora Yetter  
1013 16<sup>th</sup> St, Unit 102  
Santa Monica 90403



Mark Edwards  
1174 N Curson Ave, #8  
West Hollywood 90046



Gabe Rose



Chelsea Byers



# ROSENHEIM & ASSOCIATES, INC.

21600 OXNARD STREET • SUITE 630 • WOODLAND HILLS, CA 91367-7104 • TEL 818-716-2689 • FAX 818-593-6184  
WWW.RAA-INC.COM

June 15, 2018

Ms. Rocky Wiles, Commission Secretariat  
Los Angeles City Planning Commission  
200 North Spring Street, Room 532  
Los Angeles, CA 90012

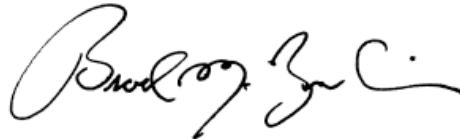
RE: **DIR-2017-3172-DB-SPP-SPR-WDI-1A; ENV-2017-3173-CE;**  
**16161 Ventura Boulevard, Encino, CA**

Dear Rocky,

On behalf of our client Encino Investments, LLC (the Applicant for the above referenced project), we are submitting the attached packet containing letters of support from approximately 100 Encino Stakeholders, a vast majority of them residents of the Encino Community.

If any additional letters are received by our office, we will forward them to you in a subsequent transmission. Thank you very much and as always, please feel free to call if you have any questions.

Very Truly Yours,



Brad M. Rosenheim  
**ROSENHEIM & ASSOCIATES, INC.**

Cc: Mr. James K. Williams, City Planning Commission  
Ms. Courtney Shum, Los Angeles Department of City Planning  
Mr. Aviv Kleinman, Planning Deputy, Councilmember Paul Koretz



Gil Peled  
18119 Medley Drive  
Encino, CA 91316

June 1, 2018

Los Angeles City Planning Department  
Los Angeles City Council

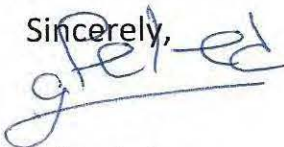
**RE: PROJECT SUPPORT FOR 16161 Ventura Blvd., Encino**

Dear City of Los Angeles:

I am a long time resident and homeowner in Encino. I urge you to support the project proposed at 16161 Ventura Blvd in Encino. We need good projects like this to improve the Boulevard and provide places for people to live near, busses, shopping and work.

Thank you in advance for considering my support of this project which I hope you will approve as well.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Gil Peled', with a horizontal line drawn underneath the signature.

Gil Peled



Pamela and Philip Marcus  
16739 La Maida Street  
Encino, California 91436

June 12, 2018

Councilman Paul Koretz  
City Planning Commission  
200 N. Spring Street  
Los Angeles, CA 90012

**Re: 16161-63 Ventura Blvd., Encino CA  
DIR-2017-3172-DB-SPP-WDI, ENV-2017-EAF**

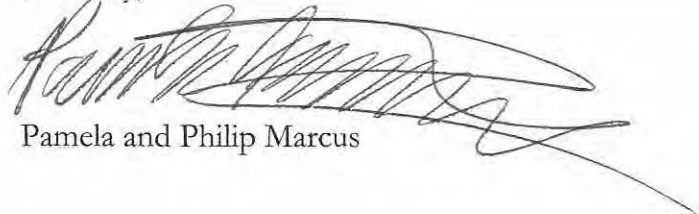
Dear Councilman Koretz and Planning Commissioners:

We are a young couple living in Encino since we purchased our home in 2011 having grown up in the San Fernando Valley. We SUPPORT smart growth like the multifamily building proposed at 16161 Ventura Boulevard.

The developer has done a great job in designing a beautiful project that will improve the boulevard and provide needed housing opportunities for people that want to live in Encino but cannot or are not yet ready to purchase a home. Different kinds of housing in our community is important and should be welcomed here. We appreciate the fact that the project being proposed is actually smaller than the rules allow but still provides a good amount of housing opportunities for people to enjoy Encino and live close to their jobs, friends and families.

Thank you for considering our support for this project and for the work you do everyday to promote livable communities in Los Angeles.

Sincerely,



Pamela and Philip Marcus



Claudia and Shlomo Bobrow  
4816 Aqueduct Avenue • Encino, California 91436

June 12, 2018

Councilman Paul Koretz  
City Planning Commission  
200 N. Spring Street  
Los Angeles, CA 90012

**Re: 16161-63 Ventura Blvd., Encino CA  
DIR-2017-3172-DB-SPP-WDI, ENV-2017-EAF**

Dear Councilman Koretz and City Planning Commissioners:

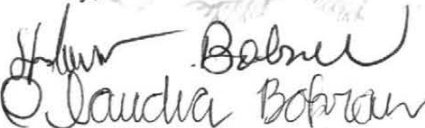
We are writing to you today as SUPPORTERS of the multifamily redevelopment proposed for 16161 Ventura Blvd in Encino. We have lived and owned our home in Encino for many years and raised our family here. There should be more opportunities for others to live in Encino including grown children, people that work here and others.

This project makes sense because it is located near many bus stops, services, and jobs. We appreciate the investment of significant capital into our community and are offended by those that claim to represent all stakeholders in Encino, especially homeowners. The fact is that there are many people in Encino, including homeowners, that support new housing development on our commercial corridors in light of the serious housing crisis in California.

This project is well thought through and has done a great job with community outreach and should be allowed to move forward immediately.

Thank you for your consideration and leadership.

Sincerely,

  
Claudia Bobrow  
Claudia and Shlomo Bobrow



**Bilha and Hillel Schechter**  
15922 La Maida Street  
Encino, California 91436

June 12, 2018

Councilman Paul Koretz  
City Planning Commission  
200 N. Spring Street  
Los Angeles, CA 90012

**Re: 16161-63 Ventura Blvd., Encino CA**  
**DIR-2017-3172-DB-SPP-WDI, ENV-2017-EAF**

Dear Councilman Koretz and Honorable City Planning Commissioners:

We have lived and owned our house in Encino for many decades and have watched the community change over time, some for the better and some for the worse.

We are writing to you today to let you know that we SUPPORT project at 16161 Ventura Boulevard. The project makes sense, is well-designed, in the right location and provides needed housing opportunities. The developers have made material changes to the project in response to the concerns of some only to be met with ongoing opposition from these same loud naysayers, who say no to all new housing in our community.

If only it was easier to develop this type of housing. Housing affordability would increase and the housing crises would be adequately addressed, jobs would be provided and our property values would increase. Instead, the rules and regulations that govern housing have been made so difficult that it is no wonder that there are such few housing opportunities and that rents are sky high and that Ventura Boulevard looks terrible.

We need this kind of project. Please allow it to move forward as soon as possible.

Sincerely,

Bilha and Hillel Schechter

The block contains two handwritten signatures in blue ink. The top signature is 'Hillel Schechter' and the bottom signature is 'Bilha Schechter'. Both signatures are fluid and cursive.



**Tania Clemente**  
**1153 S. Fairfax Avenue**  
**Los Angeles, CA 90119**

June 12, 2018

To: City of Los Angeles Planning Commission

I work in Encino for a very nice family. I have been working for them for over 10 years helping to take care of their four children and their home. I love Encino and would love to live there as well. Unfortunately, I cannot find housing nearby that I can afford so I have to commute over an hour each way from my rent-controlled apartment in the City.

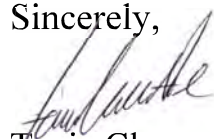
I am raising two children of my own and would like nothing more than to live close to my work to be able to spend more time with my family. It would be so great for my family, and especially my children.

That is why it is so important that new housing be built close to jobs and that new developments include some opportunities for lower income people. That is why I was so happy to hear about the 16161 Ventura Blvd. Project. This project does just that.

In a City full of traffic, everyone should have an opportunity to live closer to their livelihood. People in Encino should welcome the opportunity for housing that will provide greater opportunity for the workers that support Encino families and for more housing opportunities for all.

Thank you for taking my thoughts into consideration.

Sincerely,

A handwritten signature in dark ink, appearing to read 'Tania Clemente', written over a light blue horizontal line.

Tania Clemente





June 5, 2018

City Planning Commission  
City of Los Angeles  
200 North Spring Street, Room 415  
Los Angeles, CA 90012

**Subject: DIR-2017-3172-DB-SPP-SPR-WDI; ENV-2017-3173-CE - SUPPORT**

Dear Planning Commissioners,

The Valley Industry and Commerce Association (VICA) supports this project proposed for construction at 16161 Ventura Boulevard in Encino. The 114 unit multifamily project has been approved by Planning Staff, determined compliant with state and city zoning, and is in line with planning regulations for a housing project inclusive of affordable housing units at the subject site.

Los Angeles, especially the San Fernando Valley, is in dire need of housing. This project will aid in the revitalization of the subject section of Ventura Boulevard and provide much needed mixed income housing near transit, jobs and services. Additional housing and mixed-use development will contribute to the success of existing and new businesses in this important Valley community.

The project will be situated between a thirteen-story office tower and a four-story hospital. As such, the stepped back design and six-story (plus mezzanine) height serves as a transition between the two buildings, remaining consistent and compatible with existing development in the area.

The attractive project design is in line with the goals and vision the City of Los Angeles has laid out for Ventura Boulevard. The project encourages a pedestrian oriented experience on Ventura Boulevard, which will help address community concerns such as traffic congestion.

The project proponents have conducted significant community outreach and have earned the support of a large number of stakeholders.

For these reasons, we urge you to support the project proposed for construction at 16161 Ventura Boulevard.

Sincerely,

Lisa Gritzner  
VICA Chair

Stuart Waldman  
VICA President



May 10, 2018

City of Los Angeles Planning Commission  
City Council  
200 N. Spring Street  
Los Angeles, California 90012

Re: Project at 16161 Ventura Blvd., Encino, CA

To whom it may concern:

I grew up in the San Fernando Valley (in Sherman Oaks) and purchased a beautiful single-family residence in Encino where my wife, myself and our four young children live today. We are so proud to call Encino home.

