DEPARTMENT OF CITY PLANNING

RECOMMENDATION REPORT

City Planning Commission

Date: September 28, 2023
Time: After 8:30 a.m.*
Place: Van Nuys City Hall
Council Chamber, 2nd Floor
14410 Sylvan Street
Van Nuys, CA 91401

And via Teleconference. Information will be provided no later than 72 hours before the meeting on the meeting agenda published at https://planning.lacity.org/about/commissions-boards-hearings and/or by contacting cpc@lacity.org.

Public Hearing: April 25, 2023
Appeal Status: Density Bonus Off-Menu Incentives and Waivers are not further appealable. On-Menu Incentives and Specific Plan Project Permit Compliance are appealable to City Council.
Expiration Date: September 28, 2023
Multiple Approval: Yes

Case No.: CPC-2021-9909-DB-SP-SPP-HCA
CEQA No.: ENV-2021-9910-CE
Related Cases: N/A
Council No.: 7 – Rodriguez
Community Plan Area: Sunland - Tujunga - Lake View Terrace - Shadow Hills - East La Tuna Canyon
Specific Plan: Foothill Boulevard Corridor
Certified NC: Sunland - Tujunga
Zones: C2-1, CR-1VL, RD2-1

Applicant: 7577 Foothill LLC

Representative: Edgar Khalatian, Mayer Brown LLP

PROJECT LOCATION: **7569-7583 West Foothill Boulevard, 10222-10230 North Plainview Avenue, 10211-10217 North Wilsey Avenue**

PROPOSED PROJECT: The project involves the construction, use, and maintenance of a new three-story residential building with 46 residential units, including 7 units reserved for Very Low Income households. The project proposes to provide 89 vehicle parking spaces.

REQUESTED ACTIONS:

1) Pursuant to CEQA Guidelines, Article 19, Section 15332 (Class 32), an Exemption from CEQA, and that there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies;

2) Pursuant to LAMC Section 12.22 A.25, a Density Bonus Compliance Review to permit a housing development project consisting of 46 residential units, of which seven are proposed to be set aside for Very Low Income households, and with the following Incentives and Waivers:

   a. An On-Menu Incentive to permit averaging of floor area, density, parking, open space, and vehicular access throughout the project site;

   b. An Off-Menu Incentive to permit a maximum building height of 42 feet in lieu of the otherwise permitted 33 feet as prescribed by Section 7.B.3 of the Foothill Boulevard Corridor Specific Plan;

c. An Off-Menu Incentive to permit a front yard setback of three feet along Plainview Avenue in lieu of the otherwise required setback;

d. A Waiver of Development Standards to permit a front yard setback of 10 feet along Foothill Boulevard in lieu of the otherwise required setback;

e. A Waiver of Development Standards to permit a front yard setback of 10 feet along Day Street and Wilsey Avenue in lieu of the otherwise required setback;

f. A Waiver of Development Standards to permit a building separation distance of 13 feet in lieu of the otherwise required 54 feet as prescribed by Section 7.B.5 of the Foothill Boulevard Corridor Specific Plan; and

3) Pursuant to LAMC Section 11.5.7 C, a Project Permit Compliance Review for a project within the Foothill Boulevard Corridor Specific Plan.

RECOMMENDED ACTIONS:

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

2) **Approve** a Density Bonus Compliance Review to permit a housing development project consisting of 46 residential units, of which seven are proposed to be set aside for Very Low Income households, and with the following Incentives and Waivers:

   a. An On-Menu Incentive to permit averaging of floor area, density, parking, open space, and vehicular access throughout the project site;

   b. An Off-Menu Incentive to permit a maximum building height of 42 feet in lieu of the otherwise permitted 33 feet as prescribed by Section 7.B.3 of the Foothill Boulevard Corridor Specific Plan;

   c. An Off-Menu Incentive to permit a front yard setback of three feet along Plainview Avenue in lieu of the otherwise required setback;

   d. A Waiver of Development Standards to permit a front yard setback of 10 feet along Foothill Boulevard in lieu of the otherwise required setback;

   e. A Waiver of Development Standards to permit a front yard setback of 10 feet along Day Street and Wilsey Avenue in lieu of the otherwise required setback;

   f. A Waiver of Development Standards to permit a building separation distance of 13 feet in lieu of the otherwise required 54 feet as prescribed by Section 7.B.5 of the Foothill Boulevard Corridor Specific Plan;

3) **Dismiss** a Specific Plan Amendment inasmuch as the amendment is not necessary to permit the proposed project;

4) **Approve** a Project Permit Compliance Review to permit the proposed project within the Foothill Boulevard Corridor Specific Plan;

5) **Adopt** the attached Conditions of Approval; and

6) **Adopt** the attached Findings.

VINCENT P. BERTONI, AICP
Director of Planning

Heather Bleemers
Senior City Planner

More Song
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 272, 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) 978-1299.

TABLE OF CONTENTS

PROJECT ANALYSIS

PROJECT SUMMARY

The subject property was formerly the site of a restaurant building and surface parking and is currently vacant. The proposed project involves the construction, use, and maintenance of a new three-story multi-family residential building with 46 residential units, as depicted in Figure 1 below. Of the 46 proposed units, the applicant proposes to set aside seven units for Very Low Income households.

Figure 1: Rendering of the proposed project

The proposed project will reach a maximum of 42 feet in height[1]. The proposed new residential building will encompass a total of approximately 57,646 square feet of floor area. At the ground (basement) level, the project proposes an entry lobby facing the intersection of Foothill Boulevard and Plainview Avenue and a vehicle driveway off of Plainview Avenue, with the remainder of the level providing 89 vehicle parking spaces as well as bicycle parking. A mix of one-, two-, and three-bedroom residential units and common open space are provided on the first, second, and third levels, and additional open space areas are provided on the rooftop.

The project proposes approximately 8,362 square feet of open space. Proposed common open spaces include landscaped outdoor areas on the ground floor (basement level), first level, and rooftop; the project also includes various balconies for certain units at various building levels, some of which are counted as private open space for zoning purposes.

PROJECT BACKGROUND

The subject property is an amalgamation of lots encompassing a total of approximately 39,934 square feet of lot area (approximately 0.92 acres). The property is located at the eastern corner of Foothill Boulevard and Plainview Avenue and has street frontages of approximately 225 feet along the northeastern side of Foothill Boulevard, approximately 140 feet along the eastern side of Plainview Avenue, and approximately 140 feet along the western side of Wilsey Avenue, with a curve along Day Street to the intersection with Foothill Boulevard. The property was formerly developed with a standalone one-story restaurant building and surrounding surface parking; the building has since been demolished, while the remnants of the parking pavement remains.

[1] Limited increases in building height are permitted by the LAMC for roof structures, stairwells, elevator shafts, etc.

The project site is located within the Sunland - Tujunga - Lake View Terrace - Shadow Hills - East La Tuna Canyon Community Plan, which is one of 35 Community Plans which together form the land use element of the General Plan. The Community Plan designates the northern portion of the subject property for General Commercial land uses corresponding to the C1.5, C2, C4, and RAS3 Zones, the southern portion of the subject property for Limited Commercial land uses corresponding to the CR, C1, RAS3, and P Zones, and the eastern portion of the subject property for Low Medium II Residential land uses corresponding to the RD1.5, RD2, RW2, and RZ2.5 Zones. The respective portions of the subject property are zoned C2-1, CR-1VL, and RD2-1, and are thus consistent with the respective land use designations. The project site is located within the Foothill Boulevard Corridor Specific Plan area, which prescribes various development standards, use limitations, and design guidelines. The property is not located within the boundaries of and is not subject to any other specific plan or community design overlay.

The project site is located in the Sunland/Tujunga neighborhood, a developed valley area nestled between two mountain ranges. As depicted in Figure 3 below, the subject property is located at the intersection of Foothill Boulevard, a major arterial roadway in the area, and Plainview Avenue and Day Street / Wilsey Avenue. Immediately adjacent to the project site are various low-density residences to the north and east, zoned RD2-1; and various one-story commercial and automotive uses to the south and west, zoned C2-1VL.

Figure 3: Aerial view of the project site and surroundings

Streets

Foothill Boulevard, adjoining the subject property to the southwest, is a designated Avenue I, with a designated right-of-way width of 100 feet. Along the subject property's street frontage, Foothill Boulevard is currently dedicated to a total right-of-way width of 90 feet and improved with curb, gutter, and sidewalk.

Plainview Avenue, adjoining the subject property to the west, is a designated Collector, with a designated right-of-way width of 66 feet. Along the subject property's street frontage, Plainview

Avenue is currently dedicated to a total right-of-way width of 52 feet and improved with curb, gutter, and sidewalk.

Day Street / Wilsey Avenue, adjoining the subject property to the south and east, are Standard Local Streets, with a designated right-of-way width of 60 feet. Along the subject property's street frontage, Day Street / Wilsey Avenue are currently dedicated to a varying right-of-way width and improved with curb.

Relevant Cases on the Project Site

No relevant planning cases were identified on the project site.

Other Relevant Cases Within 1,000 Feet of the Project Site

DIR-2018-6596-DB – On October 30, 2019, the Director of Planning approved a Density Bonus project with 10 units, including one unit reserved for Very Low Income households, and with one Incentive to permit a maximum building height of 43 feet 8 inches, in the RD1.5-1 Zone, at 10218-10220 North Fernglen Avenue.

DIR-2012-1935-DB – On September 24, 2012, the Director of Planning approved a Density Bonus project with 10 units, including one unit reserved for Very Low Income households, and with one Incentive to permit a maximum building height of 44 feet, in the RD1.5-1 Zone, at 10163-10201 North Mountair Avenue.

REQUESTED ENTITLEMENTS

Density Bonus / Affordable Housing Incentive Program

The applicant is requesting a Density Bonus with Incentives and Waivers of Development Standards for the development of the project, as follows:

a. An On-Menu Incentive to permit averaging of floor area, density, parking, open space, and vehicular access throughout the project site;

b. An Off-Menu Incentive to permit a maximum building height of 42 feet in lieu of the otherwise permitted 33 feet as prescribed by Section 7.B.3 of the Foothill Boulevard Corridor Specific Plan;

c. An Off-Menu Incentive to permit a front yard setback of three feet along Plainview Avenue in lieu of the otherwise required setback;

d. A Waiver of Development Standards to permit a front yard setback of 10 feet along Foothill Boulevard in lieu of the otherwise required setback;

e. A Waiver of Development Standards to permit a front yard setback of 10 feet along Day Street and Wilsey Avenue in lieu of the otherwise required setback; and

f. A Waiver of Development Standards to permit a building separation distance of 13 feet in lieu of the otherwise required 54 feet as prescribed by Section 7.B.5 of the Foothill Boulevard Corridor Specific Plan.

Density Bonus Background

In accordance with California Government Code Section 65915 and LAMC Section 12.22 A.25, in exchange for setting aside a minimum percentage of the project's units for affordable housing,

the project is eligible for a density bonus, reduction in parking, and incentives allowing for relief from development standards. The applicant has requested to utilize the provisions of City and State Density Bonus laws as follows:

Density

The majority of the subject property is commercially zoned C2-1 and CR-1VL, which permits residential density at a ratio of one unit per 400 square feet of lot area (equivalent to the R4 Zone). The remaining portion of the property is zoned RD2-1, which permits a density at a ratio of one unit per 2,000 square feet of lot area. Utilizing an On-Menu Incentive to permit averaging of density calculations across the property, the permitted base density on the subject property is 89 units.

Pursuant to the LAMC and California Government Code Section 65915, a Housing Development Project that sets aside a certain percentage of units as affordable, either in rental or for-sale units, shall be granted a corresponding density bonus, up to a maximum of 35 percent. In exchange for being granted a maximum 35 percent density bonus, a project shall provide either 20 percent of the base density number of units for Low Income households or 11 percent of the base density number of units for Very Low Income households. The project proposes a total of 46 residential units, and thus is not requesting an increase in density. Nonetheless, the project will provide a minimum of seven Very Low Income units, equal to 15 percent of the 46 residential units provided.

Automobile Parking

State Density Bonus law allows for a reduction in the required amount of residential vehicle parking for eligible housing development projects with affordable units. For the request herein, the applicant is utilizing Government Code Section 65915(p)(1) as well as LAMC Section 12.22 A.25(d), known as Parking Option 1, which permits the project to provide vehicle parking at a ratio of one onsite parking space for every unit with zero or one bedroom, one and one-half onsite parking spaces for every unit with two or three bedrooms, and two and one-half onsite parking spaces for every unit with four or more bedrooms. Under these provisions, with the unit count and mix as proposed, the project is required to provide a minimum of 80 residential vehicle parking spaces. The project proposes to provide 89 residential vehicle parking spaces, and thus meets these requirements.

Incentives

Pursuant to the LAMC and Government Code Section 65915, the applicant is entitled to three Incentives, in exchange for reserving 15 percent of the number of units for Very Low Income households. The proposed project will set aside seven units, equal to 15 percent of the proposed number of units, for Very Low Income households. Accordingly, the applicant has requested three Incentives, including one On-Menu Incentive and two Off-Menu Incentives, as follows:

a. **On-menu Incentive to permit averaging of floor area, density, parking, open space, and vehicular access**: The subject property is split-zoned, with the northern portion of the property zoned C2-1, the southern portion of the property zoned CR-1VL, and the eastern portion of the property zoned RD2-1. As each of these zones have their own development standard limitations, such as floor area, density, and vehicular access, the applicant is requesting this Incentive to enable a unified development across the entire property.

b. **Off-menu Incentive for an Increase in Building Height**: The subject property is located within the Foothill Boulevard Corridor Specific Plan, which limits maximum building height to 33 feet. Accordingly, the applicant is requesting an Off-menu Incentive to permit a maximum building height of 42 feet.

c. **Off-menu Incentive for a Reduction in Westerly Front Yard Setback**: The subject property is an irregularly shaped through-parcel with multiple front yards. Along the westerly property line fronting Plainview Avenue, the applicant is requesting a reduction in the front yard setback to permit a front yard setback of three feet.

Waiver of Development Standards

Pursuant to Government Code Section 65915(e)(1) and Section 12.25 A.25(g) of the LAMC, a project that provides 15 percent of the number of units for Very Low Income households qualifies for three Incentives, and may also request other "waiver(s) or reduction(s) of development standards that will have the effect of physically precluding the construction of a development meeting the [affordable set-aside percentage] criteria…at the densities or with the concessions or incentives permitted under [State Density Bonus Law]". In addition to the three requested Incentives, the applicant is also requesting three Waiver of Development Standards, as follows:

a. **Waiver of Development Standard for a Reduction in Southwesterly Front Yard Setback**: The subject property is an irregularly shaped through-parcel with multiple front yards. Along the southwesterly property line fronting Foothill Boulevard, the applicant is requesting a reduction in the front yard setback to permit a front yard setback of 10 feet.

b. **Waiver of Development Standard for a Reduction in Southeasterly and Easterly Front Yard Setback**: The subject property is an irregularly shaped through-parcel with multiple front yards. Along the southeasterly curve and easterly property line fronting Day Street and Wilsey Avenue respectively, the applicant is requesting a reduction in the front yard setback to permit a front yard setback of 10 feet.

c. **Waiver of Development Standard for Distance Between Buildings**: Section 7.B.5 of the Foothill Boulevard Corridor Specific Plan prescribes separation requirements between buildings. The proposed project consists of two buildings that do not meet the otherwise required separation distances between buildings. As such, the applicant is requesting a Waiver to permit a separation distance of 13 feet between buildings.

Housing Replacement

On October 9, 2019, the Governor signed into law the Housing Crisis Act of 2019 (SB 330). SB 330 creates new state laws regarding the production, preservation and planning for housing, and establishes a statewide housing emergency until January 1, 2025. During the duration of the statewide housing emergency, SB 330, among other things, creates new housing replacement requirements for Housing Development Projects by prohibiting the approval of any proposed housing development project on a site that will require the demolition of existing residential dwelling units or occupied or vacant "Protected Units" unless the proposed housing development project replaces those units. Pursuant to the Determination made by the Los Angeles Housing Department (LAHD) dated December 16, 2020, the subject property is currently and previously has been entirely developed with commercial uses and no housing uses, and therefore no replacement housing units are required. The project will comply with any additional applicable requirements of the Los Angeles Housing Department (LAHD).

Specific Plan Amendment

Although the proposed project was originally filed with a requested Specific Plan Amendment, the applicant is no longer seeking this request. The project will comply with all applicable requirements of the Foothill Boulevard Corridor Specific Plan.

Project Permit Compliance

The project is located within the Foothill Boulevard Corridor Specific Plan area, which prescribes various development standards, use limitations, and design guidelines. The proposed project is utilizing Incentives and Waivers pursuant to State Density Bonus law for certain development standards exceeding or varying from those prescribed in the Specific Plan; however, the proposed project will otherwise comply with all applicable provisions of the Specific Plan. Accordingly, the applicant is seeking a Project Permit Compliance review for the applicable provisions of the Specific Plan that are not superseded by State Density Bonus law.

PUBLIC HEARING

A public hearing on this matter was held by the Hearing Officer on April 25, 2023 via Zoom teleconference. Comments from the public hearing are documented in Public Hearing and Communications, Page P-1.

PROFESSIONAL VOLUNTEER PROGRAM

The proposed project was reviewed by the Urban Design Studio's Professional Volunteer Program (PVP). The resulting comments and suggestions detailed in the following section, Issues and Considerations, include discussions, questions, and recommendations regarding various design and layout aspects of the project.

ISSUES AND CONSIDERATIONS

The following includes a discussion of issues and considerations related to the project. These were either identified during the project review process by the Department of City Planning, at the public hearing held on April 25, 2023, or raised by various members of the community.

Project Size

Some members of the community have expressed concerns regarding the size of the project, including the proposed density and building height, and the related impacts generated. Some comments, such as a letter from the Sunland-Tujunga Neighborhood Council, also contend that the project is not compliant with the Foothill Boulevard Corridor Specific Plan as the proposed project exceeds some of the development standards prescribed by the Specific Plan. However, the project is able to do so by utilizing Incentives and Waivers pursuant to State Density Bonus law. The project is entirely consistent with State Density Bonus law, and therefore is permitted to request the development standards being sought. In addition, the proposed project does not appear taller than four stories at any given point (although the Department of Building and Safety views the project as three stories with a partially above-ground basement level). With many two-story and occasional three-story buildings nearby (including a large three-story apartment complex directly to the north of the project site), the proposed project represents a modest increase in building height and is compatible with the surrounding community. The project will concentrate multi-family residential units along a major arterial roadway developed with a variety of residential and commercial uses, thereby providing additional housing opportunities, including seven restricted-affordable units, while protecting lower-scale residential neighborhoods.

Project Impacts

Some concerns have been raised regarding the potential for the project to potentially result in environmental and operational impacts, such as increased air pollution, insufficient vehicle parking, increased traffic, emergency access hinderance, and insufficient utility supply. However, with only 46 residential units proposed, the project will not have any significant impacts. The

project's air quality analysis concludes that the construction and operation of a building with 46 residential units will not result in significant air quality emissions or result in a significant amount of traffic. A traffic analysis has also been conducted and LADOT has affirmed that the project will not result in any significant traffic impacts and will not impede or hinder any emergency vehicle access (as discussed in the project's accompanying environmental clearance and appendices). The project also will not have any significant impact on utility service as it is an urban infill project located in a previously developed area that is served by existing utilities, and with only 46 residential units the increase in utility demand would represent a negligible fraction of the City's existing usage and remaining capacity. The project will also meet the legally required amount of vehicle parking, and proposes to provide a modest amount over that required.

Compliance with Specific Plan

Some members of the community and the Sunland-Tujunga Neighborhood Council also contend that the project is not compliant with the Foothill Boulevard Corridor Specific Plan as the proposed project exceeds some of the development standards prescribed by the Specific Plan. In addition, in their letter of non-support, the Sunland-Tujunga Neighborhood Council further states that the project is precluded under provisions of the Specific Plan that prohibit residential development on this site. However, Government Code Section 65915(o)(6) states that the maximum allowable residential density of a site, or "base density" is the maximum number of units allowed under the zoning ordinance, specific plan, or land use element of the general plan, or, if a range of density is permitted, means the maximum number of units allowed by the specific zoning range, specific plan, or land use element of the general plan applicable to the project. In this case, although the Specific Plan prohibits residential development in this location, the underlying zoning and land use designations permit residential development and thus permits a higher residential density that the project may utilize. Therefore, in compliance with State Law, the proposed use and density is entirely permissible.

CONCLUSION

Based on evaluation of the project and information submitted, input from the public, and the proposed project's compliance with the General Plan, Los Angeles City Planning recommends the City Planning Commission approve the requested Density Bonus with the requested On- and Off-menu Incentives and Waivers of Development Standards and Project Permit Compliance review and adopt the accompanying Class 32 Categorical Exemption as the project's environmental clearance as requested.

Approval of the requests herein will enable the creation of new residential units, including affordable housing. The project will situate high-quality residential units and amenities along a major arterial roadway in close proximity to public transportation, jobs, and services. The proposed new project includes multiple outdoor recreation areas and incorporates interesting and thoughtful design features which contribute to an attractive project that enhances the community. In particular, the project will redevelop an existing underutilized site which currently consists of decaying pavement with a new building providing much-needed housing units. As such, the project represents a significant improvement over the existing conditions and will bring value to the community.

Additionally, the proposed project is entirely consistent with State Density Bonus law. The project is further entirely consistent with the General Plan and is compatible with the community. The project proposes the improvement of an underutilized commercial property with new multi-family residential units in an area designated for such uses. The surrounding area consists of a variety of residential and commercial uses, including multi-family residential complexes and various commercial services; as such, the project is compatible with the surrounding area and is a desirable development in this location. The requested Incentives and Waivers are appropriate

and enable the applicant to provide seven units of Very Low Income housing in this location as proposed, and the project is otherwise consistent with the Specific Plan. The project's environmental impacts have been fully analyzed in the project's Class 32 Categorical Exemption, and there is no evidence that the project will have any significant impacts. For these reasons, Planning staff recommends approval of the proposed project and the requests herein.

CONDITIONS OF APPROVAL

Pursuant to Sections 12.22 A.25 and 11.5.7 C of the LAMC, the following conditions are hereby imposed upon the use of the subject property:

Development Conditions

1. **Site Development.** Except as modified herein, the project shall be in substantial conformance with the architectural plans, landscape plan, renderings, and materials submitted by the applicant, stamped "Exhibit A", and attached to the subject case file.

2. **Residential Density.** The project shall be limited to a maximum density of 46 dwelling units, including affordable units.

3. **Affordable Units:** A minimum of seven units, equal to a minimum of 15 percent of the 46 units provided, shall be reserved as Very Low Income units, as defined by the State Density Bonus Law per Government Code Section 65915(c)(2), to meet the requirements of the requests herein. In the event of deviations to the requests that change this number of restricted affordable units, the composition/typology of units, and/or vehicle parking numbers, such changes shall be consistent with LAMC Section 12.22 A.25.

4. **Housing Requirements.** Prior to issuance of a building permit, the owner shall execute a covenant to the satisfaction of LAHD to make 15 percent of the 46 units provided, equal to seven units, available to Very Low Income households, for sale or rental as determined to be affordable to such households by LAHD for a period of 55 years. In the event the applicant reduces the proposed density of the project, the number of required reserved on-site Restricted Units may be adjusted, consistent with LAMC Section 12.22 A.25, to the satisfaction of LAHD. Enforcement of the terms of said covenant shall be the responsibility of LAHD. The applicant will present a copy of the recorded covenant to Los Angeles 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 LAHD.

5. **Incentives:**

    a. Averaging. The project is permitted to average the floor area, density, parking, and open space across the property. The project is permitted to provide vehicular access from a more restrictive zone to a less restrictive zone.

    b. Building Height. The project is permitted a maximum building height of 42 feet in lieu of the otherwise permitted 33 feet.

    c. Easterly Front Yard Setback. The project is permitted to provide an easterly side yard setback of three feet along Plainview Avenue.

6. **Waivers of Development Standards:**

    a. Southwesterly Front Yard Setback. The project is permitted to provide a southwesterly front yard setback of 10 feet along Foothill Boulevard.

b. Southeasterly and Easterly Front Yard Setback. The project is permitted to provide a southeasterly and easterly front yard setback of 10 feet along Day Street and Wilsey Avenue.

c. Distance Between Buildings. The project is permitted to provide a 13-foot distance between main buildings.

7. **Parking:**

a. Minimum automobile parking shall be provided consistent with the provisions of Section 65915 of the California Government Code and/or the LAMC.

b. In the event that the composition of residential units and/or commercial uses (i.e. the number of bedrooms or square footage of certain commercial uses) changes, or the applicant selects a different Parking Option as provided by State Density Bonus law and the LAMC 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 by Section 65915 of the California Government Code and/or LAMC Section 12.22 A.25.

c. Bicycle Parking. Residential and commercial bicycle parking shall be provided consistent with LAMC 12.21 A.16.

d. Unbundling. Required parking may be sold or rented separately from the units, with the exception of all Restricted Affordable units which shall include any required parking in the base rent or sales price, as verified by LAHD.

e. All vehicular parking shall provide electric vehicle charging spaces and electric vehicle charging stations in compliance with the regulations outlined in Sections 99.04.106 and 99.05.106 of Article 9, Chapter IX of the LAMC.