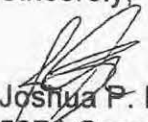
I am writing to you today to express my unbridled SUPPORT for the proposed 114 residential units proposed for construction at 16161 Ventura Boulevard. I have watched the ebb and flow on Ventura Boulevard for over 40 years and in my opinion, the community is at its best when our main commercial boulevard is at its best.

What's proposed at this site is a beautiful new state of the art building that will replace an old dilapidated structure that has outlived its useful life. Encino deserves this kind of development. Please approve it. It will help revitalize this particular block of Ventura Boulevard, provide sorely needed housing for a spectrum of residents and will create a pedestrian oriented development near transit and services that makes sense for the vast majority of stakeholders.

I understand why a few people are concerned about their own interests, but we can no longer stand by and look at development through the eyes of folks that only have their interests at heart or think the community should be as it was forty years ago. Its time for continued progress to provide housing opportunities for all and contribute to a vibrant Ventura Boulevard in Encino.

PLEASE APPROVE THIS PROJECT.

Sincerely,



Joshua P. Binder  
5274 Genesta Avenue  
Encino, California



5/23/2018

Dear LA City Decisionmakers, Planning Commissioners and Councilman Koretz:

I support the 16161 Ventura Blvd. Project. As a resident and homeowner who cares about Encino and other people, how can we oppose smart growth on Ventura Blvd? People need places to live and this is one of the right places to put growth, especially considering the project includes some affordable housing as well. I have looked at the project renderings and this will be a very big upgrade for this portion of Ventura. As I understand it, this project is also following all of the rules for development set forth by the State and City.

***Please SUPPORT this great investment in our community.***

Thank you for taking the time to consider my position as a homeowner in Encino. I urge you to approve this project and deny the appeals of a few NIMBYs.

Sincerely,

A handwritten signature in black ink, appearing to read 'Brian Weisberg', with a stylized flourish at the end.

**Brian Weisberg**

16613 Oldham Place  
Encino, CA 91436



# Eli Marmur

16311 Ventura Blvd., Suite 1280  
Encino, California 91436

June 15, 2018


Councilman Paul Koretz  
Los Angeles City Planning Commissioners  
200 N. Spring Street  
Los Angeles, CA 90012

Dear Councilman Koretz and Honorable Commissioners:

I have run my business on Ventura Boulevard in Encino for over 30 years and applaud efforts to rehabilitate our part of Ventura Boulevard which is real need of more investment. The 114 units at proposed at 16161 Ventura Boulevard does just that. We also need more residents, with the opportunity to walk on the Boulevard, and patronize our businesses. This project is designed beautifully and will support the community.

Thank you for taking my support into consideration. Please deny the appeals of the project approvals.

Sincerely,

  
Eli Marmur



May 25, 2018

RE: **SUPPORT FOR PROJECT** at 16161 Ventura Boulevard Project, Encino, California

Dear City of Los Angeles Council members, Planning Commissioners and Staff:

I am in my seventies and a long time Encino homeowner and community member having owned multiple homes in our wonderful community over the last 40 or so years. I love Encino and raised my family here and also grew my business here and in neighboring Tarzana.

Without new development on Ventura Boulevard, the Boulevard will continue to languish. What we need is the infusion of more people, young people, young families, professionals etc. on the Boulevard to drive more business and retail opportunities here for everyone's benefit. I have seen the effect of downzoning and development blockades. It equals failing businesses on the Boulevard and a lack of opportunities for all.

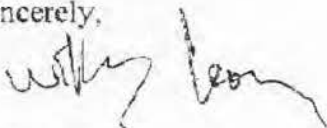
New construction, smart growth on commercial boulevards like Ventura and new housing are vitally important to sustain this community and **I FULLY SUPPORT** the proposed 114 unit project at 16161 Ventura Blvd. Sure, there will be some inconveniences during construction. Sure, there will be some more people living in Encino once its built. As our Mayor Eric Garcetti has said time and time again, that's called PROGRESS.

Please do not let the interests of one or two homeowners who live behind this commercially zoned property, or 70 NIMBY naysayers who sign a petition speak for the over 40,000 residents of Encino or come before all of the people who would like an opportunity to live in Encino to be close to family, friends and work. The truth is that there is a silent majority that wants and needs Encino to renew. This project represents progress in that direction.

Again, please do the right thing and approve this project over the objection of the NIMBYs who want things to remain the same and stall progress at every turn. In fact, if it weren't for some of these NIMBYs the transportation infrastructure in Los Angeles would be much better developed today and the crying about traffic, traffic, traffic would be alleviated. The NIMBY's cannot have their cake and then eat it to. Please know there are many of us that support this kind of progress. Don't let the loud opponents fool you into thinking otherwise.

Thank you for considering my SUPPORT for this project in your deliberations.

Sincerely,



Willy Leon  
17054 Rancho Street  
Encino, CA 91316





# Prime Healthcare

*Saving hospitals. Saving jobs. Saving lives.*

May 14, 2018

City of Los Angeles  
City Planning Commission  
200 N. Spring Street, Room 532  
Los Angeles, California 90012-4801

RE: Project Proposed at 16161 Ventura Boulevard, Encino, California 91436

Dear Honorable Planning Commissioners:

The Prime Healthcare Foundation, owner of Encino Hospital Medical Center, is part of Prime Healthcare, an award-winning health system operating 45 hospitals in 14 states. Prime is one of the nation's leading healthcare service providers with nearly 45,000 employees and physicians dedicated to the highest quality healthcare. We are pleased to present this letter of support for the multifamily development project proposed for construction immediately to the east of the Encino Hospital Medical Center at 16161 Ventura Boulevard.

As we understand it the project proposes construction of 114 multifamily residences with 114 parking spaces, resident and public amenity space, and more overall open space than required – all in a beautiful state-of-the-art six story building designed by TCA Architects. We commend the project proponents for the outreach they have provided to us from the outset of their efforts to redevelop their property. We have reviewed the schematic plans for the project and are delighted that the project will result in the investment of significant resources that will positively contribute to the rehabilitation of this stretch of Ventura Boulevard.

We also appreciate that the project will do its part to help address the existing housing shortage. This project will construct needed housing in walking proximity to public transportation and a plethora of neighborhood services. Countless studies have shown that this type of housing contributes to the good health of communities. As a member of the community that puts health above all else, we are therefore delighted to offer our support.







# Prime Healthcare

*Saving hospitals. Saving jobs. Saving lives.*

Thank you for the opportunity to share our thoughts with you.

Sincerely,

Sunny Bhatia, MD MMM FACC FSCAI  
Corporate Chief Medical Officer, Encino Hospital Medical Center  
Chairman of the Governing Board, Encino Hospital Medical Center

cc: Councilmember Paul Koretz





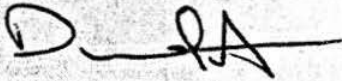
May 15, 2018

To whom it may concern:

As a homeowner in Encino I fully support the 114 unit multifamily project that is proposed at 16161 Ventura Blvd in Encino. My wife and I are raising our three beautiful children in Encino where they also attend school. We all know that there is a housing crisis in Los Angeles and the best place to put new housing is near transportation, jobs and retail. The only place that makes sense in Encino is on Ventura Boulevard. We are excited about developments like this one that are smart, that take the community into account in terms of providing open space along Ventura Boulevard for pedestrians and which will provide the sorely needed housing that the community needs while improving the Boulevard.

Thank you for your SUPPORT of this project as well.

Sincerely,

A handwritten signature in black ink, appearing to read 'D. Abramovitch', with a long horizontal stroke extending to the right.

Danny Abramovitch  
4535 Noeline Ave  
Encino, CA



Meir Ben David  
4437 Balboa Ave  
Encino, CA 91316

City of Los Angeles  
Department of City Planning  
Councilman Paul Koretz  
200 N. Spring Street  
Los Angeles, CA 90012

Re: 16161-63 Ventura Blvd., Encino CA  
DIR-2017-3172-DB-SPP-WDI, ENV-2017-EAF

Dear Planning Department and Councilman Koretz:

The project at 16161 Ventura Blvd should be applauded. It provides needed housing, replaces a very outdated office building with a brand new, first class and beautiful residential building and is traffic neutral. It follows the rules for development and even provides some opportunities for affordable housing. It's a win-win.

I have lived in Encino and owned a home and business here for many years and this is just the kind of upgrade this community needs. Change sometimes causes fear of the unknown, but I am very excited about this change for the better that puts housing near transit and services, where it belongs.

Please support this project and deny the appeals.

Sincerely,

Meir Ben David



5/28/18

4437 BALBOA AVE  
ENCINO 91316.



**Donna and Ron Bender**  
4630 Noeline Ave • Encino, California 91436

June 6, 2018

Hon. Paul Koretz, Los Angeles City Council  
Los Angeles City Planning Commission  
200 N. Spring Street  
Los Angeles, CA 90012

**RE: SUPPORT FOR 16161 VENTURA BLVD. PROJECT**

Dear Councilmember Koretz and Commissioners:

We have owned and lived in our house in Encino for many years and raised our family here. We recently became aware of the 114-unit multifamily project that is proposed for construction at 16161 Ventura Blvd, very near our home. We understand that the LA City Planning Department approved the project finding that it complies with all of the rules for development on the site set forth by the State and City. In fact, the project could be built with up to 135 units and more square footage under those rules. We also understand that three neighbors have appealed the Planning Department's approval to the City Planning Commission. We are writing to share with you that we believe the City should deny those appeals and allow the project to move forward as soon as possible.

The replacement of the obsolete office building on the site with a new beautiful art multifamily building should be supported and should be considered a major upgrade. The City studied the traffic implications of the new building and found that the difference between its new residential uses and the existing commercial uses would not create an impact. The building is not bigger or higher than allowed and it will be located near jobs, major bus lines and neighborhood services which is the appropriate place for new housing of this type.

Most importantly, as we learn more and more about our housing crisis in California it is clear that people need places to live. Putting new homes on Ventura Blvd makes sense. We hope that new developments like this will also help invigorate the boulevard, support the existing local businesses, encourage the opening of new businesses, and create opportunities for the entire community.

Please consider our strong SUPPORT for this project.

Sincerely yours,

  
Donna and Ron Bender



**Lynette and Derek Brown**

4600 Encino Avenue  
Encino, California 91316

May 31, 2018

Councilman Paul Koretz  
City Planning Commissioners  
City of Los Angeles  
200 N. Spring Street  
Los Angeles, CA 90012

Dear Councilman and Commissioners:

We are long time Encino homeowners and support the 114 unit apartment building being developed at 16161 Ventura Boulevard. The developer is a family with long standing roots in this community. They have proposed a project that is consistent with the zoning and development laws and even so agreed to reduce the project after consultation with some in the community. Nevertheless, those same people in the community continue to oppose the project because they simply don't want Encino to have additional residents. That is just not realistic.

The truth is that replacing an outdated office building with a new and beautiful multifamily building is a value enhancer for everyone including existing residents and businesses. Additionally, if we are to take on new housing, Ventura Boulevard is the appropriate place for it. Please do not let a few vocal opponents persuade you otherwise.

Thank you for considering our support. Please affirm the city approvals and deny the unmeritorious appeals so that the project can move forward.

Sincerely,

  
Lynette and Derek Brown



**Lynette and Derek Brown**

4600 Encino Avenue  
Encino, California 91316

May 31, 2018

Councilman Paul Koretz  
City Planning Commissioners  
City of Los Angeles  
200 N. Spring Street  
Los Angeles, CA 90012

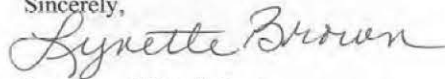
Dear Councilman and Commissioners:

We are long time Encino homeowners and support the 114 unit apartment building being developed at 16161 Ventura Boulevard. The developer is a family with long standing roots in this community. They have proposed a project that is consistent with the zoning and development laws and even so agreed to reduce the project after consultation with some in the community. Nevertheless, those same people in the community continue to oppose the project because they simply don't want Encino to have additional residents. That is just not realistic.

The truth is that replacing an outdated office building with a new and beautiful multifamily building is a value enhancer for everyone including existing residents and businesses. Additionally, if we are to take on new housing, Ventura Boulevard is the appropriate place for it. Please do not let a few vocal opponents persuade you otherwise.

Thank you for considering our support. Please affirm the city approvals and deny the unmeritorious appeals so that the project can move forward.

Sincerely,

A handwritten signature in cursive script that reads "Lynette Brown". The signature is written in dark ink and is positioned above the printed name.

Lynette and Derek Brown



**JUDITH AND PAUL COHEN**

17136 McCormick Street  
Encino, California 91316

June 13, 2018

Paul Koretz, Los Angeles City Council  
Los Angeles City Planning Commission  
200 N. Spring Street  
Los Angeles, CA 90012

**RE: SUPPORT FOR 16161 VENTURA BLVD. PROJECT**

Dear Councilman Koretz and City Planning Commissioners:

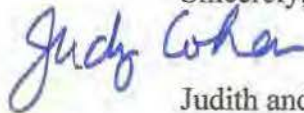
We have owned our house in Encino for over 20 years. We also work in Encino. We recently learned about the approval of 114-unit multifamily project that is proposed at 16161 Ventura Blvd in Encino. We also understand that the approvals have been appealed to the City Planning Commission.

As long-time, heavily invested stakeholders in the Encino community, we support this project and believe you should as well. The project complies with the development rules. In fact, the project is not even maxed out according to those rules. The project replaces an older building and will contribute to the beautification of Ventura Boulevard. The project is near jobs, major bus lines, and services. The project includes some units for low income households. What more could we ask for?

People need places to live and putting new homes on Ventura Blvd makes the most sense. We hope the project will also invigorate the Boulevard and support local businesses.

Thank you for your consideration.

Sincerely,



Judith and Paul Cohen



Rachel Rosner  
3619 Cananea Drive  
Encino, CA 91436  
rachel.rosner@gmail.com

May 23, 2018

City of Los Angeles Planning Commission  
City Council  
200 N. Spring Street  
Los Angeles, California 90012

**RE: Proposed Development at 16161 Ventura Boulevard**

To whom it may concern:

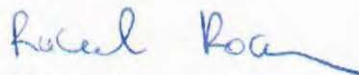
I own a single family home in Encino with my husband and two young sons, and I absolutely love our neighborhood.

I am writing to you today to express my enthusiastic support for the proposed 114-unit residential development to be located at 16161 Ventura Boulevard. As a young family, we have been excitedly observing the updates and modernization taking place on Ventura Boulevard, and we welcome new developments that bring updated buildings, much needed additional housing and interesting commercial uses to our area. The proposed project's proximity to public transportation and state of the art amenities also make it a very exciting and welcome development.

Additionally, as an attorney specializing in affordable housing, I welcome the new units and commend the developer's commitment to providing housing that will be affordable to low-income renters. Affordable housing in a new building with easy access to public transportation is much needed in the Encino area and will allow a more diverse group of people to take advantage of the amenities in our neighborhood.

I reject the NIMBY opposition to this project and urge you to approve this exciting development.

Sincerely,



Rachel Rosner



May 10, 2018

City of Los Angeles Planning Commission  
City Council  
200 N. Spring Street  
Los Angeles, California 90012


Re: Project at 16161 Ventura Blvd., Encino, CA

My husband and I are raising our four children in Encino. As someone who was not raised in the community, I can see what we are lacking here and that is quality development. We need to support growth so that we can improve the quality of life for everyone. Better retail and service opportunities will become available for everyone if we allow Ventura Boulevard to become revitalized with more residents next to transportation and existing services.

Loud opponents are the ones that care only about themselves and their own backyards, but that is not what a community should be about. Encino should be about smart growth, reinvestment, housing for all and opportunities for many.

This project follows all of the incentives that City provides to encourage development of housing. How can the City even think about saying no to such a project. It follows all of these rules and incentives. Please send the right message by APPROVING the 16161 Ventura Boulevard proposal.

Thank you,



Yoanna Binder  
5274 Genesta Ave  
Encino, California



**Karen Feinstein Michiels**

16675 Huerta Road  
Encino, California 91436

May 31, 2018

Councilman Paul Koretz  
City Planning Commissioners  
City of Los Angeles  
200 N. Spring Street  
Los Angeles, CA 90012

Dear Councilman and Commissioners:

I am long time homeowner and businessperson in Encino and am writing you today to express my support for the multifamily project located at 16161 Ventura Boulevard in Encino. While I understand that there are some in the community that oppose the project because they simply oppose additional housing in our community, I also believe that people need places to live and that change and progress are necessary.

The simple truth is that the developer of this project is long standing member of the community who is simply following the rules and incentives promulgated by our lawmakers for development of the site in question. The vocal opposition may not like those rules and incentives and that is their prerogative. They are free to lobby their state and local elected officials to change the law to their liking. At the same time, the developer, who has owned this property for many decades, should be entitled to develop his property according to the rules now in place.

I also support the project because this section of Ventura Boulevard is in dire need of revitalization. The proposed building will replace an old dilapidated office building with a new, state of the art structure that will beautify the Boulevard and contribute to the tax base. More residents on Ventura also equals better retail, dining and services for all Encino stakeholders.

Thank you for considering my support for this project.

Sincerely,

A handwritten signature in black ink that reads "Karen Feinstein Michiels". The signature is fluid and cursive, with the first name "Karen" being more prominent and the last name "Michiels" ending in a long, sweeping tail.

Karen Feinstein Michiels



5145 Amestoy Avenue • Encino, California 91316

June 12, 2018

City of Los Angeles  
Department of City Planning  
Councilman Paul Koretz  
200 N. Spring Street  
Los Angeles, CA 90012


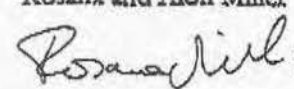
Re: 16161-63 Ventura Blvd., Encino CA  
DIR-2017-3172-DB-SPP-WDI, ENV-2017-EAF

Dear Planning Department and Councilman Koretz:

We are long-time homeowners in Encino and support the project proposed for 16161 Ventura Blvd. We need more housing here and the project should be welcomed. It is beautiful, follows the rules for development, and will help to revitalize this stretch of Ventura Boulevard.

Please do not let the loud opposition of a few lead deafen you to the voices of many in the community that support this project and others like it. Smart development like this raises property values for all of us and improves life for so many.

Sincerely,

  
Rosana and Alon Miller  




# ADAM MILSTEIN

---

May 29, 2018

Adam Milstein  
3930 Valley Meadow Road  
Encino, California 91436

City of Los Angeles  
200 N. Spring Street  
Los Angeles, California 90012

***RE: Support for Proposed Project at 16161 Ventura Blvd., Encino, California***

To whom it may concern:

I understand that the 114 unit-multifamily development proposed for construction at 16161 Ventura Boulevard in Encino has been approved in full by the City Planning Department but has been appealed by three neighbors. I also understand that under the applicable rules, the project could have included 135 units with more square footage and less parking but, at the request of some in the community and Councilman Koretz the project developer reduced the density and increased the parking. Finally, as the Planning Department recognized, the project complies with all of the laws and regulations promulgated by the State and City for a development of this type on the site. In other words, the developers have not asked for any variances or adjustments and are just following the rules.

I am both a long time Encino homeowner and businessman. The stretch of Ventura Boulevard is in dire need of rehabilitation. Projects like this which include additional housing, both market rate and affordable, and are situated near transit should be welcome in our community. The project will only serve to improve the vibrancy and usability of our main boulevard.

While there are a small number of loud detractors amongst the over 40,000 people that live in Encino (and the many thousands more that work or own businesses in Encino), I implore you to recognize that there is a silent majority of stakeholders that support smart growth like this beautiful project.

Please deny the appeals and allow the developers, also long-standing members of the community, to move forward expeditiously.

Sincerely,



Adam Milstein

3930 Valley Meadow Rd.  
Encino, CA 91436  
[adam@milsteinfo.org](mailto:adam@milsteinfo.org)



City of Los Angeles  
Department of City Planning  
Councilman Paul Koretz  
200 N. Spring Street  
Los Angeles, CA 90012

Re: 16161-63 Ventura Blvd., Encino CA  
DIR-2017-3172-DB-SPP-WDI, ENV-2017-EAF

Dear Planning Department and Councilman Koretz:

I am writing in support of the new housing project proposed at 16161 Ventura Blvd in Encino. As a long-standing resident and homeowner in Encino I applaud the developers for pursuing a project that provides sorely needed housing in our community, in the right place and without the need for any exceptions or variances to the rules for development. The community has, for far too long, insisted that the rules be followed, and when the rules are followed, we should support good projects.