Project Permit Compliance Conditions

8. **Specific Plan Section 6.A General Design Provisions**:

a. All mechanical equipment on the roof shall be screened from view by any abutting properties. The transformer, if located in the front yard, shall be screened with landscaping on all exposed sides (those not adjacent to a building wall).

b. Outdoor lighting shall be designed and installed with shielding, such that the light source does not illuminate adjacent residential properties or the public right-of-way, nor the above night skies. Blinking lights are prohibited.

c. Trash receptacles shall be stored within a fully enclosed portion of the building at all times. Trash/recycling containers shall be locked when not in use and shall not be placed in or block access to required parking.

9. **Specific Plan Section 6.B General Circulation and Access Provisions.** The project shall not provide any vehicular access driveways along Foothill Boulevard.

10. **Specific Plan Section 6.C General Landscaping Provisions.** The project shall comply with the Specific Plan and/or the LAMC, whichever is more restrictive.

11. **Specific Plan Section 7.C Design Provisions:**

    a. Above the first floor, there shall be no balconies which have a line-of-sight to any adjacent existing single-family use, unless the latter is designated for less restrictive uses by the General Plan.

    b. Parking structures' ingress and egress shall not have a vertical clearance greater than 13.5 feet.

    c. Trash receptacles shall be stored within a fully enclosed portion of the building at all times. Trash/recycling containers shall be locked when not in use and shall not be placed in or block access to required parking.

12. **Specific Plan Section 9 Sign Provisions.** No signs or sign program have been approved herein. Any proposed signs shall comply with all applicable requirements of the Specific Plan.

Administrative Conditions

13. **Approvals, 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.

14. **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.

15. **Notations on Plans.** Plans submitted to the Department of Building and Safety for the purpose of processing a building permit application shall include all of the Conditions of Approval herein attached as a cover sheet and shall include any modifications or notations required herein.

16. **Final Plans.** Prior to the issuance of any building permits for the project by the Department of Building and Safety, the applicant shall submit all final construction plans that are awaiting issuance of a building permit by the Department of Building and Safety for final review and approval by the Department of City Planning. All plans that are awaiting issuance of a building permit by the Department of Building and Safety shall be stamped by Department of city Planning staff “Final Plans”. A copy of the Final Plans, supplied by the applicant, shall be retained in the subject case file.

17. **Code Compliance.** All area, height and use regulations of the zone classification of the subject property shall be complied with, except wherein these conditions explicitly allow otherwise.

18. **Covenant.** Prior to the issuance of any permits relative to this matter, an agreement concerning all the information contained in these conditions shall be recorded in the County Recorder’s Office. The agreement shall run with the land and shall be binding on any subsequent property owners, heirs or assign. The agreement must be submitted to the Department of City Planning for approval before being recorded. After recordation, a

copy bearing the Recorder's number and date shall be provided to the Department of City Planning for attachment to the file.

19. **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.

20. **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.

21. **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.

22. **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.

23. **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 (ii).

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 in paragraph (ii).

e. If the City determines it necessary to protect the City's interest, 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, commissions, committees, employees, and volunteers.

"Action" shall be defined to include suits, proceedings (including those held under alternative dispute resolution procedures), claims, or lawsuits. Actions include 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.

FINDINGS

Density Bonus / Affordable Housing Incentives Findings

1. **Pursuant to Section 12.22 A.25 of the LAMC and Section 65915 of the California Government Code, the Director of Planning shall approve a density bonus and requested incentive(s) and/or Waiver(s) unless the Director finds that[2]:**

   a. ***The Incentives do not result in identifiable and actual cost reductions 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 to make a finding that the requested incentives do not result in identifiable and actual cost reductions 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.

   In exchange for reserving at least 15 percent of the number of units for Very Low Income households, the applicant is entitled to three Incentives under both Government Code Section 65915 and the LAMC. The project proposes to reserve at least 15 percent of the 46 proposed units for Very Low Income households; accordingly, the project is entitled to the three requested Off-menu Incentives. These requested Incentives provide cost reductions that provide for affordable housing costs because the incentives by their nature increase the scale of the project, allow for design efficiencies, and accommodate the construction of floor area to support the operational costs and construction of the affordable housing units.

   Averaging of Floor Area, Density, Parking, Open Space, and Vehicle Access

   The applicant is requesting an On-Menu Incentive to permit averaging of various development standards including Floor Area, Density, Parking, Open Space, and Vehicle Access. The subject property is split-zoned, with the northern portion of the property zoned C2-1, the southern portion of the property zoned CR-1VL, and the eastern portion of the property zoned RD2-1. As each of these zones have their own development standard limitations, such as floor area, density, and vehicular access, the applicant is requesting this Incentive to enable a unified development across the entire property.

   The requested Incentive for averaging also permits the proposed project to spread out the density and floor area over the entirety of the site (including the more restrictively zoned portions of the site), thereby utilizing more permissive development standards than what the most restrictively zoned portion of the property would otherwise limit that portion of the project to. Doing so allows for an expanded building envelope, making way for design efficiencies and the construction of floor area that supports the provision of affordable units. The incentive enables the construction of floor area in a cost-efficient manner in order to build out the proposed density of the project. Facilitating the creation of additional market-rate floor area increases the opportunity for market rate rents that will subsidize

[2] Pursuant to LAMC Section 12.22 A.25(g)(3), the City Planning Commission is considered the decision-maker for Off-menu density bonus requests. The findings referenced in LAMC Section 12.22 A.25(g)(2)(i)(c) apply to Off-menu requests.

the operational costs of the affordable housing units. In addition, averaging development standards enables the development of a more uniform and more efficiently-designed project across the project site, rather than impractically limiting development on the more restrictively zoned portion of the site. As such, the requested Incentive allows an expanded building envelope that allows for the construction of market rate floor area and residential units used to offset the cost of the proposed affordable housing units and enables a more practical and efficient development overall, all of which provides actual and identifiable cost reductions that provide for affordable housing costs.

Building Height

Specific Plan Section 7.B.3 limits residential building height on the subject property to 33 feet. The applicant is requesting an Off-Menu Incentive for a maximum building height of 42 feet. The requested increase in height allows for an expanded building envelope, making way for the provision of additional residential units to support the provision of the proposed affordable units. Maintaining the maximum height limits allowed by the Specific Plan would restrict development of the proposed project above the second and third floors above grade, resulting in a reduced density and a reduced build-out of both market and affordable rate floor area. By allowing the requested increase in height, the proposed density of 46 units may be achieved, which allows for the fixed costs of providing the seven Very Low Income units to be distributed across a greater number of market-rate units, thereby creating a reduced cost burden for the Applicant to provide the affordable units. Accordingly, the requested Off-Menu Incentive to increase the allowable height provides actual and identifiable cost reductions that provide for affordable housing costs by allowing for an expanded building envelope that allows for the construction of additional residential units and floor area necessary to offset the cost of the proposed affordable housing units.

Westerly Front Yard Setback

The proposed project would otherwise be required to provide a westerly front yard of 15 feet along Plainview Avenue. The proposed project requests an Off-Menu Incentive to permit a westerly front yard setback of three feet along Plainview Avenue. The subject property is an irregularly shaped through-parcel with multiple front yards, If the project were required to provide the full required front yard setback, it would necessitate removing the portion of the proposed project that currently encroaches into that area, resulting in a loss of residential units and residential floor area that supports the operational costs of the affordable units. The reduction in setbacks also allows the project to expand each floorplate so that the proposed floor area can be built on fewer floors, resulting in a shorter structure and an overall project cost reduction. For these reasons a reduction in the westerly front yard provides an actual and identifiable cost reduction, as defined, such that the proposed project can be achieved as designed inclusive of the requested Incentives herein.

b. ***The Incentives and/or Waivers will have a Specific Adverse Impact upon public health and safety or the physical environment or 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 Very Low, Low and Moderate Income households. Inconsistency with the zoning ordinance or general plan land use designation shall not constitute a specific adverse impact upon the public health or safety (Government Code Section 65915(d)(1)(B) and 65589.5(d)).***

There is no substantial evidence in the record that the proposed Incentives will have a specific adverse impact upon public health and safety or the physical environment, or any

real property that is listed in the California Register of Historical Resources. 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)). Potential environmental impacts of the project, including impacts to historic resources, have been fully analyzed in the Class 32 Categorical Exemption prepared for the project, which has concluded that the project would not have any significant environmental impacts. The project is not located within a flood zone, hillside area, methane hazard zone, liquefaction zone, or within an Alquist-Priolo Fault Zone. The project will further comply with all applicable regulatory measures governing construction. Therefore, there is no substantial evidence that the proposed project, and thus the requested Incentives and Waivers, will have a specific adverse impact on the physical environment, on public health and safety or the physical environment, or on any historical resource. Based on the above, there is no basis to deny the requested Incentives or Waivers.

c. The waiver[s] or reduction[s] of development standards relate to development standards that will not have the effect of physically precluding the construction of a development meeting the [affordable set-aside percentage] criteria of subdivision (b) at the densities or with the concessions or incentives permitted under [State Density Bonus Law]" (Government Code Section 65915(e)(1).

A project that meets the requirements of Government Code 65915 may request other "waiver[s] or reduction[s] of development standards that will have the effect of physically precluding the construction of a development meeting the [affordable set-aside percentage] criteria of subdivision (b) at the densities or with the concessions or incentives permitted under [State Density Bonus Law]" (Government Code Section 65915(e)(1)).

Southwesterly Front Yard Setback

The proposed project would otherwise be required to provide a southwesterly front yard of 15 feet along Foothill Boulevard. The proposed project requests a Waiver of Development Standards to permit a southwesterly front yard setback of 10 feet along Foothill Boulevard. The subject property is an irregularly shaped through-parcel with multiple front yards, If the project were required to provide the full required front yard setback, it would necessitate removing the portion of the proposed project that currently encroaches into that area, resulting in a loss of residential units and residential floor area that supports the operational costs of the affordable unit. The reduction in setbacks also allows the project to expand each floorplate so that the proposed floor area can be built on fewer floors, resulting in a shorter structure and an overall project cost reduction. For these reasons a reduction in the southwesterly front yard provides an actual and identifiable cost reduction, as defined, such that the proposed project can be achieved as designed inclusive of the requested Incentives herein.

Southeasterly and Easterly Front Yard Setback

The proposed project would otherwise be required to provide a southeasterly and easterly front yard of 15 feet along Day Street and Wilsey Avenue. The proposed project requests a Waiver of Development Standards to permit a southeasterly and easterly front yard setback of 10 feet along Day Street and Wilsey Avenue. The subject property is an irregularly shaped through-parcel with multiple front yards, If the project were required to provide the full required front yard setback, it would necessitate removing the portion of the proposed project that currently encroaches into that area, resulting in a loss of residential units and residential floor area that supports the operational costs of the

affordable unit. The reduction in setbacks also allows the project to expand each floorplate so that the proposed floor area can be built on fewer floors, resulting in a shorter structure and an overall project cost reduction. For these reasons a reduction in the southeasterly and easterly front yards provides an actual and identifiable cost reduction, as defined, such that the proposed project can be achieved as designed inclusive of the requested Incentives herein.

Reduction in Space Between Buildings

As the proposed project includes the construction of two residential buildings, it is subject to the passageway requirements set forth in LAMC Section 12.21.C.2. The applicant is requesting a Waiver of Development Standards to reduce the passageway requirements, which if applied in full would result in the removal of the portions of the proposed project that currently encroach into this area, resulting in a loss of residential units and residential floor area. It is therefore necessary to remove the passageway requirements such that the proposed project can be achieved as designed inclusive of the requested Incentives and Waivers herein.

Therefore, the requested Waivers of Development Standards relate to development standards that would physically preclude a project otherwise meeting the requirements of State Density Bonus law.

d. The Incentives and/or Waivers are contrary to State/federal law.

There is no substantial evidence in the record indicating that the requested Incentives and Waivers are contrary to any State or federal laws.

Project Permit Compliance Review Findings

2. The project substantially complies with the applicable regulations, findings, standards, and provisions of the specific plan, as follows:

As described in greater detail below, the proposed project is in compliance with the applicable regulations, findings, standards and provisions of the Foothill Boulevard Corridor Specific Plan (Specific Plan). The subject property is designated for Neighborhood and General Commercial land uses under the Specific Plan.

Section 6: General Provisions

Section 6.A. General Design Provisions for Buildings and Structures

Section 6.B. General Provisions for Access and Circulation

Section 6.C. General Provisions for Landscaping

Section 6.D. General Provisions for Buffering

The project has been conditioned to comply with the applicable requirements of these sections of the Specific Plan. Upon construction, the project will no longer be subject to the requirements under Section 6.D.

Section 7: Multiple Family Residential Provisions

Section 7.A. Land Use Limitations

Section 7.A of the Specific Plan limits residential construction in commercial zones to areas designated as Target Areas by the Specific Plan. As the project site is not located within a Target Area, residential uses would be prohibited on most of the subject property (those portions commercially zoned). However, Government Code Section 65915(o)(6) states that the maximum allowable residential density of a site, or "base density" is the maximum number of units allowed under the zoning ordinance, specific plan, or land use element of the general plan, or, if a range of density is permitted, means the maximum number of units allowed by the specific zoning range, specific plan, or land use element of the general plan applicable to the project. In this case, although the Specific Plan prohibits residential development in this location, the underlying zoning and land use designations permit residential development and thus permits a higher residential density that the project may utilize. Therefore, in compliance with State Law, the proposed use and density is entirely permissible.

Section 7.B Development Provisions

Section 7.B of the Specific Plan prescribes various development standards such as yards, open space, parking, and height. The project utilizes Incentives and Waivers of Development Standards pursuant to State Density Bonus law to achieve deviations from certain development standards prescribed in the Specific Plan, but is otherwise consistent with the applicable requirements of this Section.

Section 7.C Design Provisions

The project has been conditioned to comply with the applicable requirements of this Section of the Specific Plan.

Section 8: Commercial and Industrial Provisions

The proposed project does not include any commercial or industrial uses; therefore, this section of the Specific Plan does not apply.

Section 9: Sign Regulations

No signs are being requested as part of this grant. Any future sign request must comply with the requirements of the Specific Plan.

3. 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.

A Class 32 Categorical Exemption has been prepared for the proposed project, which concludes that the project qualifies for a Class 32 Categorical Exemption and that there will be no significant environmental impacts and no mitigation measures necessary.

Environmental Findings

4. Environmental Finding. The project has been determined to be categorically exempt from CEQA, pursuant to State CEQA Guidelines, Section 15332 (Class 32), and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies. The Categorical Exemption Study dated April 2023 and attached to the subject environmental case file (ENV-2021-9910-CE) provides the full analysis and justification

5. **Flood Insurance.** 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 outside of a flood zone.

PUBLIC HEARING AND COMMUNICATIONS

An official virtual (online) public hearing was conducted on Tuesday, April 25, 2023, at approximately 2:00 p.m. via Zoom teleconference.

1. Attendees

   The hearing was attended by only the applicant's representative, Edgar Khalatian with Mayer Brown LLP. No members of the public or any representatives from the Neighborhood Council or Council District were in attendance.

2. Testimony

   a. The Hearing Officer began the hearing by discussing format and logistics and introduced the project.

   b. Mr. Edgar Khalatian, representative for the applicant's team, presented the project. Mr. Khalatian described the project, its various design features and development standards, and specific features that have been discussed during the planning process.

   c. With no questions or speakers, the Hearing Officer closed the hearing and informed the audience that the project would be considered by the City Planning Commission at a later date.

Additional Communications

In total, Planning staff has received nine letters of opposition regarding the project, including a letter of non-support from the Sunland-Tujunga Neighborhood Council.

Response to Comments

The comments made at the public hearings and otherwise received have been addressed in the Issues and Considerations section of the staff report.

EXHIBIT A

PLANS

PROJ. TITLE : **PROPOSED 3-STORY 46-UNITS APARTMENT BUILDING**

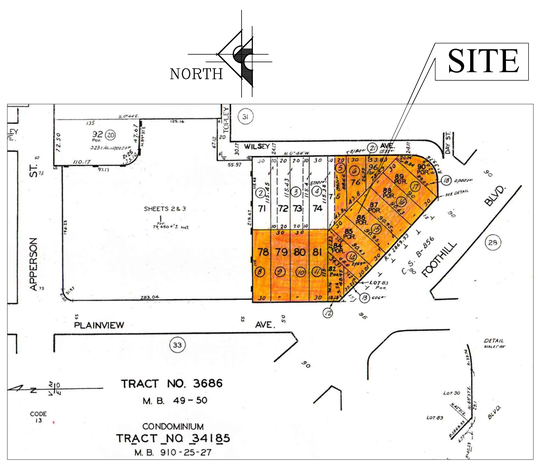
PROJ. ADD : 7577 W. FOOTHILL BLVD., TUJUNGA, CA. 91042

GENERAL NOTES :

1. THE CONTRACTOR SHALL REVIEW AND VERIFY ALL SITE CONDITIONS, DRAWING DIMENSIONS AND ELEVATIONS BEFORE COMMENCING ANY PORTION OF THE WORK. COMMENCEMENT OF WORK SHALL CONSTITUTE CONTRACTORS FULL ACCEPTANCE OF EXISTING SITE CONDITION AND PROPOSED PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE RESULT OF ANY ERRORS, OMISSION OR DISCREPANCIES WHICH THE CONTRACTOR FAILED TO NOTIFY THE ARCHITECT BEFORE CONSTRUCTION FOR FABRICATION OF THE WORK.
2. SEPARATE SIGN, MECHANICAL, ELECTRICAL, AND OR PLUMBING PERMITS ARE REQUIRED.
3. THE APPROVAL OF PLANS AND SPECIFICATIONS DOES NOT PERMIT THE VIOLATION OF ANY SECTION OF THE BUILDING CODE OR OTHER CITY ORDINANCE OR STATE LAW.
4. THIS PROJECT SHALL COMPLY WITH TITLE 24 AND 2019 CALIFORNIA BUILDING CODE (CBC), CALIFORNIA MECHANICAL CODE (CMC), CALIFORNIA PLUMBING CODE (CPC), CALIFORNIA ELECTRICAL CODE (CEC), CALIFORNIA ENERGY CODE (CEnC), CALIFORNIA GREEN BUILDING STANDARD CODE (LACBSC) AND 2020 LOS ANGELES COUNTY BUILDING AND SAFETY CODE (LACBSC).
5. WATER SHALL BE PROVIDED ON THE SITE AND USED TO CONTROL DUST.
6. "NO MATERIALS" SHALL BE STORED ON PUBLIC PROPERTY UNLESS AN ENCROACHMENT PERMIT IS FIRST OBTAINED FROM THE PUBLIC WORKS DEPARTMENT.
7. CONTRACTOR TO MAINTAIN CITY STREET AND SIDEWALKS CLEAR OF DIRT AND DEBRIS AT ALL TIMES.
8. ALL WORKS SHALL CONFORM TO ALL REQUIREMENTS OF STATE OF CALIFORNIA TITLE 24 REGARDLESS OF THE INFORMATION INDICATED ON THIS PLANS. ITIS THE RESPONSIBILITY OF THE INDIVIDUAL SUPERVISING THE CONSTRUCTION TO INSURE THAT THE WORK IS DONE IN ACCORDANCE WITH CODE REQUIREMENTS PRIOR TO REQUESTING INSPECTION.
9. NO NEW ROOF TOP EQUIPTMENT IS ALLOWED .
11. NO OAK, BAY OR SYCAMORE TREES ARE LOCATED ON OR WITHIN 20 FEET OF THIS PROPERTY.
12. INSTALL 6" SISALKRAFT FLASHING AT EXTERIOR OPENING.
13. ALL DIMENSIONS ARE GIVEN FROM FACE TO FACE OF STUDS U.N.O.
14. CONTRACTOR TO MAINTAIN CITY STREET AND SIDEWALKS CLEAR OF DIRT AND DEBRIS AT ALL TIMES.
15. PROVIDE TWO LAYERS OF GRADE 'D' PAPER OVER ALL WOOD BASED SHEATHING PRIOR TO EXTERIOR LATH APPLICATION.
16. THE APPROVAL OF PLANS AND SPECIFICATIONS DOES NOT PERMIT THE VIOLATION OF ANY SECTION OF THE BUILDING CODE OR OTHER CITY ORDINANCES OR STATE LAW.
17. ALL WALLS TO BE 1-HOUR RATED U.N.O.
18. THE FOLOWING LOCATION SHALL BE PROVIDED WITH SAFETY GLAZING
    - A. ALL GLAZING IN DOORS AND ENCLOSURE FOR HOT TUBS, WHIRLPOOL, SAUNAS, STEAM ROOM, BATH TUBS & SHOWER EDGE OF GLAZING IS LESS THAN 60" ABOVE A STANDING SURFACE OR DRAIN INLET
    - B. ALL GLAZING WITHIN 24" INCHES OF A DOOR AND WITHIN 60" INCHES OF THE FLOOR.
    - C. ALL GLASS OVER 9 SQ. FT. IN AREA WITHIN 18" OF THE FLOOR OR 36" INCHES OF GRADE AND GLASS DOOR AND WALL PANELS.
19. ALL WINDOW GLASS ARE TO BE DUAL TYPE UNLESS OTHERWISE STATED
20. SD ☒ S.D. SYMBOL SHOWS LOCATION(S) OF HARD-WIRED SMOKE DETECTOR WITH BATTERY BACK-UP. " A SMOKE DETECTORS SHALL BE WIRED TO THE BLDGELECTRICAL SYSTEM AND SHALL BE EQUIPPED WITH BATTERY BACK-UP, AND SHALL BE CAPABLE OF SOUNDING AN ALARM AUDIBLE IN ALL SLEEPING AREAS OF THE HOUSE (PROVIDE INTERCONNECTION)" (2019 CBC)PROVIDE SMOKE DETECTORS IN :
    - EACH SLEEPING ROOM
    - IN THE ADJACENT AREA OR HALLWAY GIVING ACCESS TO THE BEDROOMS
    - ON EACH LEVELAND IN THE BASEMENT
    - AT THE TOP AND BOTTOM OF THE STAIRWELLS
    - WHERE CEILING HEIGHTS OF ROOMS OPEN TO THE HALLWAY SERVING A BEDROOM EXCEEDS THE HALLWAY CEILING HEIGHTS 24" OR MORE. SMOKE DETECTOR SHALL ALSO BE PROVIDED IN THE ADJACENT ROOM.
21. SEPARATE PERMIT MAYBE REQUIRED FOR MECHANICAL, ELECTRICAL PLUMBING SHORING, GRADING AND DEMOLITION.
22. ALL PROPERTY LINES, EASTMENTS, AND EXISTING BUILDING HAVE BEEN INDICATED ON THIS SITE PLAN.
23. A SECURITY FENCE SHALL BE PROVIDED AROUND THE CONSTRUCTION AREA AND SHALL BE INSTALLED PRIOR TO EXCAVATION AND / OR FOUNDATION TRENCHING. (BMC 9-1-1-3302.3).
24. TEMPORARY TOILET FACILITIES SHALL BE PROVIDED ON SITE. (BMC 9-1-1-3305).
25. THE FINISH GRADE SHALL SLOPE A MIN. OF 5% TO A POINT 10 FEET FROM BUILDING FOUNDATION, OR TO AN APPROVED ALTERNATE METHOD OF DIVERTING WATER AWAY FROM THE FOUNDATION. SWALE SHALL SLOPE A MINIMUM OF 2%. (CRC R401.3)

SHEET INDEX

A VICINITY MAP
N. T. S.



B LOCATION MAP
N. T. S.

PROJECT DESCRIPTION CONT.

NOS. OF AUTO PARKING PROVIDED

BASEMENT GARAGE PARKING :	52 NOS.	(STANDARD)
	4 NOS.	(ACCESSIBILITY)
	29 NOS.	(COMPACT)
REAR OUTDOOR PARKING :	2 NOS.	(STANDARD)
	2 NOS.	(COMPACT)
OVERALL TOTAL NOS. OF AUTO PARKING PROVIDED :	89 NOS.	

NOS. OF BICYCLE PARKING : (REQUIRED)

SHORT TERM = 1 SPACE PER 15 UNITS
LONG TERM = 1 SPACE PER 1.5 UNITS
SHORT TERM - 46UNITS /15 = 3.06 OR 3 NOS. REQUIRED
LONG TERMM - 46UNITS /1.5 = 30.67 OR 31 NOS. REQUIRED
TOTAL NOS. BICYCLE PARKING REQUIRED : 34 NOS.