In addition, retail businesses on Ventura Blvd have long suffered from the lack of residential density in and near transit and the proposed project is just the kind of project we need to retain and attract better retail and other neighborhood serving uses in Encino. The project location, adjacent to a Metro Rapid bus stop on Ventura Blvd, is well suited for this kind of project that will also provide some affordable housing within this otherwise luxury apartment project and allow some, who would otherwise commute to find work in Encino to live in the community.

Thank you for the opportunity to comment on the proposed project. I urge you to support it.

Sincerely,

X \_\_\_\_\_ Janet Mintz \_\_\_\_\_

PRINT NAME: \_\_\_\_\_ Janet Mintz \_\_\_\_\_

ADDRESS: \_\_\_\_\_ 3916 Ballina Canyon Road, Encino, CA 91436 \_\_\_\_\_



City of Los Angeles  
Department of City Planning  
Councilman Paul Koretz  
200 N. Spring Street  
Los Angeles, CA 90012

Re: 16161-63 Ventura Blvd., Encino CA  
DIR-2017-3172-DB-SPP-WDI, ENV-2017-EAF

Dear City Planning Commissioners and Councilman Koretz:

I am writing in support of the new housing project proposed at 16161 Ventura Blvd in Encino. As a long-standing resident and homeowner in Encino I applaud the developers for pursuing a project that provides sorely needed housing, inclusive of affordable housing, in our community, in the right place and without the need for any exceptions or variances to the rules for development set forth by the city and state. The community has, for far too long, insisted that the rules be followed, and when the rules are followed, we should support good projects, especially in light of the severe housing crises facing our community and the entire state.

In addition, retail businesses on Ventura Blvd in Encino have long suffered from the lack of residential density in and near transit and the proposed project is just the kind of project we need to retain and attract better retail and other neighborhood serving uses in Encino. The project location, adjacent to two Metro Rapid bus lines on Ventura Blvd, is well suited for this kind of project. I believe that everyone should have an opportunity to live near family, friends, work and school and this project helps provide that chance for some.

Thank you for allowing me comment on the proposed project. I urge you to **support** it.

Sincerely,

X \_\_\_\_\_ Jeffrey D. Mintz \_\_\_\_\_  
Sign

\_\_\_\_\_ Jeffrey D. Mintz \_\_\_\_\_  
Print Name

\_\_\_\_\_ 3916 Ballina Canyon, Encino, CA 91436 \_\_\_\_\_  
Street Address

\_\_\_\_\_ June 6, 2018 \_\_\_\_\_  
Date



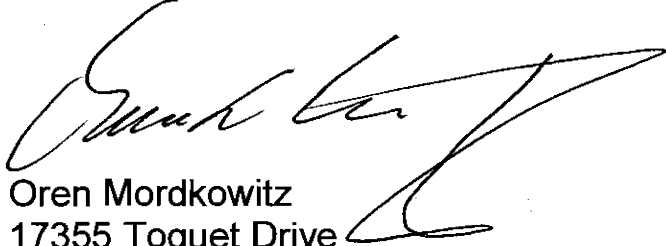
May 20, 2018

City of Los Angeles

Planning Department, City Planning Commission and City Council

I am writing today regarding the project at 16161 Ventura Blvd which is SUPPORT. As a homeowner and business person in Encino, I can tell you that this kind of new development, near jobs, retail and transportation is exactly what we need. Please approve the 114 units that are proposed.

Thank you,

A handwritten signature in black ink, appearing to read "Oren Mordkowitz", with a large, stylized flourish extending to the right.

Oren Mordkowitz  
17355 Toquet Drive  
Encino, CA



City of Los Angeles  
Department of City Planning  
Councilman Paul Koretz  
200 N. Spring Street  
Los Angeles, CA 90012

Re: 16161-63 Ventura Blvd., Encino CA  
DIR-2017-3172-DB-SPP-WDI, ENV-2017-EAF

Dear Planning Department and Councilman Koretz:

The project at 16161 Ventura Blvd should be applauded. It provides needed housing, replaces a very outdated office building with a brand new, first class and beautiful residential building and is traffic neutral. It follows the rules for development and even provides some opportunities for affordable housing. It's a win-win.

I have live in Encino and owned a home here for many years and this is just the kind of upgrade this community needs. Change sometimes causes fear of the unknown, but I am very excited about this change for the better that puts housing near transit and services, where it belongs.

Please support this project.

Sincerely,

X

Sign

Print Name

Street Address

Date

Jill Namm

4563 Petit Ave. Encino CA 91436

6/12/18



City of Los Angeles Planning Commission  
City Council  
200 N. Spring Street  
Los Angeles, California 90012

May 30, 2018

Re: Project at 16161 Ventura Blvd., Encino, CA

To Whom It May Concern:

My wife and I own a home in Encino and are expecting our second child later this year. We're committed to our community and to making Encino the best community it can be. A strong Encino is one in which interests and equities are fairly balanced for the mutual benefit of the families, organizations, and businesses that make up our community. It is with this idea in mind that I write to you to express my support for the project proposed for 16161 Ventura Blvd.

Ventura Boulevard is essential to the health and vitality of Encino and the entire Valley. It needs the kind of fresh investment and multi-use development this project offers. The key to solving challenges like the city's homelessness and affordable housing crises is smart development. Building additional housing capacity along Ventura makes sense. It allows people to leverage public transportation and/or work in the community they live in. It will bring new commercial development to help continue the transformation of Ventura into a modern, thriving thoroughfare.

This project not only meets the legal requirements as I understand them but has gone beyond those requirements in some cases to help ensure the project is a welcome addition to the community. It deserves your approval.



Jeremy Rawitch

Homeowner

4927 Gloria Ave.

Encino, 91436



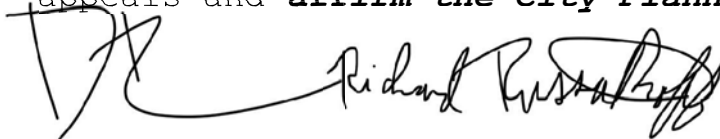
May 23, 2018

To: City of Los Angeles, Councilman Koretz and Planning Commissioners.

**Re: Support for housing project at 16161 Ventura Blvd, Encino, CA**

We are homeowners in Encino raising our children here and care very much about this community. That is why we are taking the time to share our SUPPORT with you for the 114 units of apartments proposed at 16161 Ventura Blvd. Ventura Blvd needs new development and the proposed project is beautiful and will bring more and new life to Ventura Blvd. Please make a decision that is in the best interests of the entire community and City, not just a few naysayers.

Thank you for your consideration. We urge you to deny the appeals and **affirm the City Planning Department approvals.**

A handwritten signature in black ink, appearing to read "Richard Russakoff", written over a large, stylized "D" or "R" mark.

Dana and Richard Russakoff  
16039 Skytop Road  
Encino, CA 91436



**Dr. Claudia and Mr. Sandor Samuels**

17527 Embassy Drive • Encino, California 91316

May 29, 2018

Councilmember Paul Koretz  
Hon. City Planning Commissioners  
City of Los Angeles  
200 North Spring Street  
Los Angeles, California 90012

RE: **SUPPORT** for multifamily project at 16161 Ventura Boulevard Project, Encino, California

Dear Councilmember Koretz and City Planning Commissioners:

We have been Encino homeowners for over twenty years. We love Encino and believe that new housing on Ventura Boulevard is exactly what Encino needs and what the City's planning policies call for and incentivize.

We also think that more people -- young people, young families, professionals and others living and walking on the Boulevard -- will result in more successful business and retail opportunity for all. In addition, smart housing growth on our commercial corridors, like Ventura Boulevard, is vitally important to sustain this community. Putting new housing near buses, schools, churches and synagogues, jobs and services is simply wise policy.

Please do not let the interests of a few lead you to believe that they speak for the vast majority of the over 40,000 residents of Encino and the many additional stakeholders who contribute to the community. Everyone deserves an opportunity to live in our community and to be close to family, friends and work. That is why we believe the majority of Encino stakeholders would support this type of project.

We also want to point out that the developers chose to propose a project that fits within the density and height rules promulgated by the City and State rather than proposing something that falls outside of these rules. These developers are long-standing community members who should be applauded for doing so while including some affordable units in the project as well.

WE also **SUPPORT** the proposed project because it will be a beautiful addition to the Boulevard and will remove an old office building that should be replaced. We urge you to deny the filed appeals and affirm the City Planning Department project approvals.

Thank you for considering our position on this project.

Sincerely,



Claudia and Sandor Samuels



**Jay Sanderson**  
17153 Albers Street • Encino, California 91316

May 24, 2018

Los Angeles City Council  
Los Angeles City Planning Commission  
200 N. Spring Street  
Los Angeles, CA 90012

**RE: SUPPORT FOR 16161 VENTURA BLVD. PROJECT**

Dear Honorable Councilmembers and Commissioners:

I have owned and lived in our house in Encino for 17 years and raised my family here with my wife. I recently became aware of the 114-unit multifamily project that is proposed for construction at 16161 Ventura Blvd. I understand that the LA City Planning Department approved the project finding that it complies with all of the rules for development on the site set forth by the State and City. In fact, the project could be built with up to 135 units and more square footage under those rules. I also understand that three neighbors have appealed the approval to the City Planning Commission. I am writing to let you know that I think the City Planning Commission should deny those appeals and the City Council should also support the project.

I believe that the replacement of the old, delapidated office building currently on the site with a new, state of the art multifamily building should be supported and is a major upgrade. The City studied the traffic implications of the new building and found that the difference between its new residential uses and the existing commercial uses would not create an impact. The building is not bigger and higher than allowed and it will be located near jobs, major bus lines and neighborhood services.

Most importantly, people need places to live and putting new homes on Ventura Blvd makes the most sense. I hope that new developments like this will also help invigorate the Boulevard and support the existing local business and harken the opening of new businesses to serve the entire community.

Thank you for your consideration of my SUPPORT for this project.