NOS. OF BICYCLE PARKING : (PROVIDED)

BASEMENT GARAGE : (INDOOR)	9 NOS.	(LONG TERM)
BASEMENT GARAGE : (INDOOR) (BICYCLE ROOM)	40 NOS.	(LONG TERM)
TOTAL LONG TERM : BICYCLE PARKING PROVIDED	49 NOS.	(LONG TERM)
BASEMENT (OUTDOOR) : SHORT TERM PARKING PROVIDED	12 NOS.	(SHORT TERM)

COMMON OPEN AREA :

REQUIRED COMMON OPEN AREA : 7,400 SQ. FT. → SEE SHEET A-0.3 REQD. COMMON OPEN AREA BREAKDOWN
PROVIDED COMMON OPEN AREA : 8,362 SQ. FT.

BREAKDOWN :

GROUND FLR. OPEN AREA :	1,687 SQ. FT.
LOBBY OPEN AREA :	1,563 SQ. FT.
PRIVATE BALC. OPEN AREA :	150 SQ. FT.
ROOF TOP OPEN AREA :	4,962 SQ. FT.
PROVIDED COMMON OPEN AREA :	8,362 SQ. FT.

→ SEE SHEET A-0.3 FOR DIAGRAMS

LANDSCAPE AREA :

NORTH / LEFT SIDE LANDSCAPE:	606 SQ. FT.
WEST / FRONT LANDSCAPE :	2,489.5 SQ. FT.
SOUTH / LEFT SIDE LANDSCAPE :	779 SQ. FT.
EAST / RIGHT SIDE LANDSCAPE :	2,470 SQ. FT.
TOTAL LANDSCAPE AREA :	6,344.5 SQ. FT.

(ALONG FOOTHILL BLVD. & PLAINVIEW AVE.)

PASSAGE AREA : 50' WIDE

ZONING SETBACK :

ZONE	REQUIRED FRONT SETBACK	PROVIDED FRONT SETBACK	REQUIRED SIDE SETBACK	PROVIDED SIDE SETBACK	REQUIRED REAR SETBACK	PROVIDED REAR SETBACK
C2-1	15'	11'	5'	6'	15'	6'
CR-1VL	10'	10'	5'	10'	15'	15'
RD2-1	15'	15'	5'	5'	15'	15'

NOTE : NO PROPOSED BLDG. WITHIN RD2-1 ZONE

AMOUNT OF TREES CALCS. :

REQUIRED NOS. OF TREES : 1 TREE PER EVERY 4 UNITS
TOTAL 46-UNITS / 4 UNITS = 11.5 OR 12 TREES REQD.

PROVIDED NOS. OF TREES : 27 NOS. OF TREES PROVIDED → SEE SHT. L-1 PLANTING PLAN & PLANT LIST

NOTE : PARKING BOTH AUTO & BIKE ARE FULLY COVERED BY TREES.

LEGAL DECRIPTION

LOT 78,79,80,81 AND POR. LOTS 82,83,84,85,86,87,88,89, & 90 OF TRACT NO. 3686. IN THE CITY OF LOS ANGELES COUNTY OF LOS ANGELES, STATE OF CALIFORNIA. AS PER MAP RECORDED IN BOOK 49, PAGE 50 OF MAPS. IN THE OFFICE OF COUNTY RECORDED OF SAID COUNTY.

DOCUMENT # : 20150642785

LOT 78	APN # 2558-032-008	LOT 86	APN # 2558-032-015
LOT 79	APN # 2558-032-009	LOT 87	APN # 2558-032-015
LOT 80	APN # 2558-032-010	LOT 88	APN # 2558-032-016
LOT 81	APN # 2558-032-011	LOT 89	APN # 2558-032-017
LOT 82	APN # 2558-032-012	LOT 90	APN # 2558-032-018
LOT 83	APN # 2558-032-013	LOT 96	APN # 2558-032-021
LOT 84	APN # 2558-032-014	LOT 76	APN # 2558-032-004
LOT 85	APN # 2558-032-015	LOT 75	APN # 2558-032-005

CONSULTANTS

BLDG. DESIGNER : V J & ASSOCIATES
ADDRESS : 1224 E. BROADWAY, SUITE 202, GLENDALE, CA. 91205
TEL. : 818 - 956 - 0570 FAX : 818-956-0571
EMAIL : vartjan2@gmail.com

STRUCT'L. ENG'R. : CENTRAL ENGINEERING GROUP
ADDRESS : 2529 FOOTHILL BLVD., STE. 208, LA CRESCENTA, CA. 91214
TEL. : 818 - 249 - 5595 FAX : 818-249-5554
EMAIL : centraleg@aol.com

LAND SURVEYOR : RAY LOMBERA & ASSOCIATES INC.
LAND SURVEYING, PLANNING, LAND DEVELOPMENT
ADDRESS : 135 S. JACKSON ST., STE. 202, GLENDALE, CA. 91205
TEL. : 323 - 257 - 9771 FAX. : 323 - 257 - 9865
EMAIL : WWW.RAYLOMBERA.COM

PROJECT DESCRIPTION

PROJECT TITLE : PROPOSED 3-STORY 46-UNITS APARTMENT BUILDING

ADDRESS : 7577 FOOTHILL BLVD., TUJUNGA, CA. 91042

OWNER : 7577 FOOTHILL, LLC C/O VAROUJ KEOSSIAN

BUILDING CODE : COMPLY WITH 2019 CBC, CMC, CEC, CPC, CA. ENERGY CAL. GREEN CODE ALONG WITH 2020 LA COUNTY CODE

PROJECT DATE : YEAR 2020

BUILDING ZONE : C2-1, CR-1VL & RD2-1

LOT AREA : 39,934 SQ. FT.

DENSITY FOR C2-1 & CR-1VL : 34,194.4 / 400 = 85.49
DENSITY FOR RD2-1 : 5,700.5 / 2,000 = 2.85
MAX. DENSITY : 88.34
→ ALLOWABLE BY CODE

TOTAL AREA OF EACH OCCUP. CL. /BLDG. STRUCTURE :

BASEMENT FLOOR :

BASEMENT ENTRY LOBBY FLOOR AREA :	873 SQ. FT.
ENTRY PORCH :	483 SQ. FT.
WALKS / STAIRS / ELEVATORS :	577 SQ. FT.
STORAGE / ELEV. EQUIPT. :	860 SQ. FT.
TRASH / REC. :	286 SQ. FT.
BICYCLE PARKING / MAINTENANCE AREA :	901 SQ. FT.
GARAGE FLOOR AREA :	23,599 SQ. FT.
TOTAL BASEMENT FLOOR AREA :	27,579 SQ. FT.

FIRST FLOOR :

FIRST FLOOR HABITABLE AREA : (UNITS)	19,235.5 SQ. FT.
WALKS / STAIRS / ELEVATOR :	4,865.5 SQ. FT.
FIRST FLR. LAUNDRY / TRASH SHOOT :	170 SQ. FT.
TOTAL FIRST FLOOR (FLR. AREA) :	24,271 SQ. FT.
TOTAL FIRST FLR. BALCONY AREA :	1,297.5 SQ. FT.

SECOND FLOOR :

SECOND FLOOR HABITABLE AREA : (UNITS)	19,235.5 SQ. FT.
WALKS / CORRIDOR :	2,370 SQ. FT.
SECOND FLR. LAUNDRY / TRASH SHOOT :	170 SQ. FT.
TOTAL SECOND FLOOR (FLR. AREA) :	21,775.5 SQ. FT.
TOTAL SECOND FLR. BALCONY AREA :	1,205.5 SQ. FT.

THIRD FLOOR :

THIRD FLOOR HABITABLE AREA : (UNITS)	19,175.5 SQ. FT.
WALKS / CORRIDOR :	2,430 SQ. FT.
THIRD FLR. LAUNDRY / TRASH SHOOT :	170 SQ. FT.
TOTAL THIRD FLOOR (FLR. AREA) :	21,775.5 SQ. FT.
TOTAL THIRD FLR. BALCONY AREA :	1,205.5 SQ. FT.
OVERALL TOTAL HABITABLE FLR. AREA : (UNITS FLR. AREA)	57,646.5 SQ. FT.
OVERALL TOTAL GROSS FLR. AREA :	67,822 SQ. FT. → SEE SHT. A-0.4 & A-0.5 FOR F.A.R. KEY PLAN / DIAGRAMS
F.A.R. AVERAGE :	67,822 SQ. FT. / 39,934 SQ. FT. = 1.698 %

REQUIRED BUILDABLE FLR. AREA : 67,822 SQ. FT.

PROVIDED TOTAL BUILDABLE FLOOR AREA : C2-1 & CR-1VL = 34,194.4 S.F. X 1.5 = 51,291.6 S.F.; RD2-1 = 2,161.3 S.F. X 3 = 6,483.9 S.F.

SEE SHT. A-0.1 YARDS & SETBACK REQMTS. → TOTAL BUILDABLE FLR. : AREA PROVIDED 57,775.5 SQ. FT.

OCCUPANCY : R-2 / S-2
CONSTRUCTION : TYPE V-A & I-B W/ SPRINKLERS

AREA JUSTIFICATION PER CBC-503 & 506.3

R -2 OCCUPANCY
ALLOWABLE AREA FOR TYPE V-A W/ SPRINKLER = 12,000 X 3 X 2 = 72,000 SQ. FT.
TOTAL GROSS FLOOR AREA = 71,986 SQ. FT. < 72,000 SQ. FT.

S - 2 OCCUPANCY
ALLOWABLE AREA FOR S-2 OCCUPP. TYPE - 1 W/ SPRINKLER = UNLIMITED
OR BASIC ALLOWABLE AREAFOR TYPE V-B = 13,500 X 3 = 40,500 SQ. FT.
TOTAL PROPOSED FLOOR AREA = 27,300 SQ. FT. < 40,500 SQ. FT.
OCCUPANCY SEPARATION :
1- HR. OCCUPANCY SEPARATION BETWEEN S-2 AND R-2

OCCUPANCY LOAD PER CBC TABLE 1004.12

R -2 OCCUPANCY ——— 71,944 SQ. FT. / 200 SQ. FT. = 359.72
S -2 OCCUPANCY ——— 27,208 SQ. FT. / 200 SQ. FT. = 136.04

SUMMARY OF UNITS FLOOR AREA :

BASEMENT FLOOR :
BICYCLE PARKING ROOM : 901 SQ. FT.

FIRST & 2ND FLR. :

UNIT # 1 :	1,555 SQ. FT.
UNIT # 2 :	1,023 SQ. FT.
UNIT # 3 :	1,048.5 SQ. FT.
UNIT # 4 :	1,338 SQ. FT.
UNIT # 5 :	1,342 SQ. FT.
UNIT # 6 :	993 SQ. FT.
UNIT # 7 :	1,477 SQ. FT.
UNIT # 8 :	1,515 SQ. FT.
UNIT # 9 :	1,199.5 SQ. FT.
UNIT # 10 :	1,199.5 SQ. FT.
UNIT # 11 :	1,199.5 SQ. FT.
UNIT # 12 :	903 SQ. FT.
UNIT # 13 :	1,869 SQ. FT.
UNIT # 14 :	1,026.5 SQ. FT.
UNIT # 15 :	1,547 SQ. FT.
TOTAL FIRST FLR. AREA :	19,235.5 SQ. FT.

THIRD FLR. :

UNIT # 1 :	1,043.5 SQ. FT.
UNIT # 2 :	1,028 SQ. FT.
UNIT # 3 :	1,048.5 SQ. FT.
UNIT # 4 :	1,338 SQ. FT.
UNIT # 5 :	1,342 SQ. FT.
UNIT # 6 :	993 SQ. FT.
UNIT # 7 :	1,477 SQ. FT.
UNIT # 8 :	1,515 SQ. FT.
UNIT # 9 :	1,199.5 SQ. FT.
UNIT # 10 :	1,199.5 SQ. FT.
UNIT # 11 :	1,199.5 SQ. FT.
UNIT # 12 :	903 SQ. FT.
UNIT # 13 :	1,869 SQ. FT.
UNIT # 14 :	1,031 SQ. FT.
UNIT # 15 :	1,136.5 SQ. FT.
UNIT # 16 :	852.5 SQ. FT.
TOTAL FIRST FLR. AREA :	19,175.5 SQ. FT.

NOS. OF AUTO PARKING REQUIRED :

TYPE OF UNITS	NOS. OF UNITS	(REQD. PARKING)
3 BEDS	16 NOS. OF UNITS	16 X 2 NOS. = 32 PARKING REQD.
2 BEDS	17 NOS. OF UNITS	17 X 2 NOS. = 34 PARKING REQD.
1 BED	13 NOS. OF UNITS	13 X 1.5 NOS. = 19.5 PARKING RQD.
OVERALL TOTAL : NOS. OF UNITS	46 NOS. OF UNITS	85.5 NOS. TOTAL REQD. PARKING
		89 NOS. TOTAL PROVIDED AUTO PARKING

PROPOSED BLDG. HEIGHT : 42'

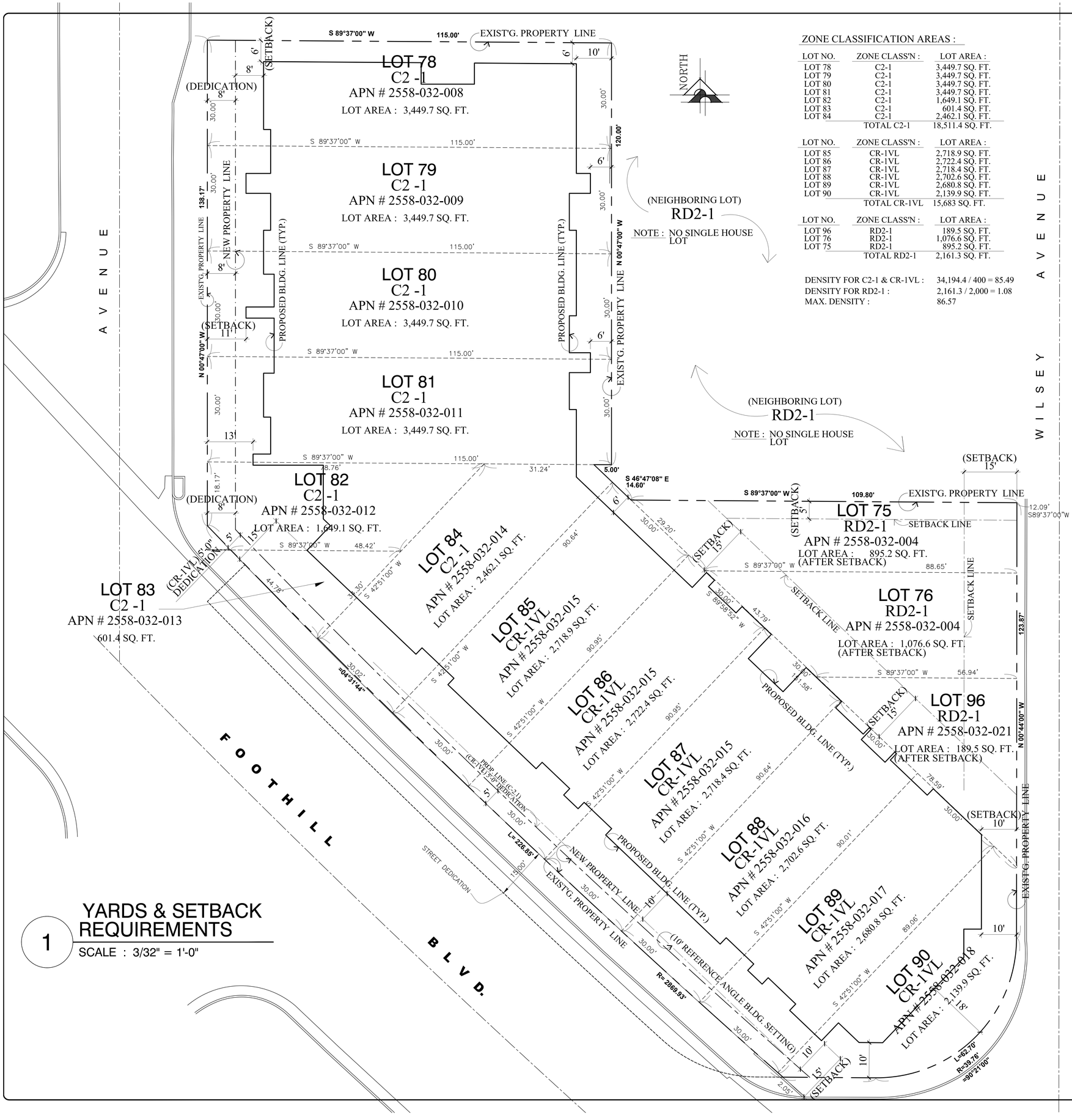
REVISIONS	BY

V J & ASSOCIATES
building • design • planning • interior
1224 E. BROADWAY, SUITE 202,
Glendale, CA 91205
(818) 956-0570

PROJ. TITLE : PROPOSED 3-STORY 46-UNITS APARTMENT BUILDING
PROJ. ADD : 7577 W. FOOTHILL BLVD., TUJUNGA, CA. 91042
OWNER : 7577 FOOTHILL, LLC C/O VAROUJ KEOSSIAN
7577 W. FOOTHILL BLVD., TUJUNGA, CA. 91042

DRAWING TITLE : PROJECT DESC., LEGAL DESC., CONSUL., SHEET INDEX, VICINITY MAP, SCOPE OF WORKS, GEN. NOTES & DETAILS

DRAWN BY :	NEIL A.	09-07-22
CHECKED BY :	V. J.	09-07-22
APPROVED BY :		
SCALE	3/32" = 1' - 0"	
SHEET NO.	A-0	



ZONE CLASSIFICATION AREAS :

LOT NO.	ZONE CLASS'N :	LOT AREA :
LOT 78	C2-1	3,449.7 SQ. FT.
LOT 79	C2-1	3,449.7 SQ. FT.
LOT 80	C2-1	3,449.7 SQ. FT.
LOT 81	C2-1	3,449.7 SQ. FT.
LOT 82	C2-1	1,649.1 SQ. FT.
LOT 84	C2-1	2,462.1 SQ. FT.
	TOTAL C2-1	18,511.4 SQ. FT.

LOT NO.	ZONE CLASS'N :	LOT AREA :
LOT 85	CR-1VL	2,718.9 SQ. FT.
LOT 86	CR-1VL	2,722.4 SQ. FT.
LOT 87	CR-1VL	2,718.4 SQ. FT.
LOT 88	CR-1VL	2,702.6 SQ. FT.
LOT 89	CR-1VL	2,680.8 SQ. FT.
LOT 90	CR-1VL	2,139.9 SQ. FT.
	TOTAL CR-1VL	15,683 SQ. FT.

LOT NO.	ZONE CLASS'N :	LOT AREA :
LOT 96	RD2-1	189.5 SQ. FT.
LOT 76	RD2-1	1,076.6 SQ. FT.
LOT 75	RD2-1	895.2 SQ. FT.
	TOTAL RD2-1	2,161.3 SQ. FT.

DENSITY FOR C2-1 & CR-1VL : 34,194.4 / 400 = 85.49
DENSITY FOR RD2-1 : 2,161.3 / 2,000 = 1.08
MAX. DENSITY : 86.57

INFORMATION / SUMMARY

JURISDICTIONAL :

TOC (AVAILABLE) : SUNLAND - TUJUNGA - LAKE VIEW TERRACE -SHADOW HILLS EAST LA TUNA CANYON
AREA PLANNING COMMISSION : NORTH VALLEY
NEIGHBORHOOD COUNCIL : SUNLAND - TUJUNGA
COUNCIL DISTRICT : CD 7 - MONICA RODRIGUEZ
SPECIFIC PLAN : FOOTHILL BOULEVARD CORRIDOR
ZONING INFORMATION : -

PROPOSED INCENTIVE : SP1818

DENSITY	BASE A(400)	PROPOSED
RD2, C2-1, CR-1VL		46

UNIT MIX	DESCRIPTION	COUNT	AVERAGE SF.	TOTAL S.F.
1 BDRM.	1 BED, 1 BATH	13	982.54 SQ. FT.	12,773 SQ. FT.
2 BDRM.	2 BED, 2 BATH	17	1,174.62 SQ. FT.	19,968.5 SQ. FT.
3 BDRM.	2 BED, 2 BATH	16	1,539.31 SQ. FT.	24,629 SQ. FT.
TOTAL UNITS		46		57,370.5 SQ. FT.

AREAS		AREA
CIRCULATION :	(CORRIDOR / HALLWAY / ELEVATOR / STAIRS)	10,820.5 SQ. FT.
RESIDENTIAL :	(RESIDENTIAL UNITS)	57,370.5 SQ. FT.
RESIDENTIAL SERVICE :	(RESIDENTIAL COMMON SPACES)	510 SQ. FT.
	TOTAL FLOOR AREA :	68,701 SQ. FT.
BUILDING SERVICE :	(STORAGE/ MECH / TRASH / ELECT.)	1,146 SQ. FT.
CIRCULATION :	(CORRIDOR / ELEVATOR / STAIRS)	577 SQ. FT.
PARKING :	(COVERED PARKING / BIKE PARKING)	23,599 SQ. FT.
	(BICYCLE PARKING & MAINT.)	901 SQ. FT.
RESIDENTIAL SERVICE :	(RESIDENTIAL COMMON SPACES/ LOBBY)	873 SQ. FT.
	(RESIDENTIAL ENTRY PORCH)	483 SQ. FT.
	TOTAL FLOOR AREA :	27,579 SQ. FT.

VEHICULAR PARKING :

PARKING SPACES PROVIDED :

FLR. / LEVEL	TYPE OF SPACE	SPACE WIDTH	SPACE DEPTH	NOS.
BASEMENT / GARAGE	STANDARD	8'-6"	18'-0"	52
	ACCESSIBLE STANDARD	9'-0"	18'-0"	4
	COMPACT	8'-6" 7'-6" (MIN.)	15'-0"	29
OUTDOOR REAR	STANDARD	8'-6"	18'-0"	4
	OVERALL TOTAL NOS. OF PARKING :			89 NOS.

BIKE SPACES PROVIDED - LONG TERM :

FLR. / LEVEL	TYPE OF SPACE	NOS.
BASEMENT / GARAGE	STANDARD	9
BASEMENT / GARAGE (INDOOR BICYCLE ROOM)	STANDARD	40

BIKE SPACES PROVIDED - SHORT TERM :

FLR. / LEVEL	TYPE OF SPACE	NOS.
BASEMENT / GARAGE (OUTDOOR)	STANDARD	12

1 YARDS & SETBACK REQUIREMENTS

SCALE : 3/32" = 1'-0"

REVISIONS	BY:

V J & ASSOCIATES
building design • planning • interior
1224 E. BROADWAY, SUITE 202,
Glendale, CA 91205
(818) 956-0570

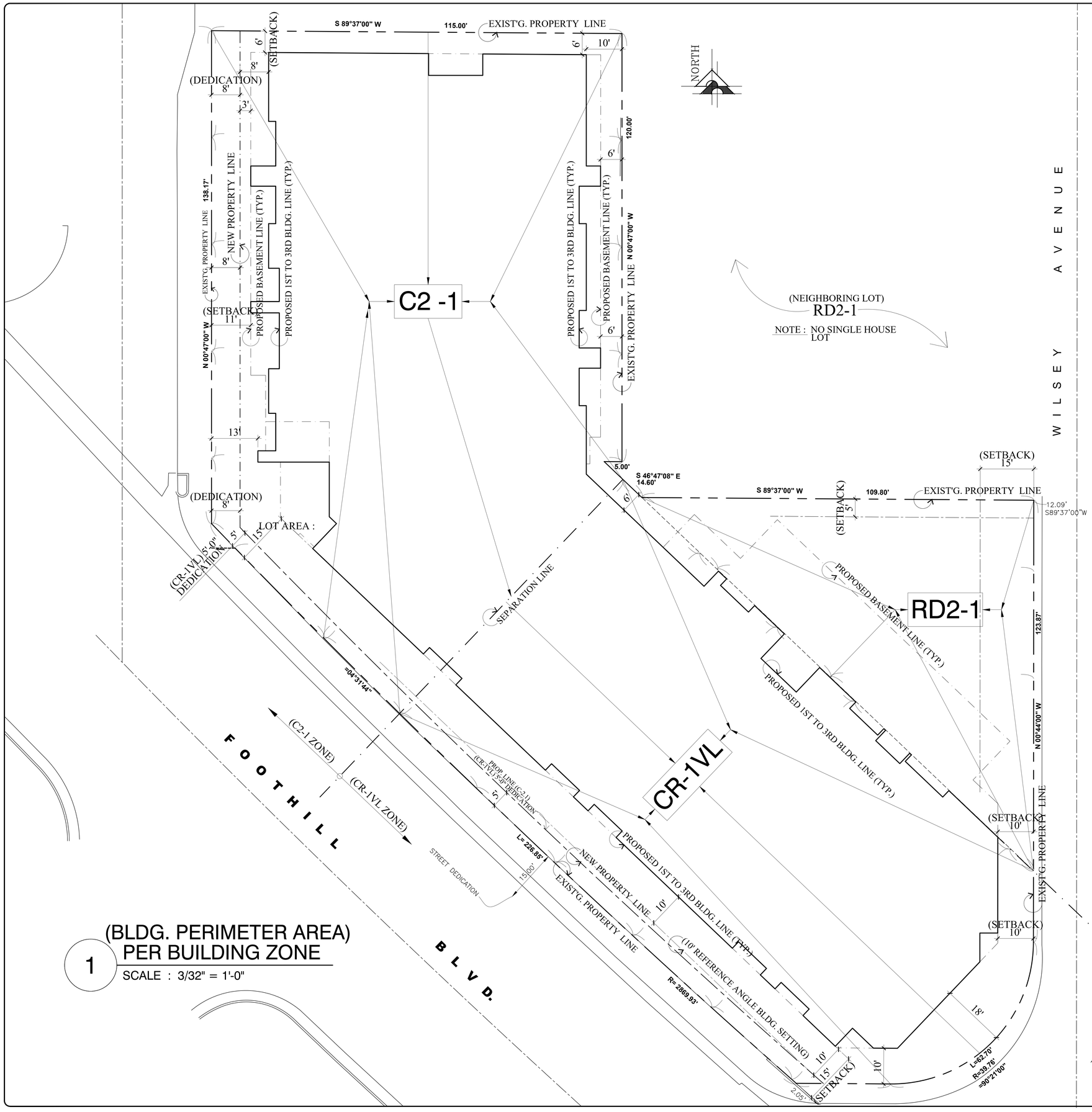
PROJ. TITLE : PROPOSED 3-STORY 46-UNITS APARTMENT BUILDING
PROJ. ADD : 7577 W. FOOTHILL BLVD., TUJUNGA, CA. 91042
OWNER : 7577 FOOTHILL, LLC C/O VAROUJ KEOSSIAN 7577 W. FOOTHILL BLVD., TUJUNGA, CA. 91042

DRAWING TITLE : YARDS & SETBACK REQUIREMENTS,

DRAWN BY :	NEIL A.	09-07-22
CHECKED BY :	V. J.	09-07-22
APPROVED BY :		
SCALE	3/32" = 1' - 0"	
SHEET NO.	A-0.1	

GENERAL NOTES :

1. THE CONTRACTOR SHALL REVIEW AND VERIFY ALL SITE CONDITIONS, DRAWING DIMENSIONS AND ELEVATIONS BEFORE COMMENCING ANY PORTION OF THE WORK. COMMENCEMENT OF WORK SHALL CONSTITUTE CONTRACTOR'S FULL ACCEPTANCE OF EXISTING SITE CONDITION AND PROPOSED PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE RESULT OF ANY ERRORS, OMMISSION OR DISCREPANCIES WHICH THE CONTRACTOR FAILED TO NOTIFY THE ARCHITECT BEFORE CONSTRUCTION FOR FABRICATION OF THE WORK.