Sincerely,



Jay Sanderson



City of Los Angeles  
Department of City Planning  
Councilman Paul Koretz  
200 N. Spring Street  
Los Angeles, CA 90012

Re: 16161-63 Ventura Blvd., Encino CA  
DIR-2017-3172-DB-SPP-WDI, ENV-2017-EAF

Dear City Planning Commissioners and Councilman Koretz:

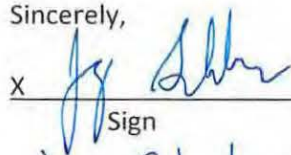
I am writing in support of the new housing project proposed at 16161 Ventura Blvd in Encino. As a long-standing resident and homeowner in Encino I applaud the developers for pursuing a project that provides sorely needing housing, inclusive of affordable housing, in our community, in the right place and without the need for any exceptions or variances to the rules for development set forth by the city and state. The community has, for far too long, insisted that the rules be followed, and when the rules are followed, we should support good projects, especially in light of the severe housing crises facing our community and the entire state.

In addition, retail businesses on Ventura Blvd in Encino have long suffered from the lack of residential density in and near transit and the proposed project is just the kind of project we need to retain and attract better retail and other neighborhood serving uses in Encino. The project location, adjacent to two Metro Rapid bus lnis on Ventura Blvd, is well suited for this kind of project. I believe that everyone should have an opportunity to live near family, friends, work and school and this project helps provide that chance for some.

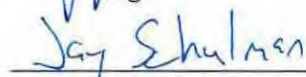
Thank you for allowing me comment on the proposed project. I urge you to support it.

Sincerely,

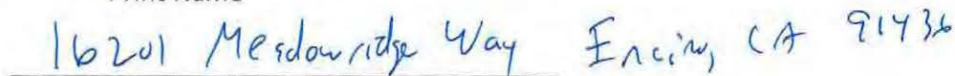
X



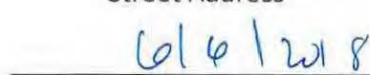
Sign



Print Name



Street Address



Date



May 6, 2018

RE: SUPPORT FOR 16161 VENTURA BLVD., ENCINO CA 91436

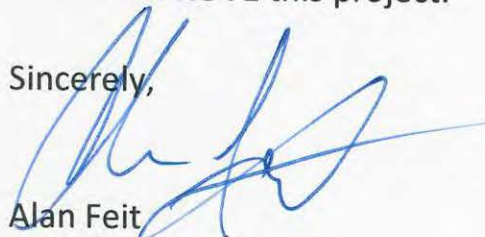
Dear City of Los Angeles decisionmakers:

I was raised in Encino and am a homeowner in the community. As someone who benefitted from growing up in Encino and now my three kids here where they attend school I fully support smart growth on Ventura Boulevard near bus lines, jobs, restaurants and services. New development equals revitalization for Encino and without out the Boulevard will continue to deteriorate. I appreciate that new construction comes with some temporary inconveniences for existing residents and businesses however, that is the price of sustaining and enhancing our built environment.

Please do not let the loud voices of NIMBYs win the day. There are plenty of Encino stakeholders that support smart growth in our community and especially projects like these that adhere to the rules set forth by the City and State. I certainly appreciate the owners' investment in Encino and hope that you will too.

Please APPROVE this project.

Sincerely,



Alan Feit  
4838 Noeline Ave  
Encino, CA 91436



May 7, 2018

City of Los Angeles

Planning Department, City Planning Commission and City Council

I am writing today regarding the project at 16161 Ventura Blvd which is SUPPORT. As a homeowner and business person in Encino I can tell you that this kind of new development, near jobs, retail and transportation is exactly what we need on Ventura Blvd. Please approve the 114 units that are proposed.

Thank you,

A handwritten signature in blue ink, appearing to read "Mike 2", followed by a horizontal line.

Michael Weissman  
16055 Ventura #902  
Encino, CA. 91436



**Ailee Dembo**

5142 Gaynor Avenue  
Encino, CA 91436

City of Los Angeles  
Department of City Planning  
Councilman Paul Koretz  
200 N. Spring Street  
Los Angeles, CA 90012

Re: 16161-63 Ventura Blvd., Encino CA  
DIR-2017-3172-DB-SPP-WDI, ENV-2017-EAF

Dear Planning Department and Councilman Koretz:

The project at 16161 Ventura Blvd should be applauded. It provides needed housing, replaces a very outdated office building with a brand new, first class and beautiful residential building and is traffic neutral. It follows the State and local rules for development and even provides some opportunities for affordable housing. It's a win-win .

I live in Encino and own a home here. My husband and I are raising our two children here and they attend school in Encino as well. This is just the kind of upgrade this community needs. Change sometimes causes fear of the unknown, but I am very excited about this change for the better that puts housing near transit and services, where it belongs and will beautify Ventura Boulevard.

Please support this project and deny the appeals forthwith.

Sincerely,



Ailee Dembo



May 29, 2018

Councilman Paul Koretz  
City of Los Angeles Planning Commission  
200 N. Spring Street  
Los Angeles, California 90012

Re: Project at 16161 Ventura Blvd., Encino, CA

To whom it may concern:

I grew up in Los Angeles and have lived in my home in Encino for many decades while raising my children. I am proud to call Encino home.

I am writing to you today to express my **SUPPORT** for the 114 residential units proposed for construction at 16161 Ventura Boulevard. This is a new, beautiful building that will replace an old dilapidated office building and help revitalize this section of the Boulevard. This is a significant investment in our community and deserves our support.

The project will also provide sorely needed housing for people that need a place to live. It is a pedestrian oriented development near transit and services. It will also positively contribute to property values and the property tax base for everyone's benefit.

As you know, the project was approved by the City Planning Department because it complies with all of the City and State zoning and development laws. While sometimes, it may make sense to grant exceptions to the rules, the City should certainly support development proposal that follow the rules. In fact, this project is actually smaller and less dense than the rules allow.

Thank you for considering my support for this project.

Sincerely,



Helene Dobrer  
16334 Francina Drive  
Encino, California 91436



June 1, 2018

RE: SUPPORT FOR PROJECT at 16161 Ventura Boulevard Project,  
Encino, California

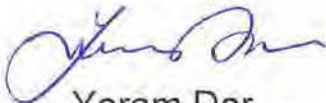
Dear City of Los Angeles Council members, Planning Commissioners and Staff:

I am a long time Encino business owner and community member. I am writing to support the new development at 16161 Ventura Blvd. We need new development and more housing near transit. This project is a win-win.

I appreciate the fact that the development follows all of the density rules set out by the State and City and the building will beautify this stretch of Ventura Boulevard, the main boulevard of the Valley.

Thank you for considering my Support for this project in your deliberations. I hope you will not approve the appeals of three neighbors and affirm the professional City Planning Department approvals of the Project.

Sincerely,



Yoram Dor  
16633 Ventra Blvd, #913  
Encino, CA 91436



June 1, 2018

City Planning Commission  
City of Los Angeles  
200 N. Spring Street  
Los Angeles, California 90012

Dear Hon. City Planning Commissioners:

It has come to my attention that there has been an appeal filed to your Commission with regard to a Planning Department approval of a 114 unit multi-family development in Encino at 16161 Ventura Boulevard. My understanding is that the project is a density bonus project located adjacent to two Metro rapid bus lines, providing 11 very low income affordable units, more open space than required, all while utilizing the inducements provided under State and City statutes and regulations and complying with the applicable development and land use laws.

As an Encino resident and community leader, I was pleased to learn that developers are looking at my neighborhood for reasonable solutions to create a denser and affordable city. I understand that there is a good deal of community support for this project, and I would like to voice my support as well. The housing crisis in California is real and an appropriate place to locate new housing development is on our commercial corridors. That is why the State and City have incentivized such development and that is why such development deserves our support.

While I understand that some fear incursion into the community from newcomers, each of us should have an opportunity to live near work, school, family and friends. I look forward to welcoming this project to the neighborhood and appreciate the opportunity to share my support with you.

Sincerely,

A handwritten signature in black ink, appearing to read 'Noah Farkas', with a long horizontal flourish extending to the right.

Rabbi Noah Farkas  
15730 Morrison Street  
Encino, CA 91436



## **Wendy Greuel and Dean Schramm**

4464 Bergamo Drive • Encino, California 91436

June 6, 2018

Councilmember Paul Koretz  
City Planning Commissioners  
City Planning Department  
City of Los Angeles  
200 N. Spring Street  
Los Angeles, CA 90012

Dear Councilmember Koretz, City Planning Commissioners and staff:

We write to you today in SUPPORT of the 114-unit multifamily housing development proposed at 16161 Ventura Blvd in Encino. As homeowners in Encino we support smart housing development.

The proposed project provides market rate and affordable, replaces an outdated office building and is just 700 feet from two Metro Rapid bus lines. The City Planning Department approved the project because it complies with all of the rules for development promulgated by the State and City. It is our understanding that a compromise was developed with some opponents in the community, and the project was adjusted and is significantly less dense than allowed by those rules.

This is a good, thoughtful project, proposed by developers who have been long standing members of this community and care about it. They should be applauded for investing even more in Encino. We believe that the appeals before you should be denied and the project should move forward

Thank you for your consideration.

Sincerely,

*Wendy Greuel and Dean Schramm*



City of Los Angeles  
Department of City Planning  
Councilman Paul Koretz  
200 N. Spring Street  
Los Angeles, CA 90012

Re: 16161-63 Ventura Blvd., Encino CA  
DIR-2017-3172-DB-SPP-WDI, ENV-2017-EAF

Dear Planning Department and Councilman Koretz:

I am writing in support of the new housing project proposed at 16161 Ventura Blvd in Encino. As a long-standing resident and homeowner in Encino I applaud the developers for pursuing a project that provides sorely needing housing in our community, in the right place and without the need for any exceptions or variances to the rules for development. The community has, for far too long, insisted that the rules be followed, and when the rules are followed, we should support good projects.

In addition, retail businesses on Ventura Blvd have long suffered from the lack of residential density in and near transit and the proposed project is just the kind of project we need to retain and attract better retail and other neighborhood serving uses in Encino. The project location, adjacent to a Metro Rapid bus stop on Ventura Blvd, is well suited for this kind of project that will also provide some affordable housing within this otherwise luxury apartment project and allow some, who would otherwise commute to find work in Encino to live in the community.

Thank you for the opportunity to comment on the proposed project. I urge you to support it.