1 (BLDG. PERIMETER AREA) PER BUILDING ZONE

SCALE : 3/32" = 1'-0"

REVISIONS	BY

V J & ASSOCIATES
building design • planning • interior
1224 E. BROADWAY, SUITE 202,
Glendale, CA 91205
(818) 956-0570

PROJ. TITLE : PROPOSED 3-STORY 46-UNITS APARTMENT BUILDING

PROJ. ADD : 7577 W. FOOTHILL BLVD., TUJUNGA, CA. 91042

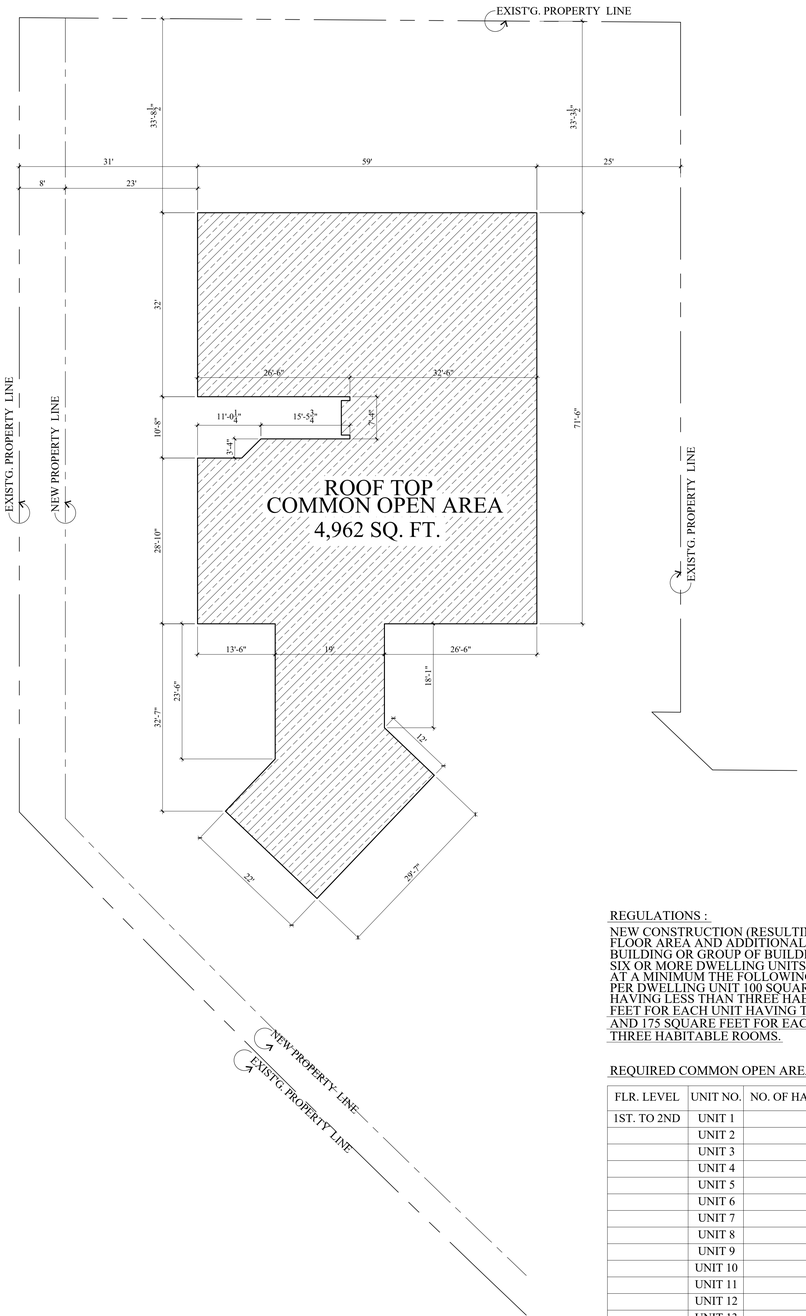
OWNER : 7577 FOOTHILL, LLC C/O VAROUJ KEOSSIAN
7577 W. FOOTHILL BLVD., TUJUNGA, CA. 91042

DRAWING TITLE : (BLDG. PERIMETER AREA) PER BUIDING ZONE

DRAWN BY :	NEIL A.	03-16-22
CHECKED BY :	V. J.	03-16-22
APPROVED BY :		
SCALE	3/32" = 1' - 0"	

SHEET NO.

A-0.2



(COMMON OPEN AREA)

2 ROOF DECK DIAGRAM

SCALE : 3/32" = 1'-0"

REGULATIONS :

NEW CONSTRUCTION (RESULTING IN ADDITIONAL FLOOR AREA AND ADDITIONAL UNITS) OF A BUILDING OR GROUP OF BUILDINGS CONTAINING SIX OR MORE DWELLING UNITS ON LOT SHALL PROVIDE AT A MINIMUM THE FOLLOWING USABLE OPEN SPACE PER DWELLING UNIT 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.

REQUIRED COMMON OPEN AREA BREAKDOWN :

FLR. LEVEL	UNIT NO.	NO. OF HABITABLE RM.	NO. OF BEDRM.	SQ. FT. REQD.	TOTAL SQ. FT.
1ST. TO 2ND	UNIT 1	5	3	175 SQ. FT. X (2)	350 SQ. FT.
	UNIT 2	3	1	125 SQ. FT. X (2)	250 SQ. FT.
	UNIT 3	3	1	125 SQ. FT. X (2)	250 SQ. FT.
	UNIT 4	4	2	175 SQ. FT. X (2)	350 SQ. FT.
	UNIT 5	5	3	175 SQ. FT. X (2)	350 SQ. FT.
	UNIT 6	4	2	175 SQ. FT. X (2)	350 SQ. FT.
	UNIT 7	5	3	175 SQ. FT. X (2)	350 SQ. FT.
	UNIT 8	5	3	175 SQ. FT. X (2)	350 SQ. FT.
	UNIT 9	4	2	175 SQ. FT. X (2)	350 SQ. FT.
	UNIT 10	4	2	175 SQ. FT. X (2)	350 SQ. FT.
	UNIT 11	4	2	175 SQ. FT. X (2)	350 SQ. FT.
	UNIT 12	3	1	125 SQ. FT. X (2)	250 SQ. FT.
	UNIT 13	5	3	175 SQ. FT. X (2)	350 SQ. FT.
	UNIT 14	3	1	125 SQ. FT. X (2)	250 SQ. FT.
	UNIT 15	5	3	175 SQ. FT. X (2)	350 SQ. FT.
1ST T0 2ND FLR. TOTAL COMMON AREA REQUIRED =					4,850 SQ. FT.
3RD FLR.	UNIT 1	4	3	175 SQ. FT.	175 SQ. FT.
	UNIT 2	3	1	125 SQ. FT.	125 SQ. FT.
	UNIT 3	3	1	125 SQ. FT.	125 SQ. FT.
	UNIT 4	4	2	175 SQ. FT.	175 SQ. FT.
	UNIT 5	5	3	175 SQ. FT.	175 SQ. FT.
	UNIT 6	4	2	175 SQ. FT.	175 SQ. FT.
	UNIT 7	5	3	175 SQ. FT.	175 SQ. FT.
	UNIT 8	5	3	175 SQ. FT.	175 SQ. FT.
	UNIT 9	4	2	175 SQ. FT.	175 SQ. FT.
	UNIT 10	4	2	175 SQ. FT.	175 SQ. FT.
	UNIT 11	4	2	125 SQ. FT.	125 SQ. FT.
	UNIT 12	3	1	175 SQ. FT.	175 SQ. FT.
	UNIT 13	5	3	125 SQ. FT.	125 SQ. FT.
	UNIT 14	3	1	175 SQ. FT.	175 SQ. FT.
	UNIT 15	4	3	175 SQ. FT.	175 SQ. FT.
	UNIT 16	3	1	125 SQ. FT.	125 SQ. FT.
3RD FLR. TOTAL COMMON AREA REQUIRED =					2,550 SQ. FT.

1ST T0 2ND FLR. TOTAL COMMON AREA REQUIRED = 4,850 SQ. FT.
3RD FLR. TOTAL COMMON AREA REQUIRED = 2,550 SQ. FT.
OVERALL TOTAL COMMON OPEN AREA : 7,400 SQ. FT. REQUIRED

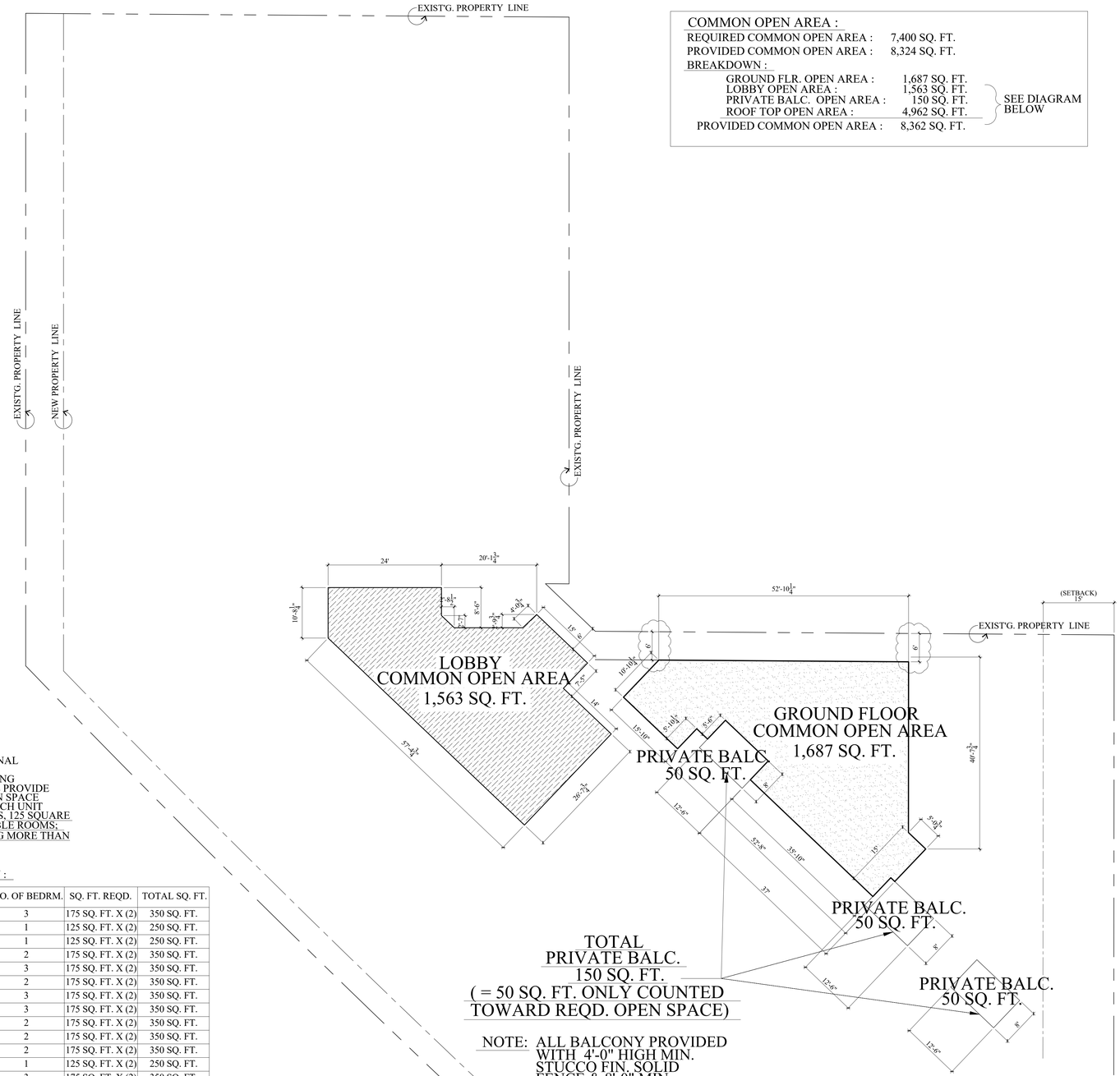
GENERAL NOTES :

1. THE CONTRACTOR SHALL REVIEW AND VERIFY ALL SITE CONDITIONS, DRAWING DIMENSIONS AND ELEVATIONS BEFORE COMMENCING ANY PORTION OF THE WORK. COMMENCEMENT OF WORK SHALL CONSTITUTE CONTRACTOR'S FULL ACCEPTANCE OF EXISTING SITE CONDITION AND PROPOSED PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE RESULT OF ANY ERRORS, OMMISSION OR DISCREPANCIES WHICH THE CONTRACTOR FAILED TO NOTIFY THE ARCHITECT BEFORE CONSTRUCTION FOR FABRICATION OF THE WORK.

COMMON OPEN AREA :

REQUIRED COMMON OPEN AREA :	7,400 SQ. FT.
PROVIDED COMMON OPEN AREA :	8,324 SQ. FT.
BREAKDOWN :	
GROUND FLR. OPEN AREA :	1,687 SQ. FT.
LOBBY OPEN AREA :	1,563 SQ. FT.
PRIVATE BALC. OPEN AREA :	150 SQ. FT.
ROOF TOP OPEN AREA :	4,962 SQ. FT.
PROVIDED COMMON OPEN AREA :	8,362 SQ. FT.

SEE DIAGRAM BELOW



(COMMON OPEN AREA)

1 FIRST FLOOR / DIAGRAM

SCALE : 3/32" = 1'-0"

REVISIONS

V J & ASSOCIATES
building design • planning • interior
1224 E. BROADWAY, SUITE 202,
Glendale, CA 91205
(818) 956-0570

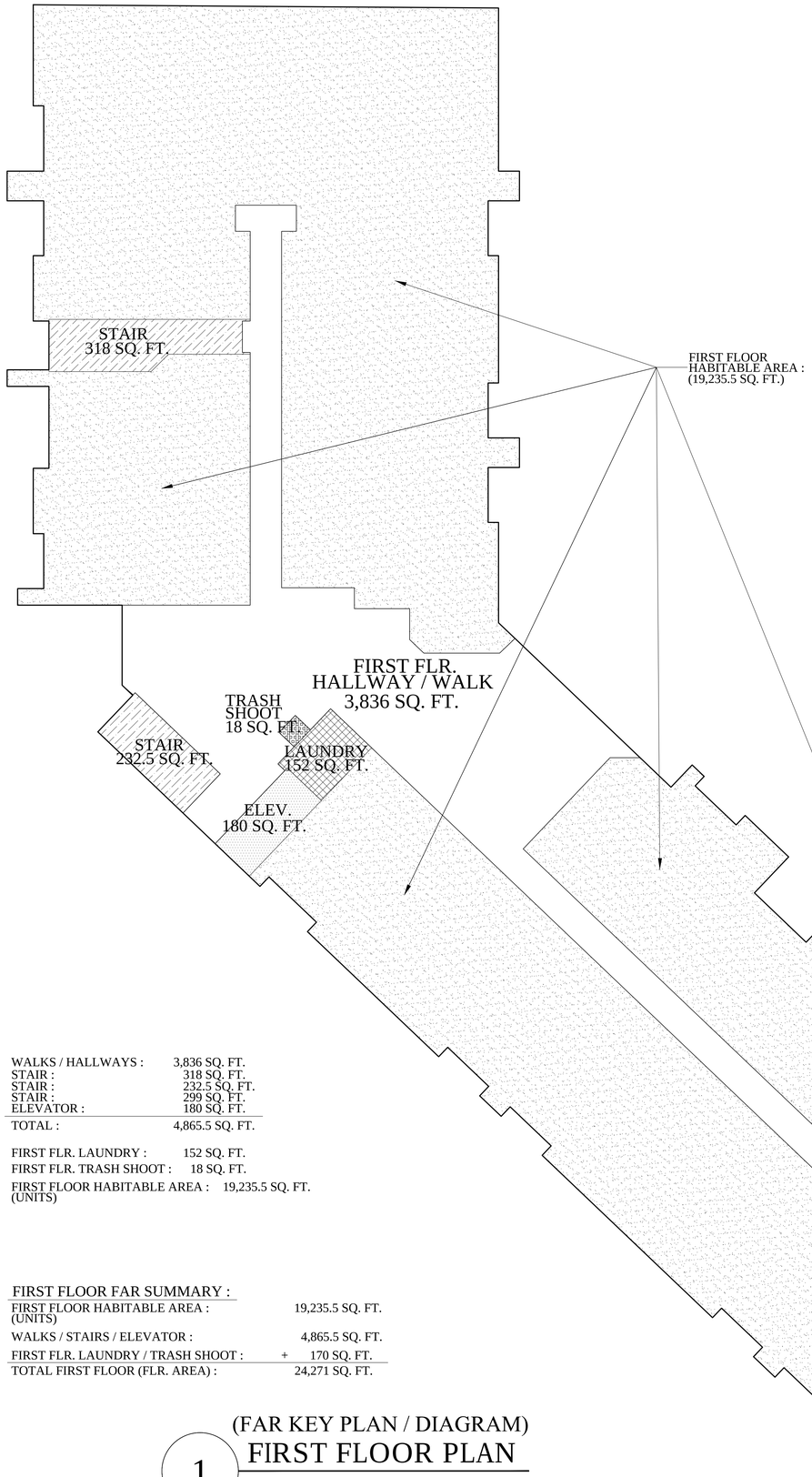
PROJ. TITLE : PROPOSED 3-STORY 46-UNITS APARTMENT BUILDING

PROJ. ADD : 7577 W. FOOTHILL BLVD., TUJUNGA, CA. 91042

OWNER : 7577 FOOTHILL, LLC C/O VAROUJ KEOSSIAN
7577 W. FOOTHILL BLVD., TUJUNGA, CA. 91042

DRAWING TITLE : OPEN AREA DIAGRAM / FIRST FLOOR & ROOF DECK

DRAWN BY :	
NEIL A.	05-02-2
CHECKED BY :	
V. J.	05-02-2
APPROVED BY :	
SCALE	3/32" = 1' - 0"
SHEET NO.	A-0.3



WALKS / HALLWAYS :	3,836 SQ. FT.
STAIR :	318 SQ. FT.
STAIR :	232.5 SQ. FT.
STAIR :	299 SQ. FT.
ELEVATOR :	180 SQ. FT.
TOTAL :	4,865.5 SQ. FT.

FIRST FLR. LAUNDRY :	152 SQ. FT.
FIRST FLR. TRASH SHOOT :	18 SQ. FT.
FIRST FLOOR HABITABLE AREA : (UNITS)	19,235.5 SQ. FT.

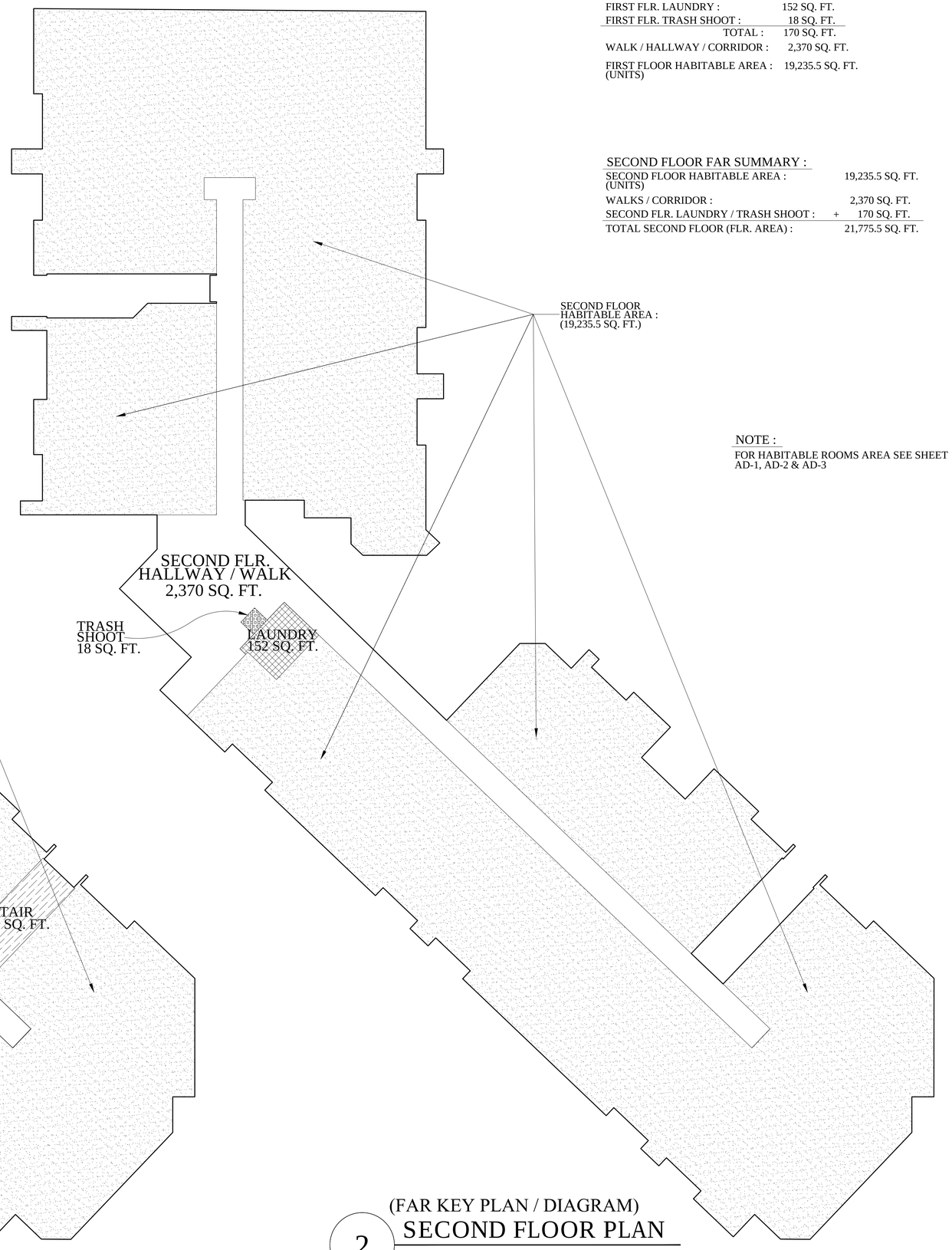
FIRST FLOOR FAR SUMMARY :

FIRST FLOOR HABITABLE AREA : (UNITS)		19,235.5 SQ. FT.
WALKS / STAIRS / ELEVATOR :		4,865.5 SQ. FT.
FIRST FLR. LAUNDRY / TRASH SHOOT :	+	170 SQ. FT.
TOTAL FIRST FLOOR (FLR. AREA) :		24,271 SQ. FT.