Sincerely,

x Rathleen Guccione

PRINT NAME: RATHLEEN GUCCIONE

ADDRESS: 4736 PARK ENCINO LANE #316  
ENCINO, CA 91436





May 31, 2018

Hon. Paul Koretz, Councilman  
City Planning Commissioners  
City of Los Angeles  
200 N. Spring Street  
Los Angeles, CA 900012

**Re: SUPPORT For Proposed Project at 16161 Ventura Blvd., Encino**

Dear Councilman Koretz and City Planning Commissioners:

I am proud that my family and I have owned and operated our business, Ben Hyatt Certified Deposition Reporters, in Encino on Ventura Boulevard for many years. We also have several branch offices in other locations as well. My husband and I raised our children in the San Fernando Valley as well. I am writing to you today to encourage you to actively support the proposed multifamily residential project of 114 units at 16161 Ventura Boulevard.

We hear so much about the housing crises and the need for more housing at all levels of income. The logical and most appropriate place to put that housing is on commercial corridors like Ventura Boulevard. I applaud the State and City for incentivizing such development on the Boulevard, near bus lines, shopping, jobs and services. It makes sense.

The proposed building is also beautiful and will only help revitalize Ventura Boulevard which needs a lot of additional work. More bodies, means more walking to shops, restaurants and services. It also means more vitality for the businesses on the Boulevard and for the existing community that patronizes them.

Please do not let a few self-interested opponents persuade you otherwise. The majority of well meaning stakeholders in Encino support smart growth. This project is just that. Besides, how can we turn down a project that is following all of the "rules" and "incentives" for housing development? It conforms to the density and height limits prescribed by the State and City for development here while providing sorely needed housing opportunities.

Please DENY the appeals before you and APPROVE the project as is.

Sincerely,

A handwritten signature in black ink that reads 'Sharon Hyatt'. The signature is fluid and cursive, with the first name 'Sharon' being more prominent than the last name 'Hyatt'.

Sharon Hyatt

/sh

17835 Ventura Blvd. Suite 310 Encino, CA 91316  
P 888.272.0022 F 818.343.7119  
www.benhyatt.com



May 2, 2018

Los Angeles City Planning Department  
Los Angeles City Council

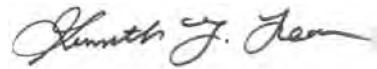
RE: SUPPORT FOR PROJECT AT 16161 Ventura Blvd., Encino

To whom it may concern:

I am a long time resident and homeowner in Encino. I am taking the time to write you this letter to let you know that I support the project proposed at 16161 Ventura Blvd in Encino. The so-called homeowners' groups in Encino do not speak for the majority of us residents that want to see Ventura Boulevard thrive. Projects like this will put more people where they should be near, near transit, shopping and jobs and will ensure prosperity on the Boulevard for years to come.

Thank you in advance for considering my support of this project which I hope you will approve as well.

Sincerely,

A handwritten signature in black ink, appearing to read "Kenneth J. Leon". The signature is fluid and cursive, with the first name "Kenneth" being more prominent.

Ken Leon  
5055 Louse Avenue  
Encino, CA 91316



**Andrew T. Leitner**  
4103 Hayvenhurst Drive • Encino, California 91436

May 29, 2018

Councilmember Paul Koretz  
City Planning Commissioners  
City Planning Department  
City of Los Angeles  
200 N. Spring Street  
Los Angeles, CA 90012

Dear Councilmember Koretz, City Planning Commissioners and staff:

I write to you today in SUPPORT of the 114-unit multifamily housing development proposed at 16161 Ventura Blvd in Encino. As a homeowner in Encino I support smart housing development. We need more housing and the only place that makes sense is on our commercial corridors near transit, jobs and services.

The proposed project provides market rate and affordable units in a beautiful new structure replacing an old depilated office building. It is a win-win. The City Planning Department approved the project because it complies with all of the rules for development. In fact, it doesn't even max out on the allowable density. As I understand it, the property is actually entitled to build up to 135 units but, that in consultation with your office and the community, the developer agreed to significantly reduce the project's density.

Please understand that there are many of us in Encino who understand we are lucky to live in this great community and do not ascribe to the notion that we should fight all housing proposals to keep others from the same opportunity.

This is a good, thoughtful project, proposed by developers who have been long standing members of this community and care about it. They should be applauded for investing even more in Encino and the project should move forward without any further delay or condition.

Thank you for your consideration.

Sincerely,



Andrew Leitner



City of Los Angeles  
Department of City Planning  
Councilman Paul Koretz  
200 N. Spring Street  
Los Angeles, CA 90012

Re: 16161-63 Ventura Blvd., Encino CA  
DIR-2017-3172-DB-SPP-WDI, ENV-2017-EAF



Dear Planning Department and Councilman Koretz:

The project at 16161 Ventura Blvd should be applauded. It provides needed housing, replaces a very outdated office building with a brand new, first class and beautiful residential building and is traffic neutral. It follows the rules for development and even provides some opportunities for affordable housing. It's a win-win.

I have live in Encino and owned a home here for many years and this is just the kind of upgrade this community needs. Change sometimes causes fear of the unknown, but I am very excited about this change for the better that puts housing near transit and services, where it belongs.

Please support this project.

Sincerely,

   
x  
Sign

LISA KOHN VICTOR KOHN  
Print Name

16135 VALLEY MEADOW PLACES, ENCINO, CA 91436  
Street Address

6/10/18  
Date



**Marissa Leitner**  
4103 Hayvenhurst Drive  
Encino, California 91436

May 29, 2018

Councilmember Paul Koretz  
City Planning Commissioners  
City Planning Department  
City of Los Angeles  
200 N. Spring Street  
Los Angeles, CA 90012


Dear Councilmember Koretz and Planning Commissioners:

I SUPPORT the housing development proposed at 16161 Ventura Blvd in Encino. As a homeowner in Encino and someone who grew up in this community I care about our neighborhood and believe that placing new housing near transit, jobs and services is the right thing to do.

The project was approved by the professional city planners who review it because the City's zoning code and well as the state law incentivize this kind of development on Ventura Boulevard. This project will be a tasteful addition to the community on this stretch of Ventura Boulevard that needs revitalization.

Thank you for considering all points of view in your deliberations. I urge you to move this project forward as soon as possible

Sincerely,

  
Marissa Leitner



City of Los Angeles  
Department of City Planning  
Councilman Paul Koretz  
200 N. Spring Street  
Los Angeles, CA 90012

Re: 16161-63 Ventura Blvd., Encino CA  
DIR-2017-3172-DB-SPP-WDI, ENV-2017-EAF

Dear Planning Department and Councilman Koretz:

For too long, some residents in Encino have opposed change and progress and have opposed proposed development complaining that these projects do not follow the rules. Then when a project like the one proposed at 16161 Ventura Blvd comes along, a project that actually follows the rules, those same community members oppose it – even after the developer reduces the project in size and scope at their request. When is enough, enough?

As a longtime resident and homeowner in Encino, we need to support smart growth and good projects like this one.

Thank you for your support of this project.

Sincerely,

A handwritten signature in black ink, appearing to read 'Roy Mansano', with a stylized flourish at the end.

Roy Mansano  
5343 Ostrom Ave  
Encino, CA 91316



City of Los Angeles  
Department of City Planning  
Councilman Paul Koretz  
200 N. Spring Street  
Los Angeles, CA 90012

Re: 16161-63 Ventura Blvd., Encino CA  
DIR-2017-3172-DB-SPP-WDI, ENV-2017-EAF

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As a longtime resident and homeowner in Encino, we need to support smart growth and good projects like this one.

Thank you for your support of this project.

Sincerely,

NAME

ADDRESS

  
Moshe Guttman  
Mr Mosher  
17922 Ventura Blvd  
Encino CA 91316



City of Los Angeles  
Department of City Planning  
Councilman Paul Koretz  
200 N. Spring Street  
Los Angeles, CA 90012

Re: 16161-63 Ventura Blvd., Encino CA  
DIR-2017-3172-DB-SPP-WDI, ENV-2017-EAF

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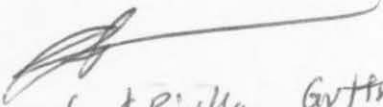
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Thank you for the opportunity to comment on the proposed project. I urge you to support it.

Sincerely,

NAME

ADDRESS

  
Hershey Rivlin Guttman  
16217 Hartsook St  
Encino CA 91436



City of Los Angeles  
Department of City Planning  
Councilman Paul Koretz  
200 N. Spring Street  
Los Angeles, CA 90012

Re: 16161-63 Ventura Blvd., Encino CA  
DIR-2017-3172-DB-SPP-WDI, ENV-2017-EAF

Dear Planning Department and Councilman Koretz:

For too long, some residents in Encino have opposed change and progress and have opposed proposed development complaining that these projects do not follow the rules. Then when a project like the one proposed at 16161 Ventura Blvd comes along, a project that actually follows the rules, those same community members oppose it – even after the developer reduces the project in size and scope at their request. When is enough, enough?

As a longtime resident and homeowner in Encino, we need to support smart growth and good projects like this one.

Thank you for your support of this project.

Sincerely,

NAME

ADDRESS

DEBBIE SETLIN  
4501 FIRMAMENT AVE  
ENCINO, CA 91436



City of Los Angeles  
Department of City Planning  
Councilman Paul Koretz  
200 N. Spring Street  
Los Angeles, CA 90012

Re: 16161-63 Ventura Blvd., Encino CA  
DIR-2017-3172-DB-SPP-WDI, ENV-2017-EAF

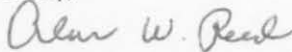
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As a longtime resident and homeowner in Encino, we need to support smart growth and good projects like this one.

Thank you for your support of this project.

Sincerely,



NAME ALAN W. REED  
ADDRESS 4523 Firmament Ave  
Encino, CA 91436



City of Los Angeles  
Department of City Planning  
Councilman Paul Koretz  
200 N. Spring Street  
Los Angeles, CA 90012

Re: 16161-63 Ventura Blvd., Encino CA  
DIR-2017-3172-DB-SPP-WDI, ENV-2017-EAF

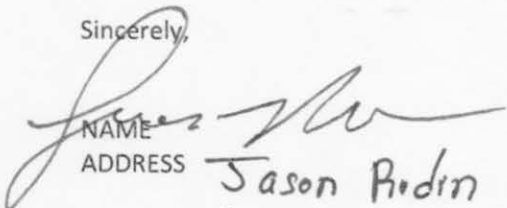
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As a longtime resident and homeowner in Encino, we need to support smart growth and good projects like this one.