(FAR KEY PLAN / DIAGRAM)

1 FIRST FLOOR PLAN

SCALE : 3/32" = 1'-0"



FIRST FLR. LAUNDRY :	152 SQ. FT.
FIRST FLR. TRASH SHOOT :	18 SQ. FT.
TOTAL :	170 SQ. FT.
WALK / HALLWAY / CORRIDOR :	2,370 SQ. FT.
FIRST FLOOR HABITABLE AREA : (UNITS)	19,235.5 SQ. FT.

SECOND FLOOR FAR SUMMARY :

SECOND FLOOR HABITABLE AREA : (UNITS)		19,235.5 SQ. FT.
WALKS / CORRIDOR :		2,370 SQ. FT.
SECOND FLR. LAUNDRY / TRASH SHOOT :	+	170 SQ. FT.
TOTAL SECOND FLOOR (FLR. AREA) :		21,775.5 SQ. FT.

NOTE :

FOR HABITABLE ROOMS AREA SEE SHEET AD-1, AD-2 & AD-3

(FAR KEY PLAN / DIAGRAM)

2 SECOND FLOOR PLAN

SCALE : 3/32" = 1'-0"

REVISIONS	BY:

V J & ASSOCIATES
building design • planning • interior
1224 E. BROADWAY, SUITE 202,
Glendale, CA 91205
(818) 956-0570

PROJ. TITLE : PROPOSED 3-STORY 46-UNITS APARTMENT BUILDING

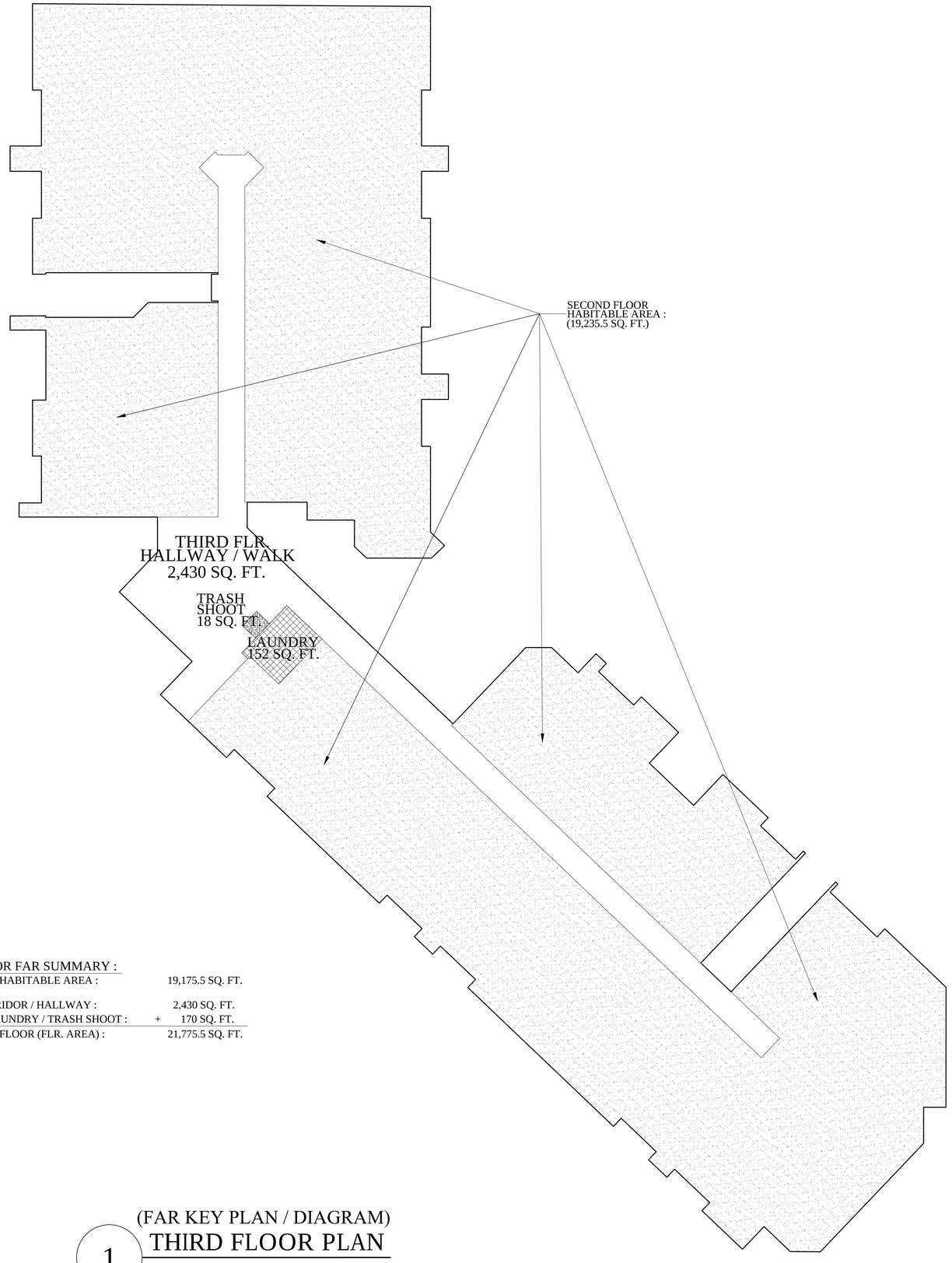
PROJ. ADD : 7577 W. FOOTHILL BLVD., TUJUNGA, CA. 91042

OWNER : 7577 FOOTHILL, LLC C/O VAROUJ KEOSSIAN
7577 W. FOOTHILL BLVD., TUJUNGA, CA. 91042

DRAWING TITLE : F.A.R. KEY PLAN DIAGRAM (FIRST & SECOND FLOOR)

DRAWN BY :	NEIL A.	08-05-21
CHECKED BY :	V. J.	08-05-21
APPROVED BY :		
SCALE	3/32" = 1' - 0"	

SHEET NO. A-0.4



THIRD FLOOR FAR SUMMARY :

THIRD FLOOR HABITABLE AREA : (UNITS)		19,175.5 SQ. FT.
WALKS / CORRIDOR / HALLWAY :		2,430 SQ. FT.
THIRD FLR. LAUNDRY / TRASH SHOOT :	+	170 SQ. FT.
TOTAL THIRD FLOOR (FLR. AREA) :		21,775.5 SQ. FT.

1 (FAR KEY PLAN / DIAGRAM)
THIRD FLOOR PLAN
SCALE : 3/32" = 1'-0"

LOT AREA : 39,934 SQ. FT.

TOTAL FLOOR AREA RATIO :

TOTAL FIRST FLOOR (FLR. AREA) :	24,271 SQ. FT.
TOTAL SECOND FLOOR (FLR. AREA) :	21,775.5 SQ. FT.
TOTAL THIRD FLOOR (FLR. AREA) :	21,775.5 SQ. FT.
OVERALL TOTAL GROSS FLR. AREA :	67,822 SQ. FT.

F.A.R. AVERAGE : 67,822 SQ. FT. / 39,934 SQ. FT. = 1.698 %

NOTE :
FOR HABITABLE ROOMS AREA SEE SHEET
AD-1, AD-2 & AD-3

REVISIONS	BY:

V J & ASSOCIATES
building design • planning • interior
1224 E. BROADWAY, SUITE 202,
Glendale, CA 91205
(818) 956-0570

PROJ. TITLE : PROPOSED 3-STORY 46-UNITS APARTMENT BUILDING

PROJ. ADD : 7577 W. FOOTHILL BLVD., TUJUNGA, CA. 91042

OWNER : 7577 FOOTHILL, LLC C/O VAROUJ KEOSSIAN
7577 W. FOOTHILL BLVD., TUJUNGA, CA. 91042

DRAWING TITLE :
F.A.R. KEY PLAN DIAGRAM
(THIRD FLOOR)
TOTAL FLOOR AREA RATIO CALCS.

DRAWN BY :	NEIL A.	08-05-21
CHECKED BY :	V. J.	08-05-21
APPROVED BY :		
SCALE	3/32" = 1' - 0"	
SHEET NO.	A-0.5	

BASEMENT GARAGE / SITE DEVELOPMENT PLAN

1

SCALE : 3/32" = 1'-0"

GENERAL NOTES :

1. THE CONTRACTOR SHALL REVIEW AND VERIFY ALL SITE CONDITIONS, DRAWING DIMENSIONS AND ELEVATIONS BEFORE COMMENCING ANY PORTION OF THE WORK. COMMENCEMENT OF WORK SHALL CONSTITUTE CONTRACTOR'S FULL ACCEPTANCE OF EXISTING SITE CONDITION AND PROPOSED PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE RESULT OF ANY ERRORS, OMMISSION OR DISCREPANCIES WHICH THE CONTRACTOR FAILED TO NOTIFY THE ARCHITECT BEFORE CONSTRUCTION FOR FABRICATION OF THE WORK.

REVISIONS	BY:

V J & ASSOCIATES
building design • planning • interior
1224 E. BROADWAY, SUITE 202,
Glendale, CA 91205
(818) 956–0570

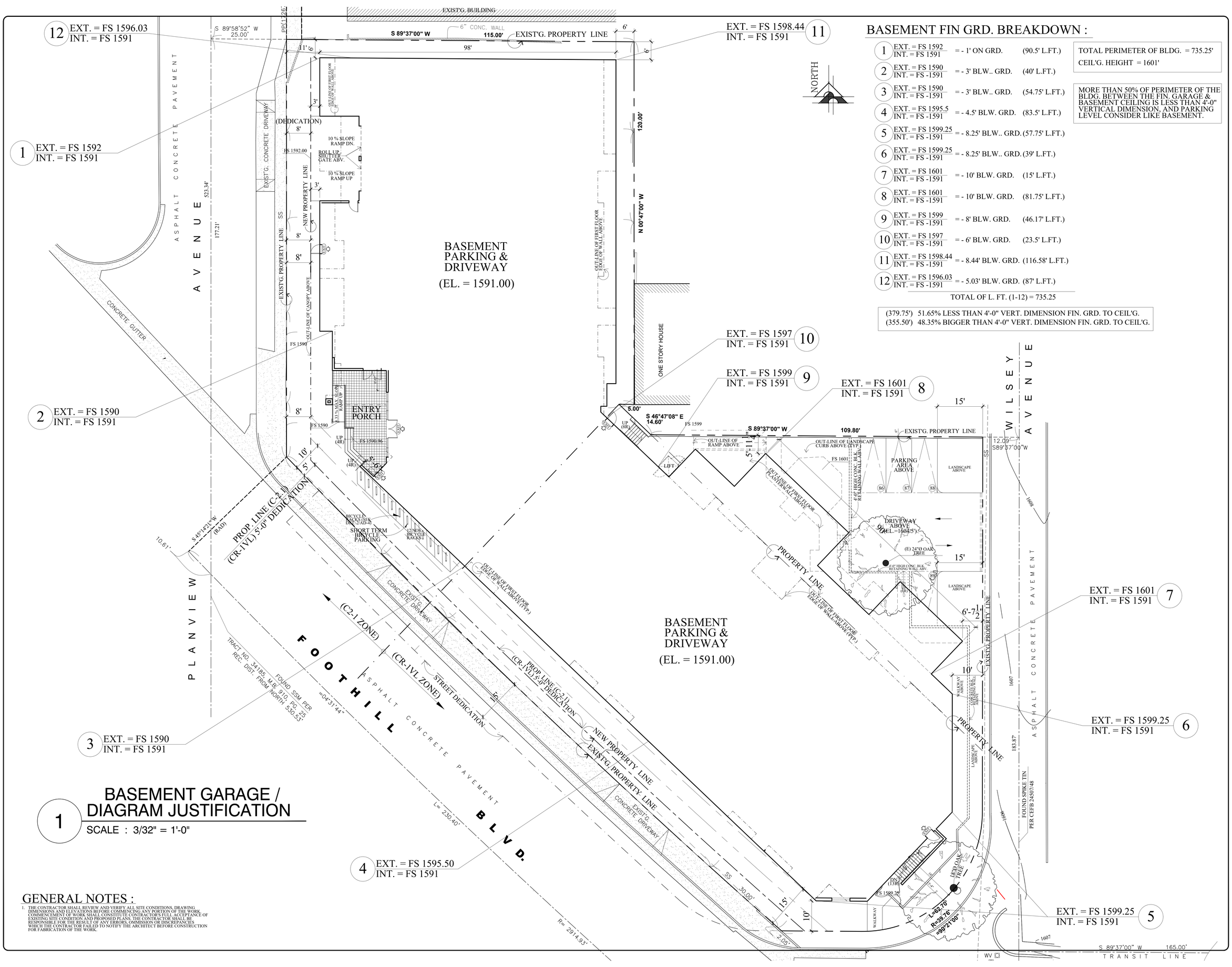
PROJ. TITLE : **PROPOSED 3-STORY 46-UNITS APARTMENT BUILDING**

PROJ. ADD : 7577 W. FOOTHILL BLVD., TUJUNGA, CA. 91042

OWNER : 7577 FOOTHILL, LLC C/O VAROUJ KEOSSIAN
7577 W. FOOTHILL BLVD., TUJUNGA, CA. 91042

DRAWING TITLE : BASEMENT GARAGE FLOOR PLAN / SITE DEVELOPMENT PLAN

DRAWN BY : NEIL A.	09-07-22
CHECKED BY : V. J.	09-07-22
APPROVED BY :	
SCALE 3/32" = 1' - 0"	
SHEET NO. A-1	



BASEMENT FIN GRD. BREAKDOWN :

1	EXT. = FS 1592 / INT. = FS 1591	= - 1' ON GRD.	(90.5' L.FT.)
2	EXT. = FS 1590 / INT. = FS -1591	= - 3' BLW.. GRD.	(40' L.FT.)
3	EXT. = FS 1590 / INT. = FS -1591	= - 3' BLW.. GRD.	(54.75' L.FT.)
4	EXT. = FS 1595.5 / INT. = FS -1591	= - 4.5' BLW. GRD.	(83.5' L.FT.)
5	EXT. = FS 1599.25 / INT. = FS -1591	= - 8.25' BLW.. GRD.	(57.75' L.FT.)
6	EXT. = FS 1599.25 / INT. = FS -1591	= - 8.25' BLW.. GRD.	(39' L.FT.)
7	EXT. = FS 1601 / INT. = FS -1591	= - 10' BLW. GRD.	(15' L.FT.)
8	EXT. = FS 1601 / INT. = FS -1591	= - 10' BLW. GRD.	(81.75' L.FT.)
9	EXT. = FS 1599 / INT. = FS -1591	= - 8' BLW. GRD.	(46.17' L.FT.)
10	EXT. = FS 1597 / INT. = FS -1591	= - 6' BLW. GRD.	(23.5' L.FT.)
11	EXT. = FS 1598.44 / INT. = FS -1591	= - 8.44' BLW. GRD.	(116.58' L.FT.)
12	EXT. = FS 1596.03 / INT. = FS -1591	= - 5.03' BLW. GRD.	(87' L.FT.)

TOTAL OF L. FT. (1-12) = 735.25

TOTAL PERIMETER OF BLDG. = 735.25'
CEIL'G. HEIGHT = 1601'

MORE THAN 50% OF PERIMETER OF THE BLDG. BETWEEN THE FIN. GARAGE & BASEMENT CEILING IS LESS THAN 4'-0" VERTICAL DIMENSION, AND PARKING LEVEL CONSIDER LIKE BASEMENT.

(379.75') 51.65% LESS THAN 4'-0" VERT. DIMENSION FIN. GRD. TO CEIL'G.
(355.50') 48.35% BIGGER THAN 4'-0" VERT. DIMENSION FIN. GRD. TO CEIL'G.

1 BASEMENT GARAGE / DIAGRAM JUSTIFICATION

SCALE : 3/32" = 1'-0"

GENERAL NOTES :

1. THE CONTRACTOR SHALL REVIEW AND VERIFY ALL SITE CONDITIONS, DRAWING DIMENSIONS AND ELEVATIONS BEFORE COMMENCING ANY PORTION OF THE WORK. COMMENCEMENT OF WORK SHALL CONSTITUTE CONTRACTOR'S FULL ACCEPTANCE OF EXISTING SITE CONDITION AND PROPOSED PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE RESULT OF ANY ERRORS, OMMISSION OR DISCREPANCIES WHICH THE CONTRACTOR FAILED TO NOTIFY THE ARCHITECT BEFORE CONSTRUCTION FOR FABRICATION OF THE WORK.

REVISIONS	BY

V J & ASSOCIATES
building design • planning • interior
1224 E. BROADWAY, SUITE 202,
Glendale, CA 91205
(818) 956-0570

PROJ. TITLE : PROPOSED 3-STORY 46-UNITS APARTMENT BUILDING

PROJ. ADD : 7577 W. FOOTHILL BLVD., TUJUNGA, CA. 91042

OWNER : 7577 FOOTHILL, LLC C/O VAROUJ KEOSSIAN
7577 W. FOOTHILL BLVD., TUJUNGA, CA. 91042

DRAWING TITLE : BASEMENT GARAGE (DIAGRAM JUSTIFICATION)

DRAWN BY :	NEIL A.	09-07-22
CHECKED BY :	V. J.	09-07-22
APPROVED BY :		
SCALE	3/32" = 1' - 0"	

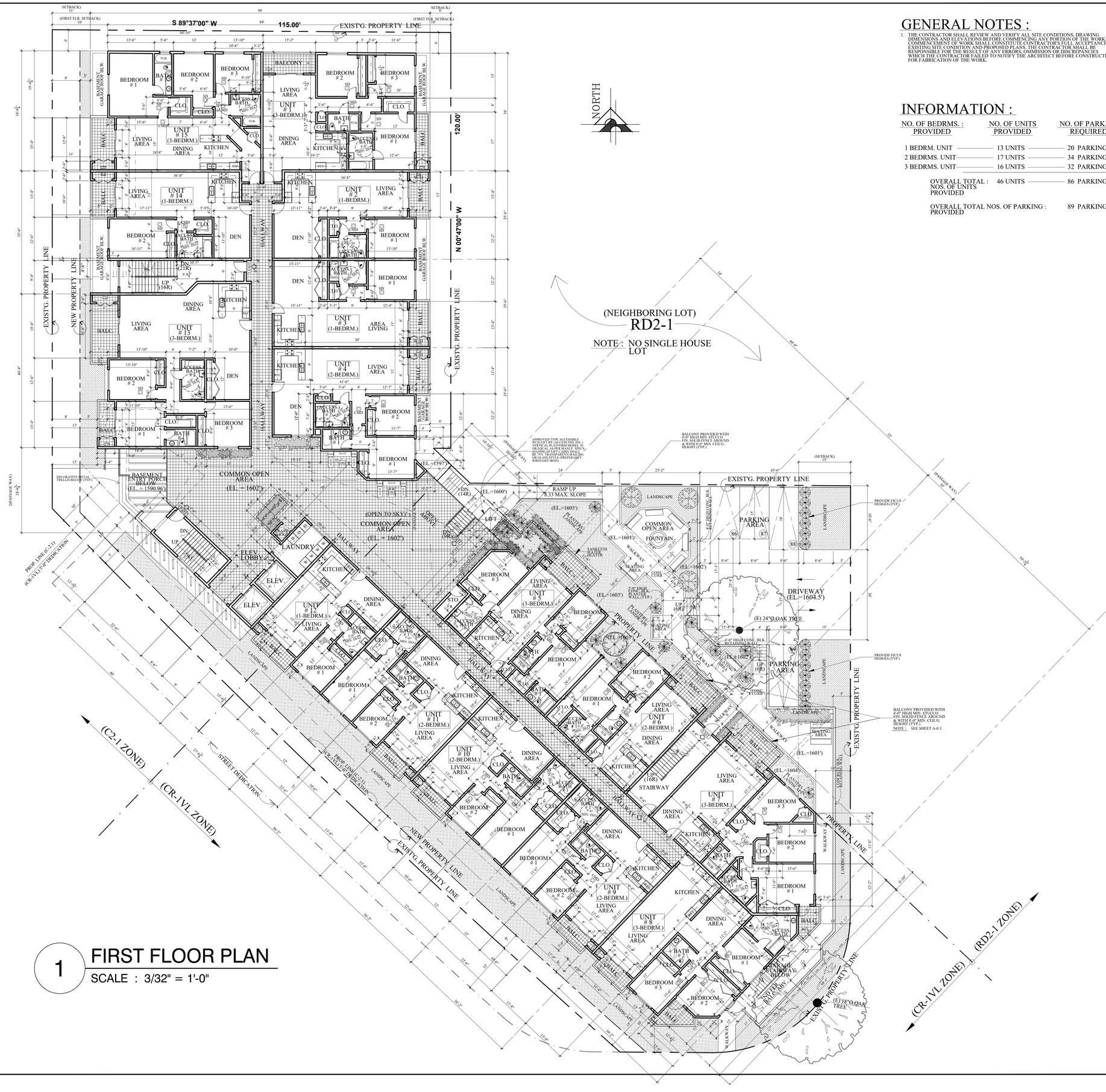
SHEET NO. A-1.1

GENERAL NOTES :

1. THE CONTRACTOR SHALL REVIEW AND VERIFY ALL SITE CONDITIONS, DRAWING DIMENSIONS AND ELEVATIONS BEFORE COMMENCING ANY PORTION OF THE WORK. COMMENCEMENT OF WORK SHALL CONSTITUTE CONTRACTORS FULL ACCEPTANCE OF EXISTING SITE CONDITION AND PROPOSED PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE RESULT OF ANY ERRORS, OMMISSION OR DISCREPANCIES WHICH THE CONTRACTOR FAILED TO NOTIFY THE ARCHITECT BEFORE CONSTRUCTION FOR FABRICATION OF THE WORK.

INFORMATION :

NO. OF BEDRMS. : PROVIDED	NO. OF UNITS PROVIDED	NO. OF PARKING REQUIRED
1 BEDRM. UNIT	13 UNITS	20 PARKINGS
2 BEDRMS. UNIT	17 UNITS	34 PARKINGS
3 BEDRMS. UNIT	16 UNITS	32 PARKINGS
OVERALL TOTAL : NOS. OF UNITS PROVIDED	46 UNITS	86 PARKINGS
OVERALL TOTAL NOS. OF PARKING : PROVIDED		89 PARKINGS



1 FIRST FLOOR PLAN

SCALE : 3/32" = 1'-0"

REVISIONS	BY:

VJ & ASSOCIATES
building design • planning • interior
1224 E. BROADWAY, SUITE 202,
Glendale, CA 91205
(818) 956-0570

PROJ. TITLE : PROPOSED 3-STORY 46-UNITS APARTMENT BUILDING

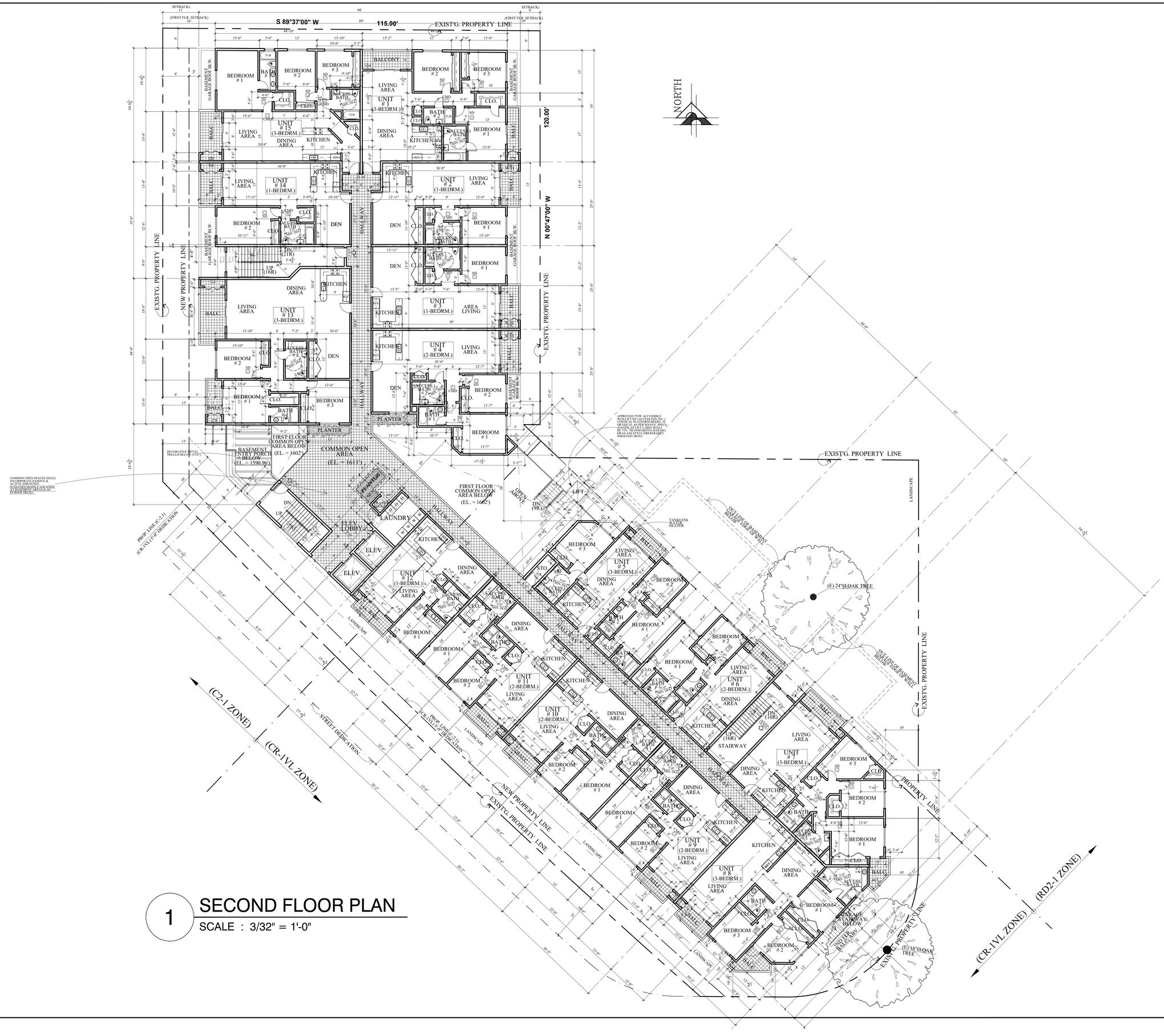
PROJ. ADD : 7577 W. FOOTHILL BLVD., TUJUNGA, CA. 91042

OWNER : 7577 FOOTHILL, LLC C/O VAROUJ KEOSSIAN
7577 W. FOOTHILL BLVD., TUJUNGA, CA. 91042

DRAWING TITTLE : PROPOSED FIRST FLOOR PLAN

DRAWN BY :	NEIL A.	09-07-22
CHECKED BY :	V. J.	09-07-22
APPROVED BY :		
SCALE	3/32" = 1' - 0"	

SHEET NO. A-2



1 SECOND FLOOR PLAN

SCALE : 3/32" = 1'-0"

REVISIONS	BY:

V J & ASSOCIATES
building design • planning • interior
1224 E. BROADWAY, SUITE 202,
Glendale, CA 91205
(818) 956-0570

PROJ. TITLE : PROPOSED 3-STORY 46-UNITS APARTMENT BUILDING

PROJ. ADD : 7577 W. FOOTHILL BLVD., TUJUNGA, CA. 91042

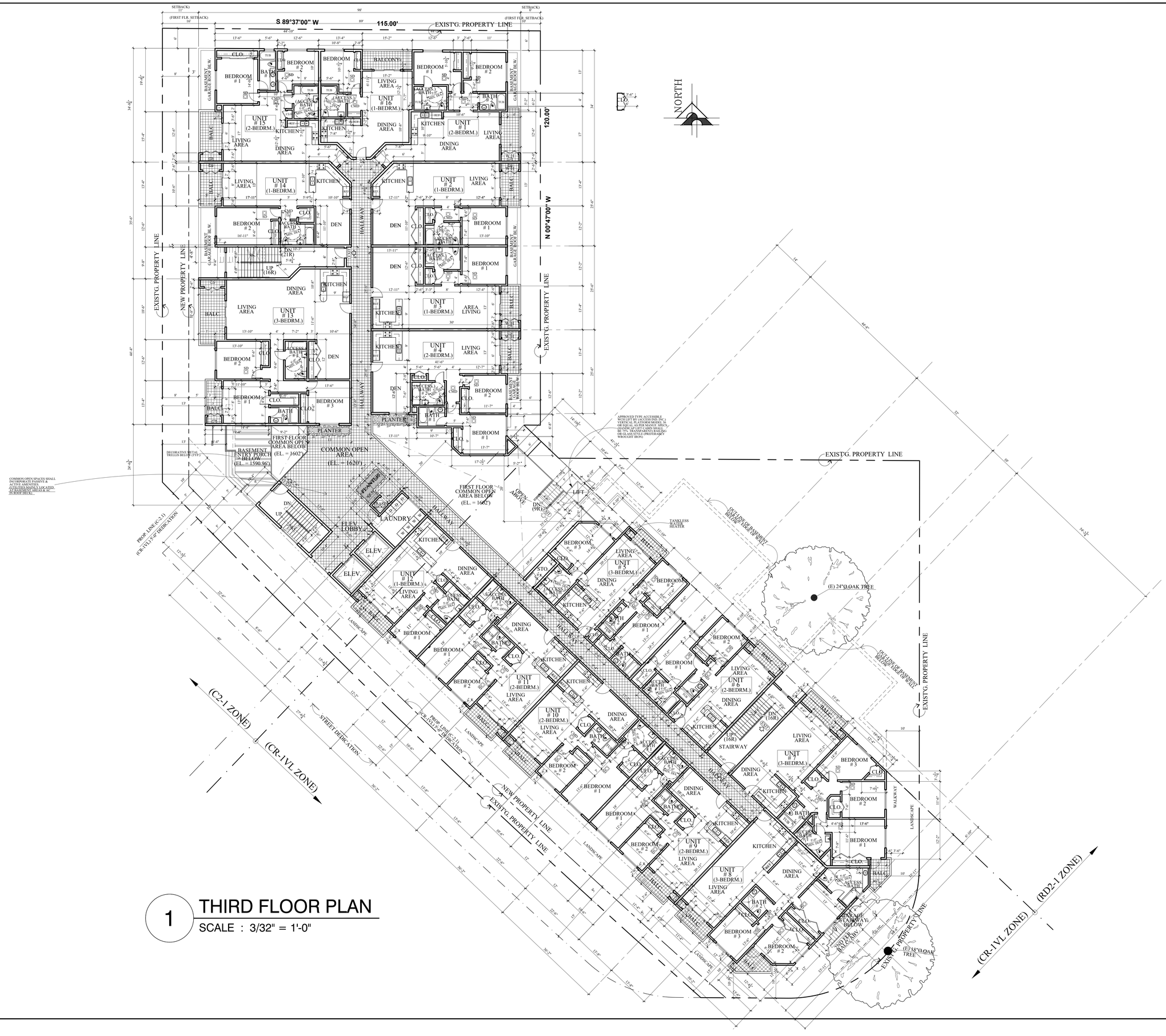
OWNER : 7577 FOOTHILL, LLC C/O VAROUJ KEOSSIAN
7577 W. FOOTHILL BLVD., TUJUNGA, CA. 91042

DRAWING TITTLE : PROPOSED SECOND FLR. PLAN

DRAWN BY :		
NEIL A.		09-07-22
CHECKED BY :		
V. J.		09-07-22
APPROVED BY :		
SCALE	3/32" = 1' - 0"	

SHEET NO.

A-3



1 THIRD FLOOR PLAN

SCALE : 3/32" = 1'-0"

REVISIONS	BY

ALL IDEAS, DESIGNS, ARRANGEMENTS AND PLANS INDICATED OR REPRESENTED BY THESE DRAWINGS ARE THE PROPERTY OF V. J. & ASSOCIATES AND WERE CREATED, EVOLVED, AND DEVELOPED FOR USE ON, AND IN CONNECTION WITH THE SPECIFIED PROJECT. NONE OF SUCH IDEAS, DESIGNS, ARRANGEMENTS OR PLANS SHALL BE USED BY OR DISCLOSED TO ANY PERSON, FIRM, OR CORPORATION FOR ANY PURPOSE WHATSOEVER WITHOUT THE EXPRESS PERMISSION OF V. J. & ASSOCIATES. CONTRACTORS SHALL VERIFY AND BE RESPONSIBLE FOR ALL DIMENSIONS AND CONDITIONS ON THE JOB AND THIS OFFICE MUST BE NOTIFIED IN WRITING OF ANY VARIATIONS FROM THE DIMENSIONS AND CONDITIONS SHOWN BY THESE DRAWINGS. SHOP DRAWINGS MUST BE SUBMITTED TO THIS OFFICE FOR APPROVAL BEFORE PROCEEDING WITH FABRICATION.

V J & ASSOCIATES
building design • planning • interior
1224 E. BROADWAY, SUITE 202,
Glendale, CA 91205
(818) 956-0570

PROJ. TITLE : PROPOSED 3-STORY 46-UNITS APARTMENT BUILDING

PROJ. ADD : 7577 W. FOOTHILL BLVD., TUJUNGA, CA. 91042

OWNER : 7577 FOOTHILL, LLC C/O VAROUJ KEOSSIAN
7577 W. FOOTHILL BLVD., TUJUNGA, CA. 91042

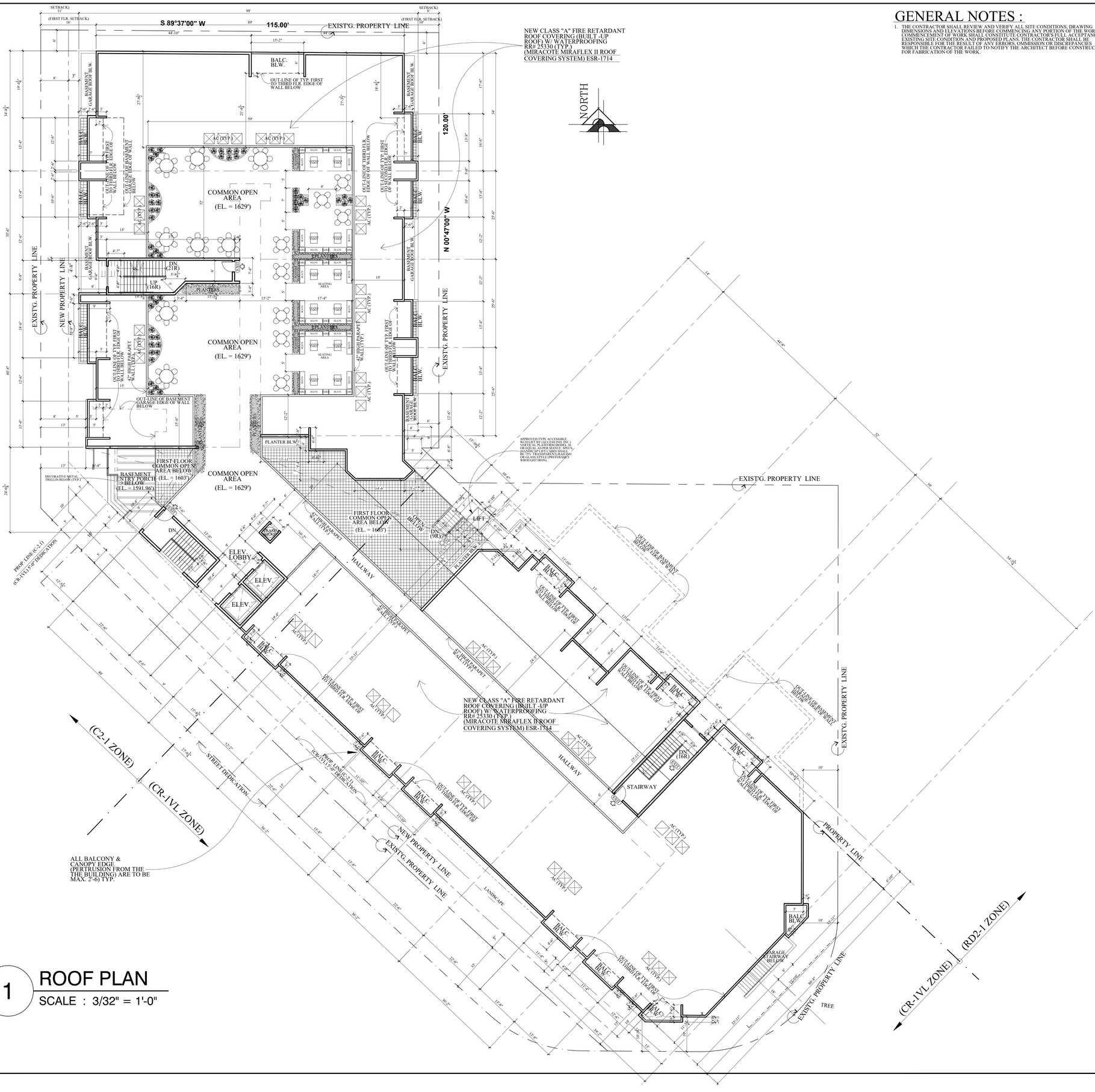
DRAWING TITTLE : PROPOSED THIRD FLR. PLAN

DRAWN BY :	NEIL A.	09-07-22
CHECKED BY :	V. J.	09-07-22
APPROVED BY :		
SCALE	3/32" = 1' - 0"	

SHEET NO. A-3.1

GENERAL NOTES :

1. THE CONTRACTOR SHALL REVIEW AND VERIFY ALL SITE CONDITIONS, DRAWING DIMENSIONS AND ELEVATIONS BEFORE COMMENCING ANY PORTION OF THE WORK. COMMENCEMENT OF WORK SHALL CONSTITUTE CONTRACTOR'S FULL ACCEPTANCE OF EXISTING SITE CONDITION AND PROPOSED PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE RESULT OF ANY ERRORS, OMMISSION OR DISCREPANCIES WHICH THE CONTRACTOR FAILED TO NOTIFY THE ARCHITECT BEFORE CONSTRUCTION FOR FABRICATION OF THE WORK.



1 ROOF PLAN

SCALE : 3/32" = 1'-0"

REVISIONS	BY

WRITTEN DIMENSIONS ON THESE DRAWINGS SHALL HAVE PRECEDENCE OVER SCALED DIMENSIONS. CONTRACTORS SHALL VERIFY AND BE RESPONSIBLE FOR ALL DIMENSIONS AND CONDITIONS ON THE JOB AND THIS OFFICE MUST BE NOTIFIED OF ANY VARIATIONS FROM THE DIMENSIONS AND CONDITIONS SHOWN BY THESE DRAWINGS. FULL SIZE SHOP DETAILS MUST BE SUBMITTED TO THIS OFFICE FOR APPROVAL, BEFORE PROCEEDING WITH FABRICATION.

V J & ASSOCIATES
building design • planning • interior
1224 E. BROADWAY, SUITE 202,
Glendale, CA 91205
(818) 956-0570

PROJ. TITLE: PROPOSED 3-STORY 46-UNITS APARTMENT BUILDING

PROJ. ADD: 7577 W. FOOTHILL BLVD., TUJUNGA, CA. 91042

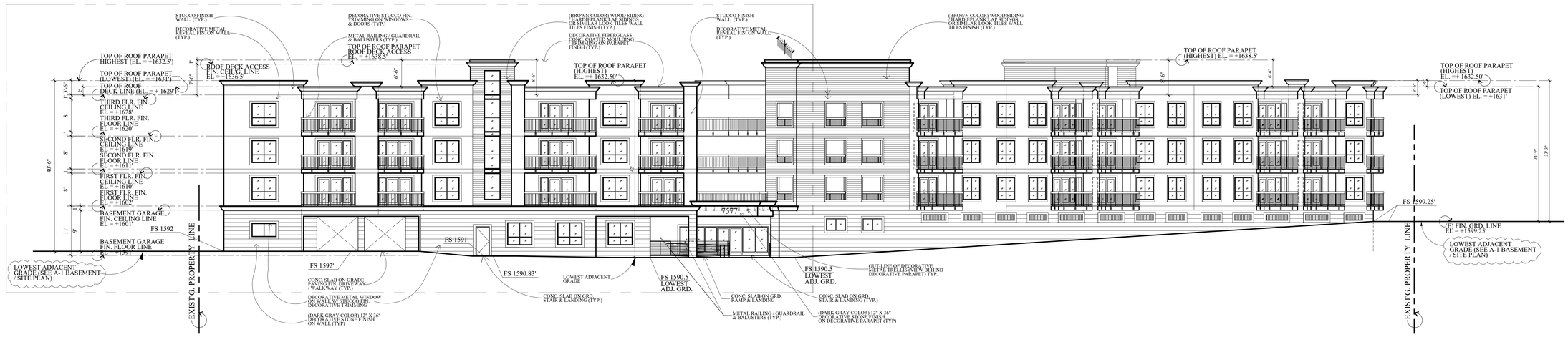
OWNER: 7577 FOOTHILL, LLC C/O VAROUJ KEOSSIAN
7577 W. FOOTHILL BLVD., TUJUNGA, CA. 91042

DRAWING TITLE : PROPOSED ROOF PLAN

DRAWN BY :	NEIL A.	09-07-22
CHECKED BY :	V. J.	09-07-22
APPROVED BY :		
SCALE	3/32" = 1' - 0"	

SHEET NO.

A-4



1 WEST BLDG. ELEVATION

SCALE : 3/32" = 1'-0"

2 SOUTH WEST BLDG. ELEVATION

SCALE : 3/32" = 1'-0"

REVISIONS	BY

V J & ASSOCIATES
building design • planning • interior
1224 E. BROADWAY, SUITE 202,
Glendale, CA 91205
(818) 956-0570

PROJ. TITLE : PROPOSED 3-STORY 46-UNITS APARTMENT BUILDING

PROJ. ADD : 7577 W. FOOTHILL BLVD., TUJUNGA, CA. 91042

OWNER : 7577 FOOTHILL, LLC C/O VAROUJ KEOSSIAN
7577 W. FOOTHILL BLVD., TUJUNGA, CA. 91042

DRAWING TITLE : BUILDING ELEVATIONS

DRAWN BY :	NEIL A.	09-07-22
CHECKED BY :	V. J.	09-07-22
APPROVED BY :		
SCALE	3/32" = 1' - 0"	
SHEET NO.	A-5	

1 WEST BLDG. ELEVATION

SCALE : 3/32" = 1'-0"

2 SOUTH WEST BLDG. ELEVATION

SCALE : 3/32" = 1'-0"

REVISIONS	BY:

VJ & ASSOCIATES
building design • planning • interior
1224 E. BROADWAY, SUITE 202,
Glendale, CA 91205
(818) 956-0570

PROJ. TITLE : PROPOSED 3-STORY ~~66~~-UNITS APARTMENT BUILDING

PROJ. ADD'. : 7577 W. FOOTHILL BLVD., TUJUNGA, CA. 91042

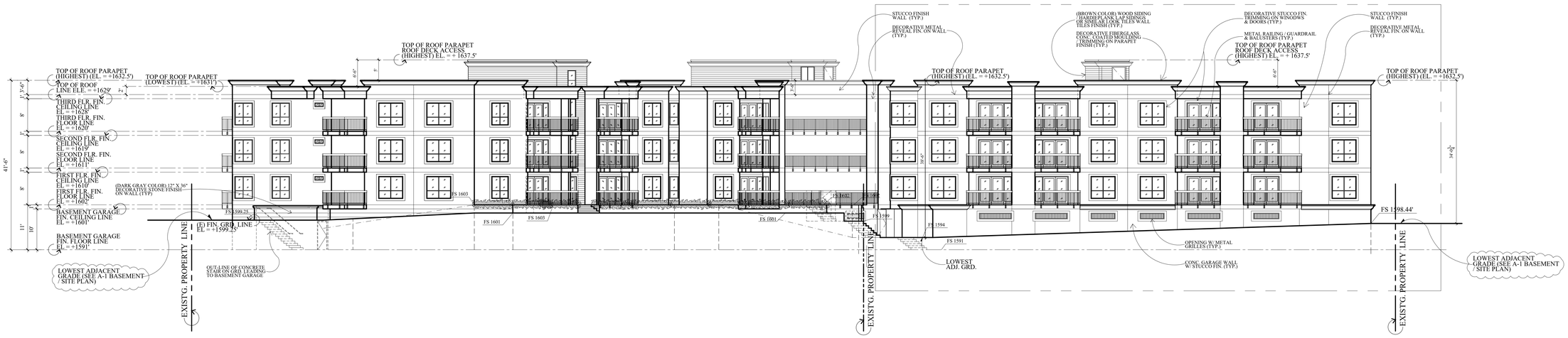
OWNER : 7577 FOOTHILL, LLC C/O VAROUJ KEOSSIAN
7577 W. FOOTHILL BLVD., TUJUNGA, CA. 91042

DRAWING TITLE : BUILDING ELEVATIONS

DRAWN BY :	NEIL A.	06-25-20
CHECKED BY :	V. J.	06-25-20
APPROVED BY :		
SCALE	3/32" = 1' - 0"	

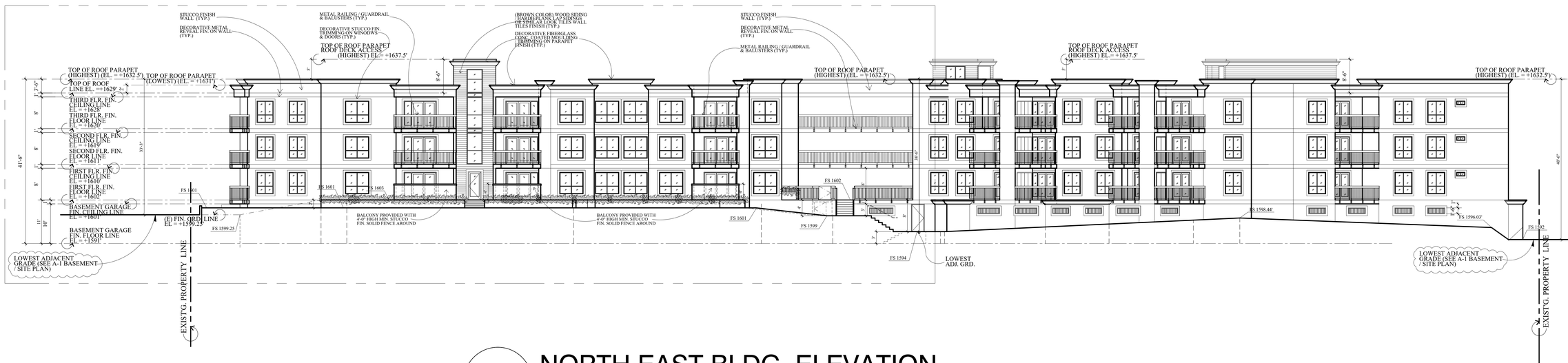
SHEET NO.