Thank you for your support of this project.

Sincerely,

  
NAME  
ADDRESS Jason Rodin  
4606 Louise Ave  
Encino CA 91316



City of Los Angeles  
Department of City Planning  
Councilman Paul Koretz  
200 N. Spring Street  
Los Angeles, CA 90012

Re: 16161-63 Ventura Blvd., Encino CA  
DIR-2017-3172-DB-SPP-WDI, ENV-2017-EAF

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As a longtime resident and homeowner in Encino, we need to support smart growth and good projects like this one.

Thank you for your support of this project.

Sincerely,

NAME  
ADDRESS

*Amy Ickovics*  
*Amy Ickovics*  
*4513 Firmament*  
*Encino CA 91436*



City of Los Angeles  
Department of City Planning  
Councilman Paul Koretz  
200 N. Spring Street  
Los Angeles, CA 90012

Re: 16161-63 Ventura Blvd., Encino CA  
DIR-2017-3172-DB-SPP-WDI, ENV-2017-EAF

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As a ~~longtime~~ resident and homeowner in Encino, we need to support smart growth and good projects like this one.

Thank you for your support of this project.

Sincerely,

*Carol Schneiderman*  
NAME  
ADDRESS 17057 Embassy Dr.  
Encino, CA 91316



City of Los Angeles  
Department of City Planning  
Councilman Paul Koretz  
200 N. Spring Street  
Los Angeles, CA 90012

Re: 16161-63 Ventura Blvd., Encino CA  
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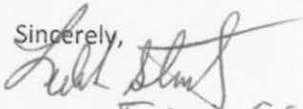
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As a longtime resident and homeowner in Encino, we need to support smart growth and good projects like this one.

Thank you for your support of this project.

Sincerely,



NAME

Frederik Schwartz

ADDRESS

16380 Mandelag Drive  
Encino, CA 91436



City of Los Angeles  
Department of City Planning  
Councilman Paul Koretz  
200 N. Spring Street  
Los Angeles, CA 90012

Re: 16161-63 Ventura Blvd., Encino CA  
DIR-2017-3172-DB-SPP-WDI, ENV-2017-EAF

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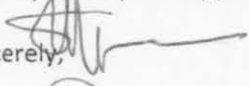
As a longtime resident and homeowner in Encino, we need to support smart growth and good projects like this one.

Thank you for your support of this project.

Sincerely,

NAME

ADDRESS

  
STEPHANIE MILLER  
3140 White Oak  
Encino, CA 91316



City of Los Angeles  
Department of City Planning  
Councilman Paul Koretz  
200 N. Spring Street  
Los Angeles, CA 90012

Re: 16161-63 Ventura Blvd., Encino CA  
DIR-2017-3172-DB-SPP-WDI, ENV-2017-EAF

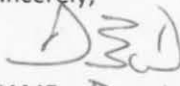
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As a longtime resident and homeowner in Encino, we need to support smart growth and good projects like this one.

Thank you for your support of this project.

Sincerely,

  
NAME Daniel Weisman  
ADDRESS 5501 Balboa Blvd #A3  
Encino, CA 91316



City of Los Angeles  
Department of City Planning  
Councilman Paul Koretz  
200 N. Spring Street  
Los Angeles, CA 90012

Re: 16161-63 Ventura Blvd., Encino CA  
DIR-2017-3172-DB-SPP-WDI, ENV-2017-EAF

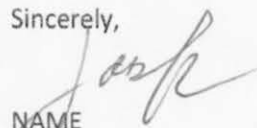
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As a longtime resident and homeowner in Encino, we need to support smart growth and good projects like this one.

Thank you for your support of this project.

Sincerely,



NAME  
ADDRESS

KHOSRO SARAI  
5139 BALBOA BLVD. #17  
ENCINO, CA 91316



City of Los Angeles  
Department of City Planning  
Councilman Paul Koretz  
200 N. Spring Street  
Los Angeles, CA 90012

Re: 16161-63 Ventura Blvd., Encino CA  
DIR-2017-3172-DB-SPP-WDI, ENV-2017-EAF

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As a longtime resident and homeowner in Encino, we need to support smart growth and good projects like this one.

Thank you for your support of this project.

Sincerely,

NAME  
ADDRESS

*Jonah Sandberg*  
17183 Albers St. Encino CA  
91316



City of Los Angeles  
Department of City Planning  
Councilman Paul Koretz  
200 N. Spring Street  
Los Angeles, CA 90012

Re: 16161-63 Ventura Blvd., Encino CA  
DIR-2017-3172-DB-SPP-WDI, ENV-2017-EAF

Dear Planning Department and Councilman Koretz:

The project at 16161 Ventura Blvd should be applauded. It provides needed housing, replaces a very outdated office building with a brand new, first class and beautiful residential building and is traffic neutral. It follows the rules for development and even provides some opportunities for affordable housing. It's a win-win.

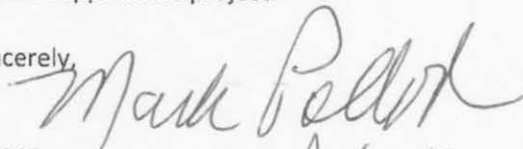
I have live in Encino and owned a home here for many years and this is just the kind of upgrade this community needs. Change sometimes causes fear of the unknown, but I am very excited about this change for the better that puts housing near transit and services, where it belongs.

Please support this project.

Sincerely,

NAME

ADDRESS

  
MARK Pollock  
15823 ~~High~~ Moorpark St  
Encino, CA 91436



City of Los Angeles  
Department of City Planning  
Councilman Paul Koretz  
200 N. Spring Street  
Los Angeles, CA 90012

Re: 16161-63 Ventura Blvd., Encino CA  
DIR-2017-3172-DB-SPP-WDI, ENV-2017-EAF


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Please support this project.

Sincerely,

  
NAME Ari Herzog  
ADDRESS 4846 Hayvenhurst Ave, Encino CA, 91436



City of Los Angeles  
Department of City Planning  
Councilman Paul Koretz  
200 N. Spring Street  
Los Angeles, CA 90012

Re: 16161-63 Ventura Blvd., Encino CA  
DIR-2017-3172-DB-SPP-WDI, ENV-2017-EAF

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In addition, retail businesses on Ventura Blvd have long suffered from the lack of residential density in and near transit and the proposed project is just the kind of project we need to retain and attract better retail and other neighborhood serving uses in Encino. The project location, adjacent to a Metro Rapid bus stop on Ventura Blvd, is well suited for this kind of project that will also provide some affordable housing within this otherwise luxury apartment project and allow some, who would otherwise commute to find work in Encino to live in the community.

Thank you for the opportunity to comment on the proposed project. I urge you to support it.

Sincerely,



NAME Dvir Shitrit  
ADDRESS 17815 Martha St, Encino 91316



City of Los Angeles  
Department of City Planning  
Councilman Paul Koretz  
200 N. Spring Street  
Los Angeles, CA 90012

Re: 16161-63 Ventura Blvd., Encino CA  
DIR-2017-3172-DB-SPP-WDI, ENV-2017-EAF

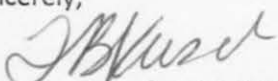
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Thank you for the opportunity to comment on the proposed project. I urge you to support it.

Sincerely,

  
NAME TOBY KIRSCHT  
ADDRESS 4645 Noelani Ave  
Encino, CA 91316



City of Los Angeles  
Department of City Planning  
Councilman Paul Koretz  
200 N. Spring Street  
Los Angeles, CA 90012

Re: 16161-63 Ventura Blvd., Encino CA  
DIR-2017-3172-DB-SPP-WDI, ENV-2017-EAF

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I have live in Encino and owned a home here for many years and this is just the kind of upgrade this community needs. Change sometimes causes fear of the unknown, but I am very excited about this change for the better that puts housing near transit and services, where it belongs.

Please support this project.

Sincerely,



NAME

ADDRESS

17631 CORINTHIAN DR  
ENCINO CA 91316  
AMY LEIBOWITZ



City of Los Angeles  
Department of City Planning  
Councilman Paul Koretz  
200 N. Spring Street  
Los Angeles, CA 90012

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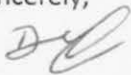
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Sincerely,



NAME Dvir Shitrit

ADDRESS 4111 Valley Meadow Rd, Encino, CA 91436



City of Los Angeles  
Department of City Planning  
Councilman Paul Koretz  
200 N. Spring Street  
Los Angeles, CA 90012

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Please support this project.

Sincerely, Yossi Malka

CHABAD OF ENCINO

NAME  
ADDRESS

4715 HAYVENHURST AVE  
ENCINO CA 91436





City of Los Angeles  
Department of City Planning  
Councilman Paul Koretz  
200 N. Spring Street  
Los Angeles, CA 90012

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Sincerely,

NAME  
ADDRESS



FRANK STABLIN  
4415 FIRMAMENT  
ENCINO CA 91436



City of Los Angeles  
Department of City Planning  
Councilman Paul Koretz  
200 N. Spring Street  
Los Angeles, CA 90012

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Sincerely,

NAME  
ADDRESS

 Mordechai Green  
5022 W. Valley View  
Encino CA 91436



City of Los Angeles  
Department of City Planning  
Councilman Paul Koretz  
200 N. Spring Street  
Los Angeles, CA 90012

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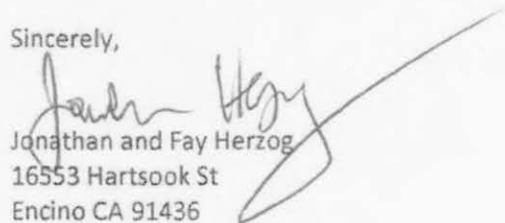
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Sincerely,

  
Jonathan and Fay Herzog  
16553 Hartsook St  
Encino CA 91436



City of Los Angeles  
Department of City Planning  
Councilman Paul Koretz  
200 N. Spring Street  
Los Angeles, CA 90012

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Sincerely,

NAME  
ADDRESS

Deborah Gordon  
4401 Rubio  
Encino California  
91436





City of Los Angeles  
Department of City Planning  
Councilman Paul Koretz  
200 N. Spring Street  
Los Angeles, CA 90012

Re: 16161-63 Ventura Blvd., Encino CA  
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Sincerely,

NAME  
ADDRESS

Steve Rodin  
5019 Gerald Ave  
Encino CA 91436

A large, stylized handwritten signature, likely of Steve Rodin, consisting of a large loop and a long horizontal stroke.