A-5.1



1 EAST BLDG. ELEVATION

SCALE : 3/32" = 1'-0"



2 NORTH EAST BLDG. ELEVATION

SCALE : 3/32" = 1'-0"

REVISIONS	BY:

V J & ASSOCIATES
building design • planning • interior
1224 E. BROADWAY, SUITE 202,
Glendale, CA 91205
(818) 956-0570

PROJ. TITLE : PROPOSED 3-STORY 46-UNITS APARTMENT BUILDING

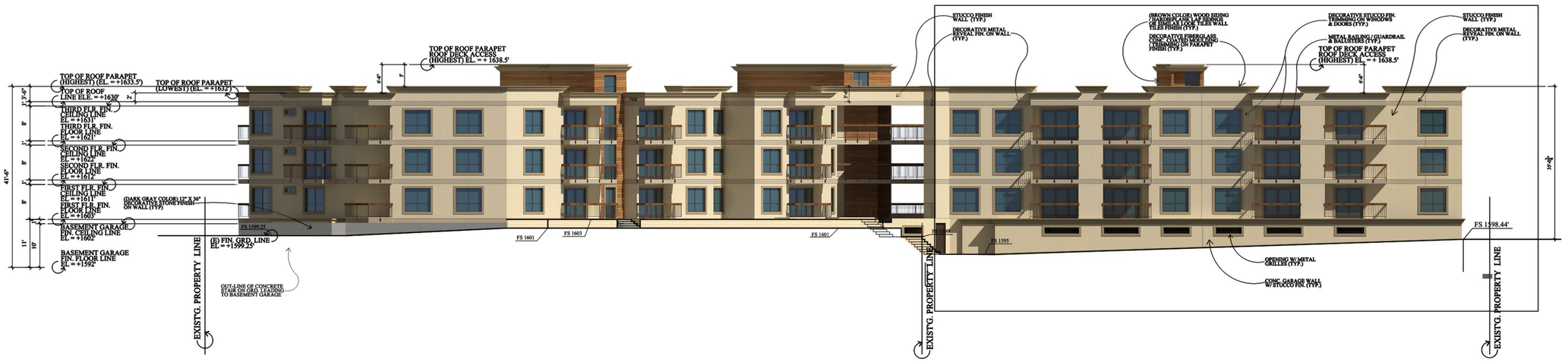
PROJ. ADD : 7577 W. FOOTHILL BLVD., TUJUNGA, CA. 91042

OWNER : 7577 FOOTHILL, LLC C/O VAROUJ KEOSSIAN
7577 W. FOOTHILL BLVD., TUJUNGA, CA. 91042

DRAWING TITLE : BUILDING ELEVATIONS

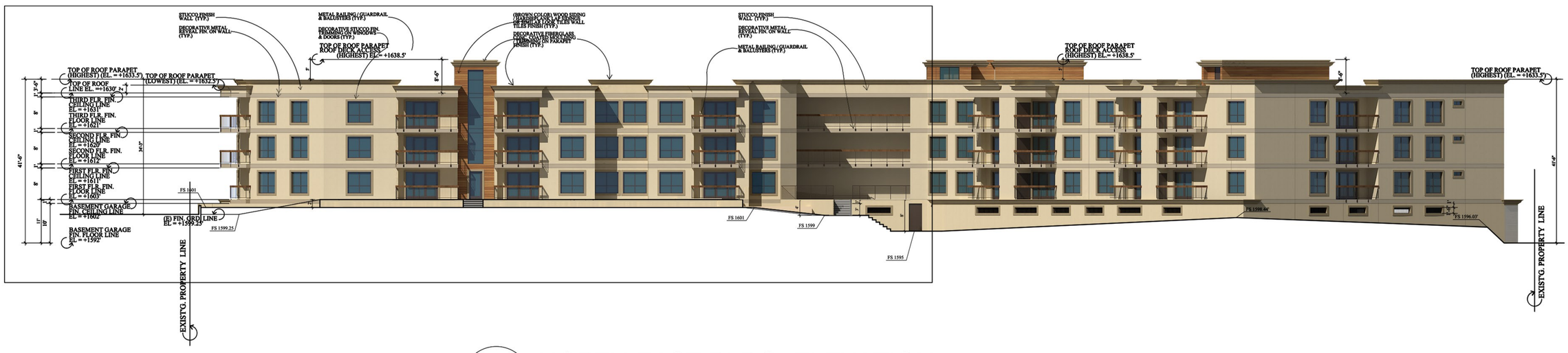
DRAWN BY :	NEIL A.	09-07-22
CHECKED BY :	V. J.	09-07-22
APPROVED BY :		
SCALE	3/32" = 1' - 0"	

SHEET NO. A-6



1 EAST BLDG. ELEVATION

SCALE : 3/32" = 1'-0"



2 NORTH EAST BLDG. ELEVATION

SCALE : 3/32" = 1'-0"

REVISIONS	BY:

V J & ASSOCIATES
building • design • planning • interior
1224 E. BROADWAY, SUITE 202,
Glendale, CA 91205
(818) 956-0570

PROJ. TITLE: PROPOSED 3-STORY 46-UNITS APARTMENT BUILDING

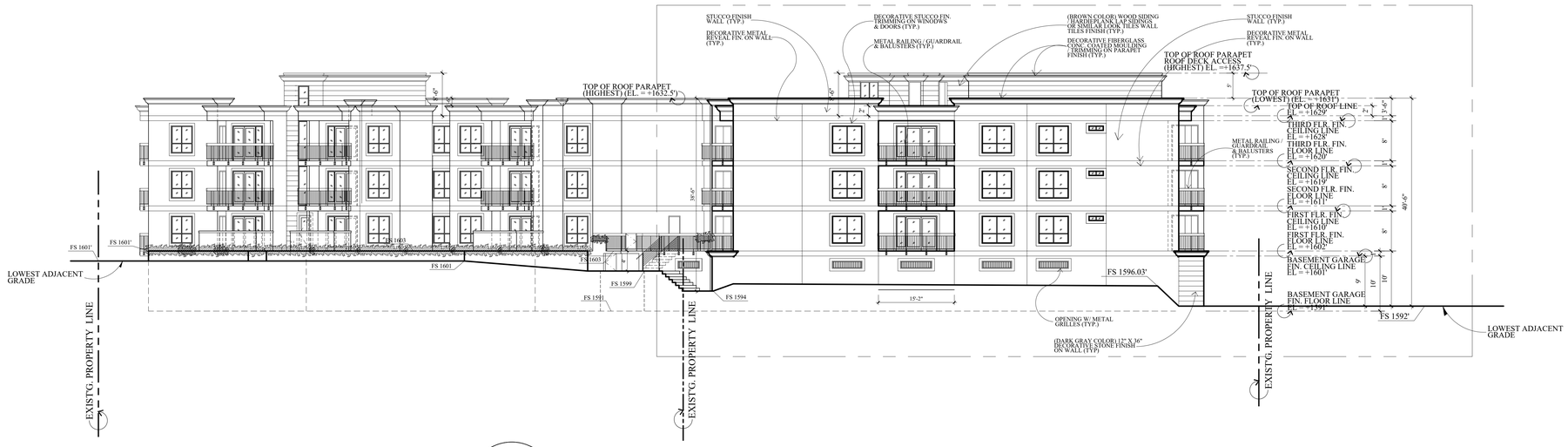
PROJ. ADD.: 7577 W. FOOTHILL BLVD., TUJUNGA, CA. 91042

OWNER: 7577 FOOTHILL, LLC C/O VAROUJ KEOSSIAN
7577 W. FOOTHILL BLVD., TUJUNGA, CA. 91042

DRAWING TITLE: BUILDING ELEVATIONS

DRAWN BY :	NEIL A.	10-14-20
CHECKED BY :	V. J.	10-14-20
APPROVED BY :		
SCALE	3/32" = 1' - 0"	

SHEET NO. A-6.1



1 NORTH BLDG. ELEVATION

SCALE : 3/32" = 1'-0"

REVISIONS	BY

V J & ASSOCIATES
building design • planning • interior
1224 E. BROADWAY, SUITE 202,
Glendale, CA 91205
(818) 956–0570

PROJ. TITLE : PROPOSED 3-STORY 46-UNITS APARTMENT BUILDING

PROJ. ADD : 7577 W. FOOTHILL BLVD., TUJUNGA, CA. 91042

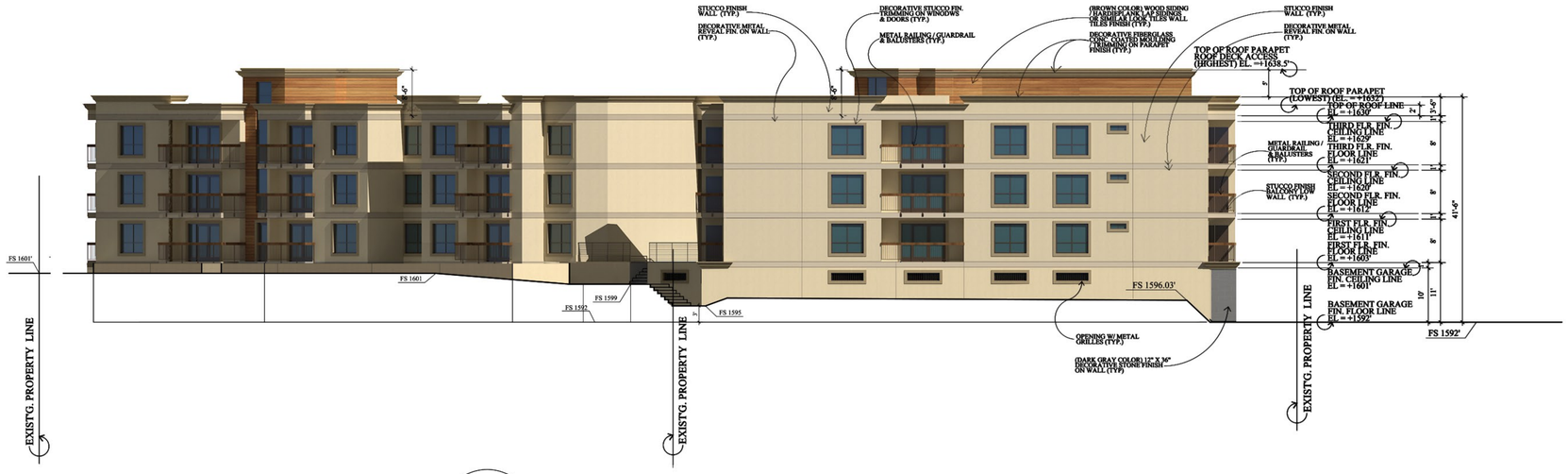
OWNER : 7577 FOOTHILL, LLC C/O VAROUJ KEOSSIAN
7577 W. FOOTHILL BLVD., TUJUNGA, CA. 91042

DRAWING TITLE : BUILDING ELEVATIONS

DRAWN BY : NEIL A.	09-07-22
CHECKED BY : V. J.	09-07-22
APPROVED BY :	
SCALE 3/32" = 1' - 0"	

SHEET NO.

A-7



1 NORTH BLDG. ELEVATION

SCALE : 3/32" = 1'-0"

REVISIONS	BY:

VJ & ASSOCIATES
building design • planning • interior
1224 E. BROADWAY, SUITE 202,
Glendale, CA 91205
(818) 956-0570

PROJ. TITLE : PROPOSED 3-STORY 46-UNITS APARTMENT BUILDING

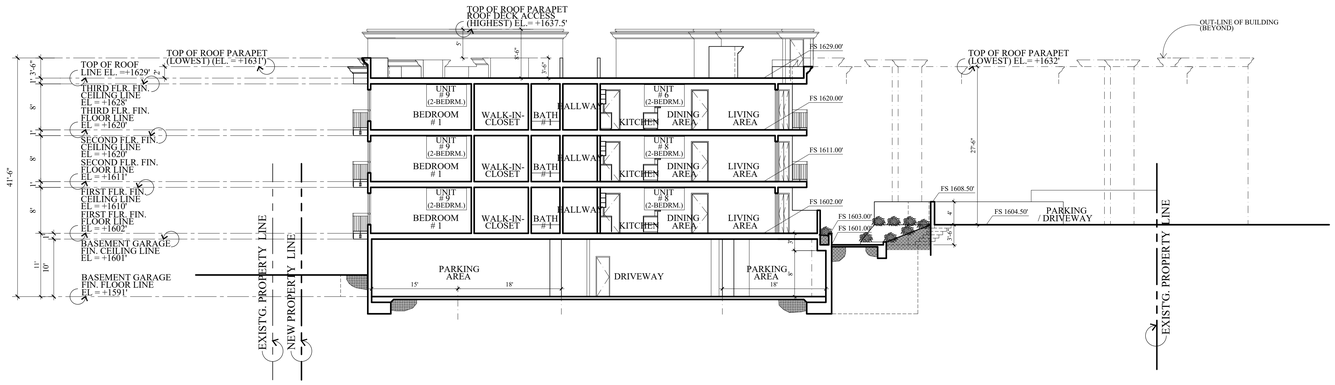
PROJ. ADD : 7577 W. FOOTHILL BLVD., TUJUNGA, CA. 91042

OWNER : 7577 FOOTHILL, LLC C/O VAROUJ KEOSSIAN
7577 W. FOOTHILL BLVD., TUJUNGA, CA. 91042

DRAWING TITLE : BUILDING ELEVATIONS

DRAWN BY : NEIL A.	10-14-20
CHECKED BY : V. J.	10-14-20
APPROVED BY :	
SCALE 3/32" = 1' - 0"	

SHEET NO. A-7.1



1 BUILDING SECTION

SCALE : 3/32" = 1'-0"

REVISIONS	BY

V J & ASSOCIATES
building design + planning + interior
1224 E. BROADWAY, SUITE 202,
Glendale, CA 91205
(818) 956-0570

PROJ. TITLE : PROPOSED 3-STORY 63-UNITS APARTMENT BUILDING

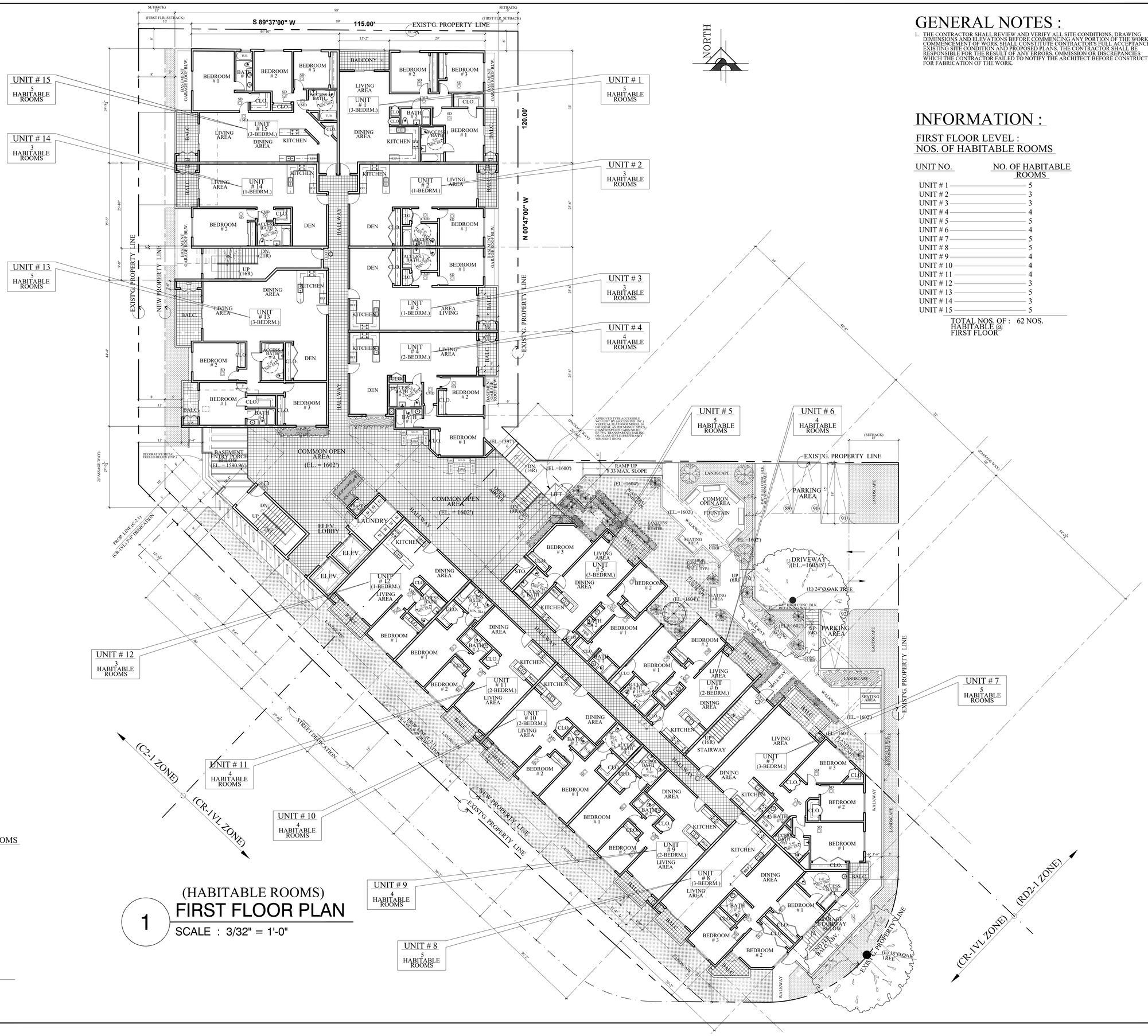
PROJ. ADD : 7577 W. FOOTHILL BLVD., TUJUNGA, CA. 91042

OWNER : 7577 FOOTHILL, LLC C/O VAROUJ KEOSSIAN
7577 W. FOOTHILL BLVD., TUJUNGA, CA. 91042

DRAWING TITLE : BUILDING SECTIONS

DRAWN BY : NEIL A.	09-07-22
CHECKED BY : V. J.	09-07-22
APPROVED BY :	
SCALE 3/32" = 1' - 0"	

SHEET NO. A-8



(HABITABLE ROOMS)

1 FIRST FLOOR PLAN

SCALE : 3/32" = 1'-0"

GENERAL NOTES :

1. THE CONTRACTOR SHALL REVIEW AND VERIFY ALL SITE CONDITIONS, DRAWING DIMENSIONS AND ELEVATIONS BEFORE COMMENCING ANY PORTION OF THE WORK. COMMENCEMENT OF WORK SHALL CONSTITUTE CONTRACTOR'S FULL ACCEPTANCE OF EXISTING SITE CONDITION AND PROPOSED PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE RESULT OF ANY ERRORS, OMMISION OR DISCREPANCIES WHICH THE CONTRACTOR FAILED TO NOTIFY THE ARCHITECT BEFORE CONSTRUCTION FOR FABRICATION OF THE WORK.

INFORMATION :

FIRST FLOOR LEVEL : NOS. OF HABITABLE ROOMS

UNIT NO.	NO. OF HABITABLE ROOMS
UNIT # 1	5
UNIT # 2	3
UNIT # 3	3
UNIT # 4	4
UNIT # 5	5
UNIT # 6	4
UNIT # 7	5
UNIT # 8	5
UNIT # 9	4
UNIT # 10	4
UNIT # 11	4
UNIT # 12	3
UNIT # 13	5
UNIT # 14	3
UNIT # 15	5

TOTAL NOS. OF : 62 NOS.
HABITABLE @
FIRST FLOOR

FIRST FLR. HABITABLE AREA :

UNIT # 1 :	1,555 SQ. FT.
UNIT # 2 :	1,023 SQ. FT.
UNIT # 3 :	1,048.5 SQ. FT.
UNIT # 4 :	1,338 SQ. FT.
UNIT # 5 :	1,342 SQ. FT.
UNIT # 6 :	993 SQ. FT.
UNIT # 7 :	1,477 SQ. FT.
UNIT # 8 :	1,515 SQ. FT.
UNIT # 9 :	1,199.5 SQ. FT.
UNIT # 10 :	1,199.5 SQ. FT.
UNIT # 11 :	1,199.5 SQ. FT.
UNIT # 12 :	903 SQ. FT.
UNIT # 13 :	1,869 SQ. FT.
UNIT # 14 :	1,026.5 SQ. FT.
UNIT # 15 :	1,547 SQ. FT.
TOTAL FIRST : FLR. HABITABLE AREA	19,235.5 SQ. FT.

FIRST FLOOR LEVEL : NOS. OF BEDROOMS

UNIT NO.	NO. OF BEDROOMS
UNIT # 1	3
UNIT # 2	1
UNIT # 3	1
UNIT # 4	2
UNIT # 5	3
UNIT # 6	2
UNIT # 7	3
UNIT # 8	3
UNIT # 9	2
UNIT # 10	2
UNIT # 11	2
UNIT # 12	1
UNIT # 13	3
UNIT # 14	1
UNIT # 15	3

TOTAL NOS. OF : 32 NOS.
BEDROOMS @
FIRST FLOOR

REVISIONS	BY

V J & ASSOCIATES
building design • planning • interior
1224 E. BROADWAY, SUITE 202,
Glendale, CA 91205
(818) 956-0570

PROJ. TITLE : PROPOSED 3-STORY 46-UNITS APARTMENT BUILDING

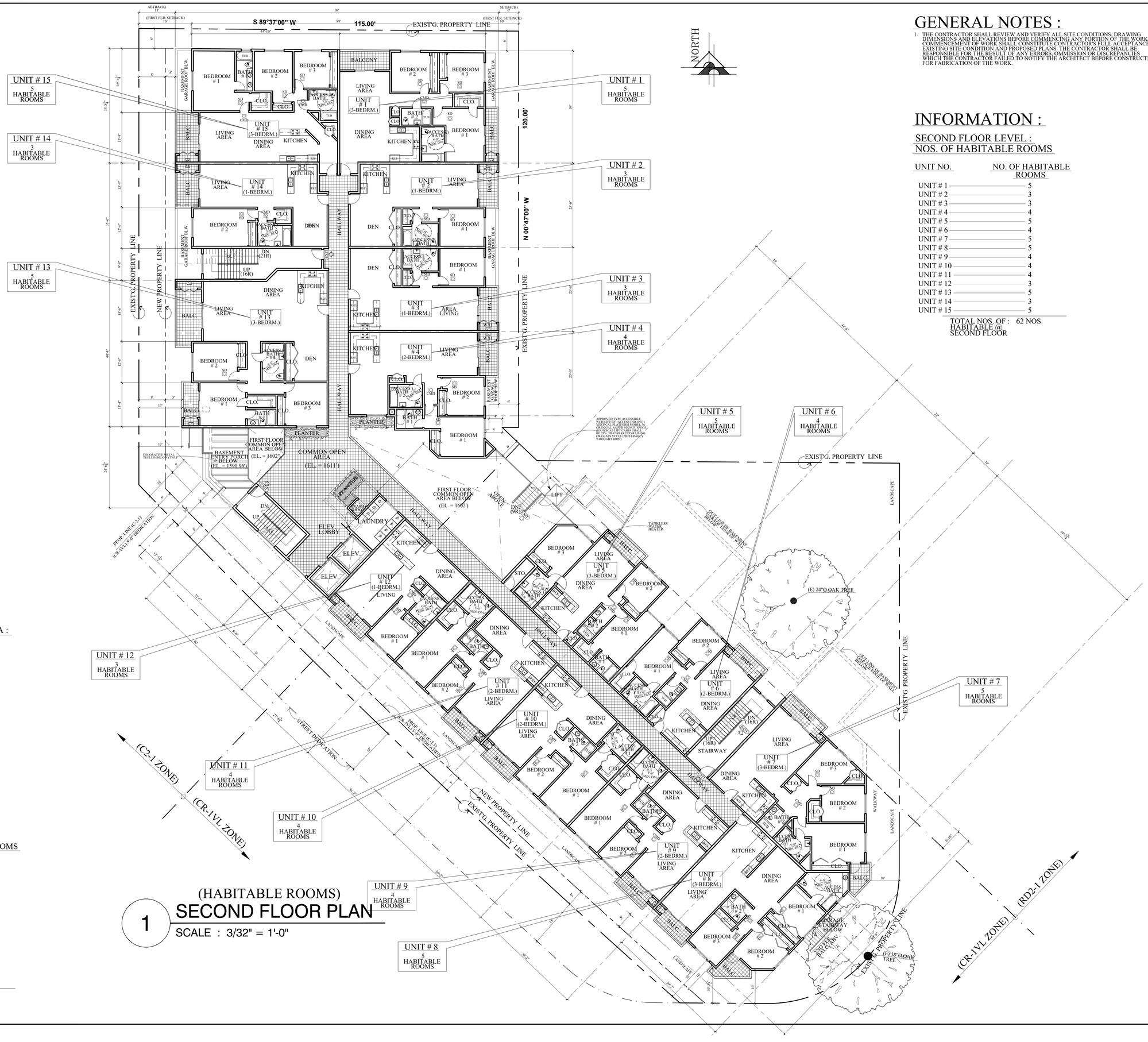
PROJ. ADD : 7577 W. FOOTHILL BLVD., TUJUNGA, CA. 91042

OWNER : 7577 FOOTHILL, LLC C/O VAROUJ KEOSSIAN
7577 W. FOOTHILL BLVD., TUJUNGA, CA. 91042

DRAWING TITLE : PROPOSED FIRST FLOOR PLAN

DRAWN BY : NEIL A.	09-09-22
CHECKED BY : V. J.	09-09-22
APPROVED BY :	
SCALE 3/32" = 1' - 0"	

SHEET NO. AD-1



1

SECOND FLR. HABITABLE AREA :

UNIT # 1 :	1,555 SQ. FT.
UNIT # 2 :	1,023 SQ. FT.
UNIT # 3 :	1,048.5 SQ. FT.
UNIT # 4 :	1,338 SQ. FT.
UNIT # 5 :	1,342 SQ. FT.
UNIT # 6 :	993 SQ. FT.
UNIT # 7 :	1,477 SQ. FT.
UNIT # 8 :	1,515 SQ. FT.
UNIT # 9 :	1,199.5 SQ. FT.
UNIT # 10 :	1,199.5 SQ. FT.
UNIT # 11 :	1,199.5 SQ. FT.
UNIT # 12 :	903 SQ. FT.
UNIT # 13 :	1,869 SQ. FT.
UNIT # 14 :	1,026.5 SQ. FT.
UNIT # 15 :	1,547 SQ. FT.
TOTAL SECOND : FLR. HABITABLE AREA	19,235.5 SQ. FT.

SECOND FLOOR LEVEL : NOS. OF BEDROOMS

UNIT NO.	NO. OF BEDROOMS
UNIT # 1	3
UNIT # 2	1
UNIT # 3	1
UNIT # 4	2
UNIT # 5	3
UNIT # 6	2
UNIT # 7	3
UNIT # 8	3
UNIT # 9	2
UNIT # 10	2
UNIT # 11	2
UNIT # 12	1
UNIT # 13	3
UNIT # 14	1
UNIT # 15	3

TOTAL NOS. OF : 32 NOS.
BEDROOMS @
SECOND FLOOR

GENERAL NOTES :

1. THE CONTRACTOR SHALL REVIEW AND VERIFY ALL SITE CONDITIONS, DRAWING DIMENSIONS AND ELEVATIONS BEFORE COMMENCING ANY PORTION OF THE WORK. COMMENCEMENT OF WORK SHALL CONSTITUTE CONTRACTOR'S FULL ACCEPTANCE OF EXISTING SITE CONDITION AND PROPOSED PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE RESULT OF ANY ERRORS, OMMISSION OR DISCREPANCIES WHICH THE CONTRACTOR FAILED TO NOTIFY THE ARCHITECT BEFORE CONSTRUCTION FOR FABRICATION OF THE WORK.