City of Los Angeles  
Department of City Planning  
Councilman Paul Koretz  
200 N. Spring Street  
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Sincerely,

NAME  
ADDRESS

*Bob Frank*  
5250 GENESTA AVE  
ENCINO CA 91316



City of Los Angeles  
Department of City Planning  
Councilman Paul Koretz  
200 N. Spring Street  
Los Angeles, CA 90012

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Please support this project.

Sincerely,

NOI HAYUN

NAME  
ADDRESS

1674 WOODVALE RD  
ENCINO CA 91436

NOV



City of Los Angeles  
Department of City Planning  
Councilman Paul Koretz  
200 N. Spring Street  
Los Angeles, CA 90012

Re: 16161-63 Ventura Blvd., Encino CA  
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As a longtime resident and homeowner in Encino, we need to support smart growth and good projects like this one.

Thank you for your support of this project.

Sincerely, LES RODIN

NAME  
ADDRESS

16727 BOSQUE DR  
ENCINO CA 91436

CSZ



City of Los Angeles  
Department of City Planning  
Councilman Paul Koretz  
200 N. Spring Street  
Los Angeles, CA 90012

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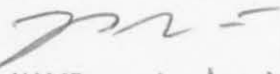
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Sincerely,



NAME Lyle Weisman  
ADDRESS 5324 Genesta Ave  
Encino, CA 91316



City of Los Angeles  
Department of City Planning  
Councilman Paul Koretz  
200 N. Spring Street  
Los Angeles, CA 90012

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Thank you for your support of this project.

Sincerely,

NAME *Tophik #051*  
ADDRESS *16923 Escalon*  
*ENCINO CA 91316*



City of Los Angeles  
Department of City Planning  
Councilman Paul Koretz  
200 N. Spring Street  
Los Angeles, CA 90012

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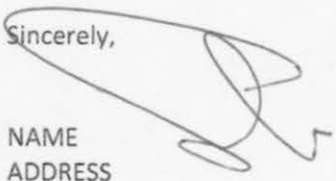
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Please support this project.

Sincerely,

NAME  
ADDRESS



AVINOAM SHARABI  
16530 HARTSECK ST  
ENCINO CA 91436



City of Los Angeles  
Department of City Planning  
Councilman Paul Koretz  
200 N. Spring Street  
Los Angeles, CA 90012

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Thank you for your support of this project.

Sincerely,

*KDL Properties*

NAME  
ADDRESS

*5428 OAK PARK  
Encino, CA, 91316*

A handwritten signature in black ink, appearing to be "KDL", written over a horizontal line.



City of Los Angeles  
Department of City Planning  
Councilman Paul Koretz  
200 N. Spring Street  
Los Angeles, CA 90012

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Sincerely,

NAME  
ADDRESS

*Zeev Perez*  
*16161 Magnolia Blvd, Encino, 91436.*

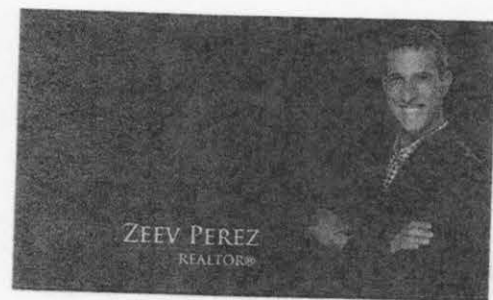


**kw**  
ZEEV PEREZ  
REALTOR® | CALBRE LIC#01932490

818.445.6909

PEREZEEV@GMAIL.COM  
ZEEVPEREZ.COM

4061 LAUREL CANYON BLVD | STUDIO CITY | CA 91604  
Each office is independently owned and operated.



ZEEV PEREZ  
REALTOR®

**kw**  
KELLERWILLIAMS



City of Los Angeles  
Department of City Planning  
Councilman Paul Koretz  
200 N. Spring Street  
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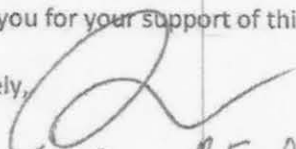
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Sincerely,

NAME  
ADDRESS

 1/18/18  
Gary R. Finler  
3844 Hagvenhurst Drive  
Encino, CA 91436 USA.



City of Los Angeles  
Department of City Planning  
Councilman Paul Koretz  
200 N. Spring Street  
Los Angeles, CA 90012

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Sincerely,

NAME

ADDRESS

*Ilya Kleinman*  
*Ilya Kleinman*  
*16813 Addison St.*  
*Encino, CA 91436.*



City of Los Angeles  
Department of City Planning  
Councilman Paul Koretz  
200 N. Spring Street  
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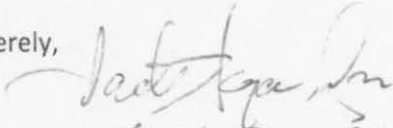
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Sincerely,

NAME

ADDRESS

  
JACK SCAFFA, JR  
3535 Terance View Dr  
Encino CA 91436



City of Los Angeles  
Department of City Planning  
Councilman Paul Koretz  
200 N. Spring Street  
Los Angeles, CA 90012

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Sincerely,



NAME Yossi ZAGA / CONSTACTION UNLIMITED  
ADDRESS 4507 BALBOA, ENCINO, CA. 91316



City of Los Angeles  
Department of City Planning  
Councilman Paul Koretz  
200 N. Spring Street  
Los Angeles, CA 90012

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Sincerely,



NAME Jessica ZAGA

ADDRESS 5359 GENGSTRAVE, ENCINO 91316



City of Los Angeles  
Department of City Planning  
Councilman Paul Koretz  
200 N. Spring Street  
Los Angeles, CA 90012

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Sincerely,



NAME ELIEZER ZAGA

ADDRESS 17429 OAK CREEK CT. ENCINO 91316



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Councilman Paul Koretz  
200 N. Spring Street  
Los Angeles, CA 90012

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Sincerely,

  
NAME

ADDRESS

4915 Hesperia Ave, Encino, CA, 91516

TZAH I EDRI



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Department of City Planning  
Councilman Paul Koretz  
200 N. Spring Street  
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Sincerely,

NAME SHARON LEVY  
ADDRESS 18010 COLLINS ST ENCINO, CA 91316

SHARON



City of Los Angeles  
Department of City Planning  
Councilman Paul Koretz  
200 N. Spring Street  
Los Angeles, CA 90012

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Dear Planning Department and Councilman Koretz:


For too long, some residents in Encino have opposed change and progress and have opposed proposed development complaining that these projects do not follow the rules. Then when a project like the one proposed at 16161 Ventura Blvd comes along, a project that actually follows the rules, those same community members oppose it – even after the developer reduces the project in size and scope at their request. When is enough, enough?

As a longtime resident and homeowner in Encino, we need to support smart growth and good projects like this one.

Thank you for your support of this project.

Sincerely,

NAME  
ADDRESS

  
Avi Zivulun  
16724 La Manda St.  
ENCINO, CA 91436



City of Los Angeles  
Department of City Planning  
Councilman Paul Koretz  
200 N. Spring Street  
Los Angeles, CA 90012

Re: 16161-63 Ventura Blvd., Encino CA  
DIR-2017-3172-DB-SPP-WDI, ENV-2017-EAF

Dear Planning Department and Councilman Koretz:

I am writing in support of the new housing project proposed at 16161 Ventura Blvd in Encino. As a long-standing resident and homeowner in Encino I applaud the developers for pursuing a project that provides sorely needing housing in our community, in the right place and without the need for any exceptions or variances to the rules for development. The community has, for far too long, insisted that the rules be followed, and when the rules are followed, we should support good projects.

In addition, retail businesses on Ventura Blvd have long suffered from the lack of residential density in and near transit and the proposed project is just the kind of project we need to retain and attract better retail and other neighborhood serving uses in Encino. The project location, adjacent to a Metro Rapid bus stop on Ventura Blvd, is well suited for this kind of project that will also provide some affordable housing within this otherwise luxury apartment project and allow some, who would otherwise commute to find work in Encino to live in the community.

Thank you for the opportunity to comment on the proposed project. I urge you to support it.

Sincerely,

NAME

ADDRESS



JNDR

16144 High valley pl. Encino



## **Marcy and Doran Tajkef**

4455 Woodley Avenue • Encino, California 91436

June 15, 2018

Councilmember Paul Koretz  
City Planning Commissioners  
City Planning Department  
City of Los Angeles  
200 N. Spring Street  
Los Angeles, CA 90012

Dear Councilmember Koretz, City Planning Commissioners and staff:

Our family has owned our single-family home just around the corner from 16161 Ventura Boulevard for over 40 years. We have seen Ventura Boulevard change over that time. Some new construction is important to keep the Boulevard beautiful and vibrant and we all know people need places to live. That is why we are writing you to offer our support of the 114-unit housing development at 16161 Ventura Blvd. Being raised in Encino and now raising our own children here we support smart growth. Living so close to Ventura Boulevard, we often walk to neighborhood services and restaurants and having more homes of Ventura Boulevard for people do the same thing makes a lot of sense and will be supportive of existing businesses. Hopefully it will also spurn the addition of new businesses for everyone's benefit.

As you know, the proposed project provides market rate and affordable housing opportunities, replaces an obsolete office building and is very close to, not one but, two Metro Rapid bus lines and some local bus lines too. The City planning staff, approved the project with even holding a public hearing because it clearly complies with all of the State and City rules for development on the site. In fact, at the request of some in the community, the project proponents adjusted the project and it is now significantly less dense than allowed by those same rules and was changed in many other ways as well to address concerns.

Please understand that there are many of us in Encino who understand we are lucky to live in this great community and do not ascribe to the notion that we should fight all housing proposals to keep others from the same opportunity. This is a good proposal that will improve Ventura Boulevard, raise property values and is a win-win for the community.

Thank you for your consideration.

Sincerely,



Marcy and Doran Tajkef