INFORMATION :

SECOND FLOOR LEVEL : NOS. OF HABITABLE ROOMS

UNIT NO.	NO. OF HABITABLE ROOMS
UNIT # 1	5
UNIT # 2	3
UNIT # 3	3
UNIT # 4	4
UNIT # 5	5
UNIT # 6	4
UNIT # 7	5
UNIT # 8	5
UNIT # 9	4
UNIT # 10	4
UNIT # 11	4
UNIT # 12	3
UNIT # 13	5
UNIT # 14	3
UNIT # 15	5

TOTAL NOS. OF : 62 NOS.
HABITABLE @
SECOND FLOOR

REVISIONS	BY

V J & ASSOCIATES
building design • planning • interior
1224 E. BROADWAY, SUITE 202,
Glendale, CA 91205
(818) 956-0570

PROJ. TITLE : PROPOSED 3-STORY 46-UNITS APARTMENT BUILDING

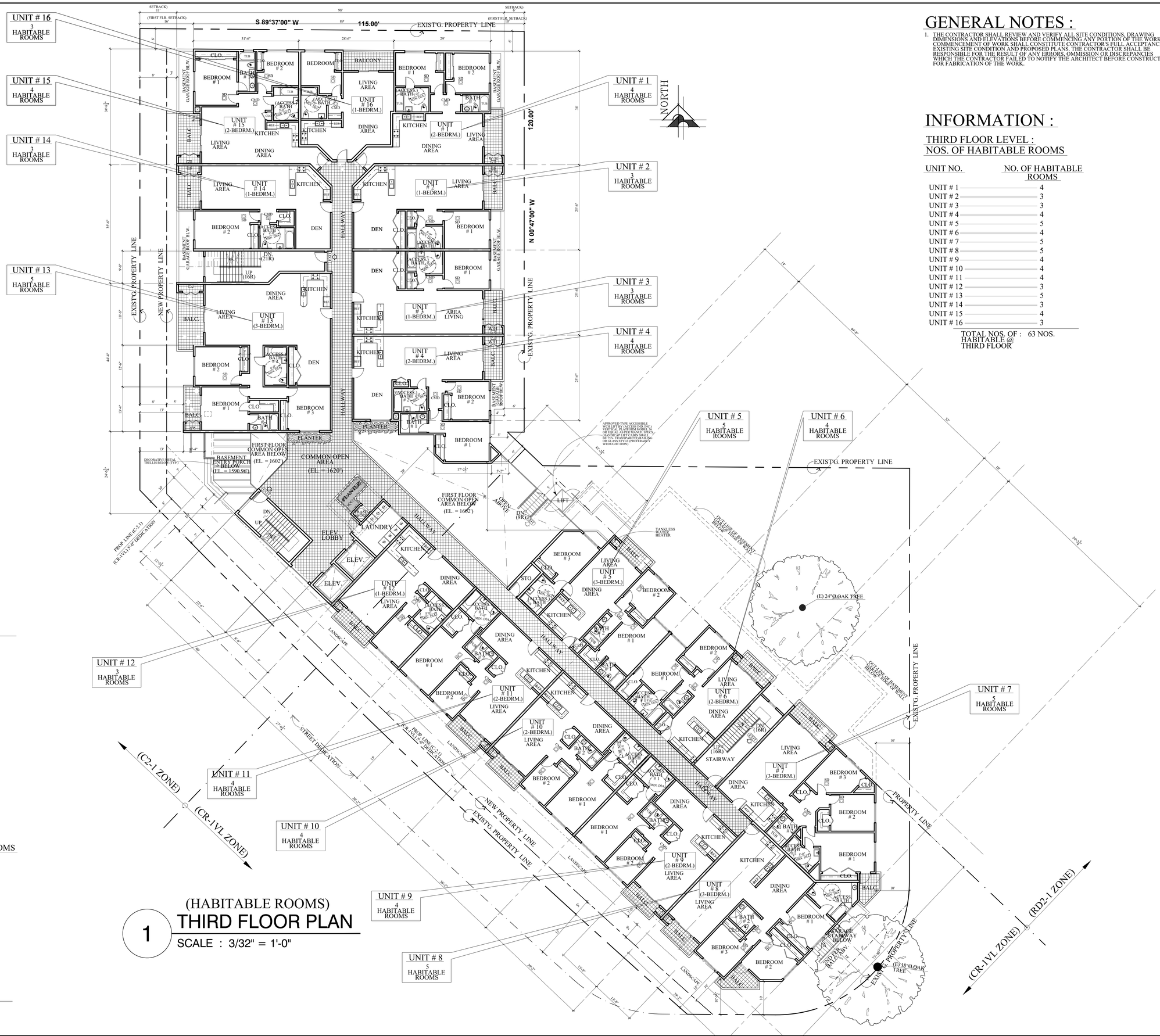
PROJ. ADD : 7577 W. FOOTHILL BLVD., TUJUNGA, CA. 91042

OWNER : 7577 FOOTHILL, LLC C/O VAROUJ KEOSSIAN
7577 W. FOOTHILL BLVD., TUJUNGA, CA. 91042

DRAWING TITLE : SECOND FLR. PLAN (HABITABLE ROOMS)

DRAWN BY :	NEIL A.	09-09-22
CHECKED BY :	V. J.	09-09-21
APPROVED BY :		
SCALE	3/32" = 1' - 0"	

SHEET NO.
AD-2



(HABITABLE ROOMS)

THIRD FLOOR PLAN

1

SCALE : 3/32" = 1'-0"

THIRD FLR. HABITABLE AREA :

UNIT # 1 :	1,043.5 SQ. FT.
UNIT # 2 :	1,028 SQ. FT.
UNIT # 3 :	1,048.5 SQ. FT.
UNIT # 4 :	1,338 SQ. FT.
UNIT # 5 :	1,342 SQ. FT.
UNIT # 6 :	993 SQ. FT.
UNIT # 7 :	1,477 SQ. FT.
UNIT # 8 :	1,515 SQ. FT.
UNIT # 9 :	1,199.5 SQ. FT.
UNIT # 10 :	1,199.5 SQ. FT.
UNIT # 11 :	1,199.5 SQ. FT.
UNIT # 12 :	903 SQ. FT.
UNIT # 13 :	1,869 SQ. FT.
UNIT # 14 :	1,031 SQ. FT.
UNIT # 15 :	1,136.5 SQ. FT.
UNIT # 16 :	852.5 SQ. FT.
TOTAL THIRD FLR. HABITABLE FLR. AREA :	19,175.5 SQ. FT.

THIRD FLOOR LEVEL : NOS. OF BEDROOMS

UNIT NO.	NO. OF BEDROOMS
UNIT # 1	2
UNIT # 2	1
UNIT # 3	1
UNIT # 4	2
UNIT # 5	3
UNIT # 6	2
UNIT # 7	3
UNIT # 8	3
UNIT # 9	2
UNIT # 10	2
UNIT # 11	2
UNIT # 12	1
UNIT # 13	3
UNIT # 14	1
UNIT # 15	2
UNIT # 16	1

TOTAL NOS. OF : 31 NOS.
BEDROOMS @
THIRD FLOOR

GENERAL NOTES :

1. THE CONTRACTOR SHALL REVIEW AND VERIFY ALL SITE CONDITIONS, DRAWING DIMENSIONS AND ELEVATIONS BEFORE COMMENCING ANY PORTION OF THE WORK. COMMENCEMENT OF WORK SHALL CONSTITUTE CONTRACTOR'S FULL ACCEPTANCE OF EXISTING SITE CONDITION AND PROPOSED PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE RESULT OF ANY ERRORS, OMMISSION OR DISCREPANCIES WHICH THE CONTRACTOR FAILED TO NOTIFY THE ARCHITECT BEFORE CONSTRUCTION FOR FABRICATION OF THE WORK.

INFORMATION :

THIRD FLOOR LEVEL : NOS. OF HABITABLE ROOMS

UNIT NO.	NO. OF HABITABLE ROOMS
UNIT # 1	4
UNIT # 2	3
UNIT # 3	3
UNIT # 4	4
UNIT # 5	5
UNIT # 6	4
UNIT # 7	5
UNIT # 8	5
UNIT # 9	4
UNIT # 10	4
UNIT # 11	4
UNIT # 12	3
UNIT # 13	5
UNIT # 14	3
UNIT # 15	4
UNIT # 16	3

TOTAL NOS. OF : 63 NOS.
HABITABLE @
THIRD FLOOR

REVISIONS	BY.

V J & ASSOCIATES
building design • planning • interior
1224 E. BROADWAY, SUITE 202,
Glendale, CA 91205
(818) 956-0570

PROJ. TITLE : PROPOSED 3-STORY 46-UNIT APARTMENT BUILDING

PROJ. ADD : 7577 W. FOOTHILL BLVD., TUJUNGA, CA. 91042

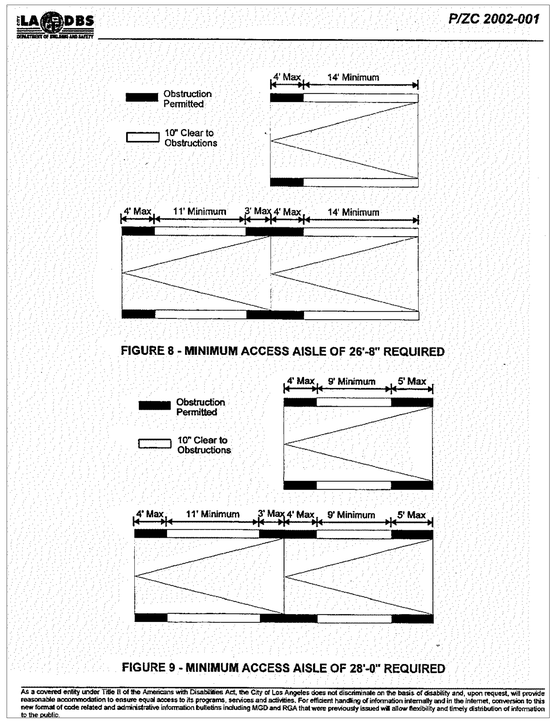
OWNER : 7577 FOOTHILL, LLC C/O VAROUJ KEOSSIAN
7577 W. FOOTHILL BLVD., TUJUNGA, CA. 91042

DRAWING TITTLE : PROPOSED THIRD FLR. PLAN

DRAWN BY :	NEIL A.	09-09-22
CHECKED BY :	V. J.	09-09-22
APPROVED BY :		
SCALE	3/32" = 1' - 0"	

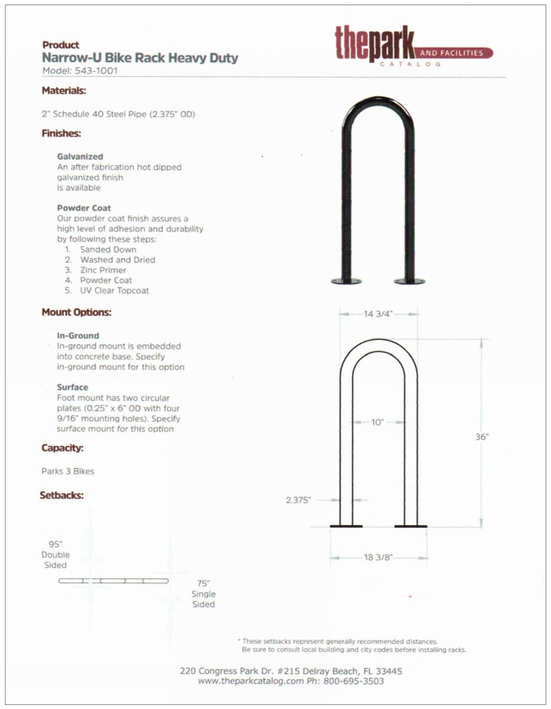
SHEET NO.

AD-3



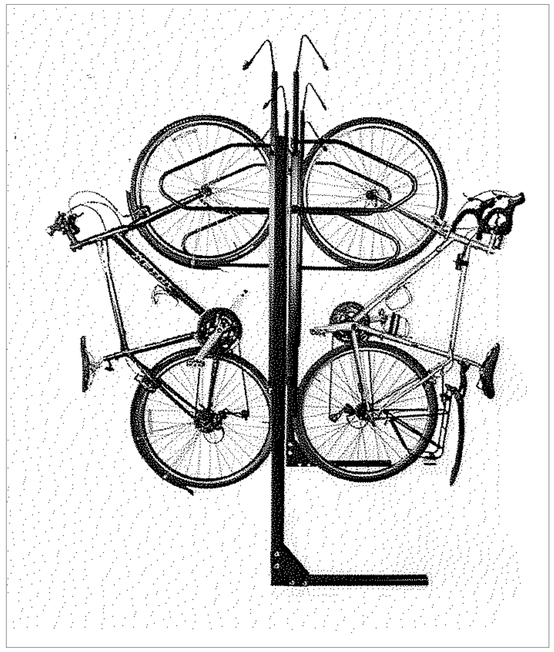
4 (PARKING) MIN. ACCESS AISLE OF 28'-0" REQUIRED

NOT TO SCALE



2 TYP. BICYCLE RACK PARKING DET.

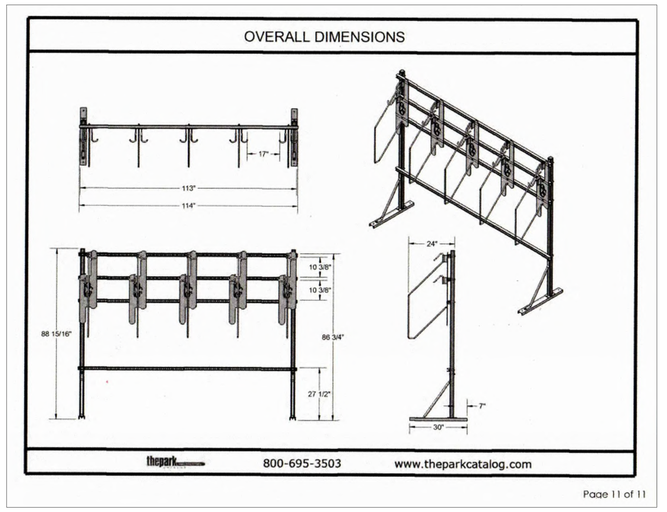
NOT TO SCALE



BIKE RACKS SPECIFICATIONS :
FREE STANDING
/ DOUBLE SIDED
6 - 18 BIKE CAPACITY
BIKE SPACING : 18" - CEILING HEIGHT : 84"
FLOOR MOUNT
NON LOCKING OR LOCKING

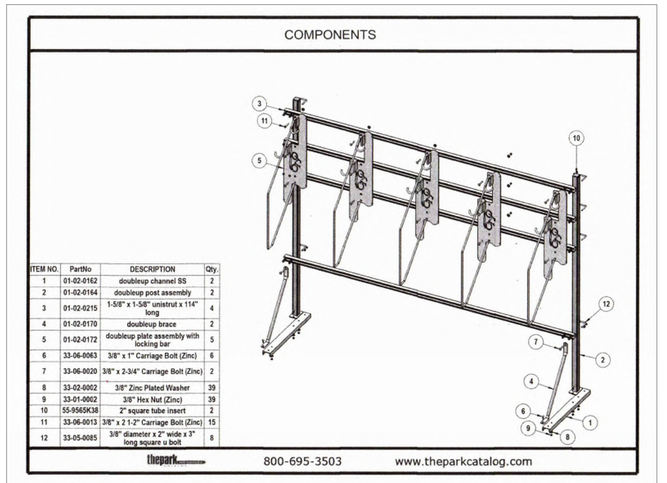
1b TYP. BICYCLE RACK PARKING DET.

NOT TO SCALE



1 TYP. BICYCLE RACK PARKING DET.

NOT TO SCALE



1a TYP. BICYCLE RACK PARKING DET.

NOT TO SCALE

REVISIONS | BY:

V J & ASSOCIATES
building design • planning • interior
1224 E. BROADWAY, SUITE 202,
Glendale, CA 91205
(818) 956-0570

PROJ. TITLE : PROPOSED 3-STORY 46-UNITS APARTMENT BUILDING

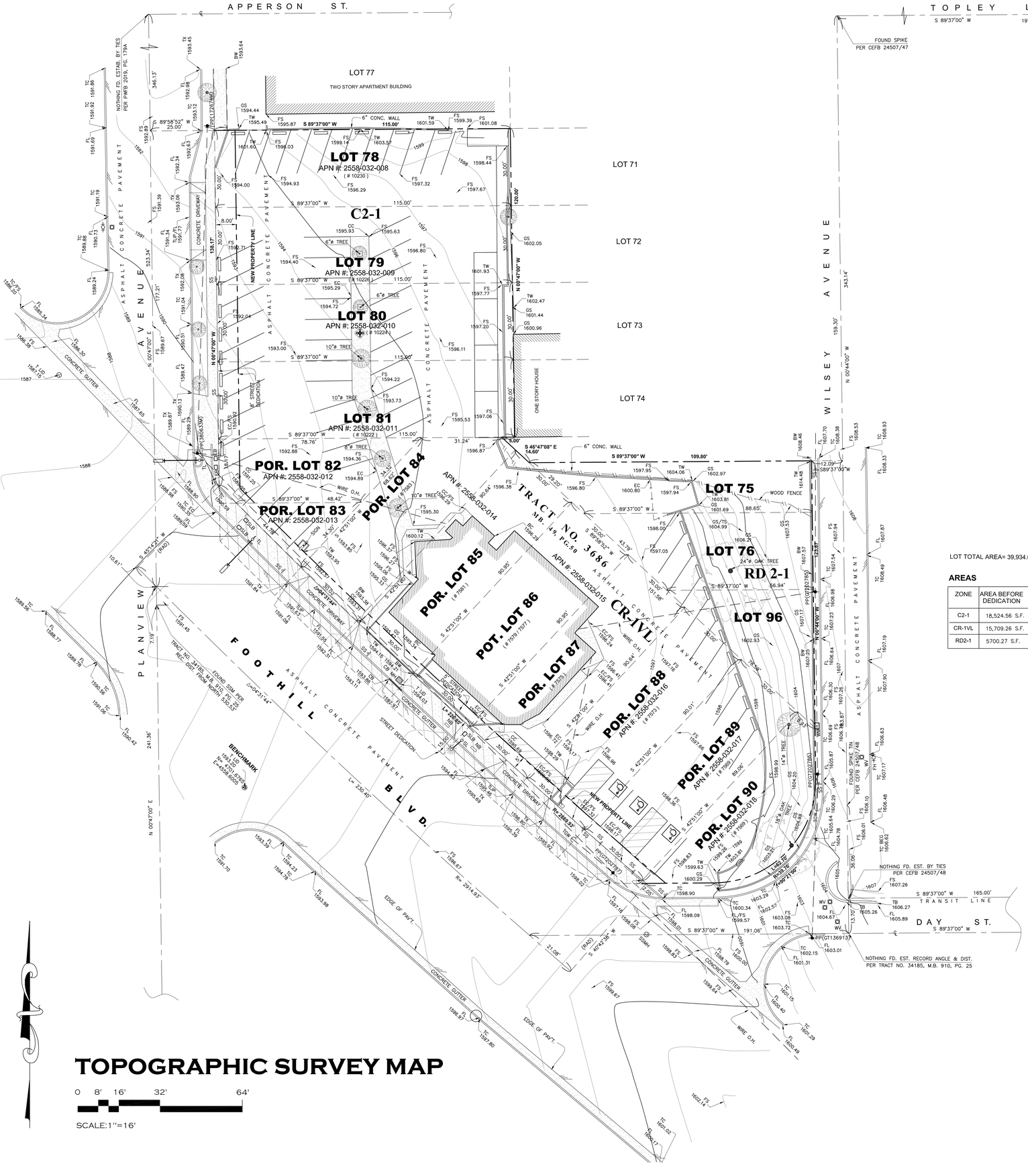
PROJ. ADD : 7577 W. FOOTHILL BLVD., TUJUNGA, CA. 91042

OWNER : 7577 FOOTHILL, LLC C/O VAROUJ KEOSSIAN
7577 W. FOOTHILL BLVD., TUJUNGA, CA. 91042

DRAWING TITLE : TYP. BICYCLE RACKS PARKING DETAIL

DRAWN BY :	NEIL A.	07-28-21
CHECKED BY :	V. J.	07-28-21
APPROVED BY :		
SCALE	3/32" = 1' - 0"	

SHEET NO. AD-4



TOPOGRAPHIC SURVEY MAP

SCALE:1"=16'

AVERAGE SLOPE CALCULATION

$$\text{AVERAGE SLOPE} = \frac{C \times L}{A \times 100}$$

WHERE : S= AVERAGE NATURAL SLOPE
C= CONTOUR INTERVAL
L= TOTAL LENGTH OF CONTOUR INTERVAL
A= TOTAL LOT AREA IN SQ. FT.

C= 2.00 FEET
L= 1287.77 FEET
A= 39,934 SQ. FT.

TOTAL LOT AREA= 39,934 SQ.

$$S = \frac{C \times L}{A \times 100}$$

$$S = \frac{5\ (1287.77)}{39{,}934 \times 100}$$

S= 6.45 %

I (INTERVAL)	L (LENGTH) IN (FEET)
1592	136.16
1594	197.00
1596	182.00
1598	200.00
1600	129.91
1602	170.00
1604	161.00
1606	111.70
TOTAL	1287.77

LOT TOTAL AREA= 39,934.09 S.F.

AREAS

ZONE	AREA BEFORE DEDICATION	AREA AFTER DEDICATION
C2-1	18,524.56 S.F.	17,057.00 S.F
CR-1VL	15,709.26 S.F.	14,935.60 S.F
RD2-1	5700.27 S.F.	5700.27 S.F.

$$\text{DIRT QUANTITIES : } Q = \frac{\text{AREA X AVERAGE CUT}}{9}$$

AREA (SQ. FT)

AVERAGE CUT (FT) ; 9= 3 C.F. = 1 C.Y

AREA 1= 26.5 X 65= 1722.5 S.F.

1722.5 X 2 = 3445 C.F.
3445 / 9 = 382.7 C.F.
= 383 C.F.

AREA 2=

AUTOCAD 34064.3 S.F.
AVERAGE CUT = 4 FT.

34064.3 X 4 = 136,257 C.F.
136,257 / 9 = 15139.6 C.F.
= 15,140 C.F.

Q_C TOTAL = 383 + 15,140 = 15,523 C.Y.

LEGEND

— - — - —	CENTER LINE
━ - - ━ - - ━	PROPERTY LINE
—x— —x—	CHAIN-LINK FENCE
—\\—\\—	WOOD FENCE
—□—□—	W.I. FENCE (WROUGHT IRON FENCE)
— — — —	LOT LINE
—G— G —	GAS LINE
—S— S —	SEWER LINE
—W— W —	WATER LINE
—T— T —	OVER HEAD TELEPHONE CABLE
▨	WOOD WALL
▨	CONC. WALL
———	EDGE OF PVM'T
A.C.	ASPHALT CONCRETE
ACU	AIR CONDITIONING UNIT
C.C.	CONCRETE CEMENT
C.C.C.	CONCRETE CEMENT CURB
BC	BATTING CAGE
BW	BACK OF WALK/BOTTOM WALL
BBBS	BASEBALL BACKSTOP
CB	CATCH BASIN
CL	CENTERLINE
CLF	CHAIN LINK FENCE
CV	CONTROL VALVE
CW	COLDWATER LINE
DI	DRAINAGE INLET
DO	DRAINAGE OUTLET
DR	DOOR
DRWY	DRIVEWAY
DS	DOWNSPOUT
EB	ELECTRIC BOX
EP	EDGE OF PAVEMENT
ET	ELECTRIC TRANSFORMER
EV	ELECTRIC VAULT
FD	FLOOR DRAIN
FL	FLOW LINE
FH	FIRE HYDRANT
FNC	FENCE
FP	FLAGPOLE / FIRE PLACE
FS	FINISH SURFACE
FWV	FIRE WATER VALVE
GS	GROUND SHOT
GV	GAS VALVE/GATE VALVE
GWA	GUY WIRE ANCHOR
ICB	IRRIGATION BOX CONTROL
LP	LIGHT POLE
MH	MANHOLE
MTL	METAL
NB	NEWS BOX
PL	PROPERTY LINE
PP	POWER POLE
PB	PULL BOX
SSCO	SANITARY SEWAGE CLEANOUT
SS	STREET SIGN/STOP SIGN
SDCB	STORM DRAIN CATCH BASIN
SDMH	STORM DRAIN MANHOLE
SLB	STREET LIGHT BOX
TC	TOP OF CURB
TW	TOP OF WALL
TX	TOP OF "X"
UA	UNDERGROUND ACCESS
WB	WATER BIB
WM	WATER METER
WV	WATER VALVE
(100.00)	RECORD DISTANCE
100.00 (m)	MEASURED DISTANCE
100.00 (c)	CALCULATED DISTANCE
(C & M)	CALCULATED AND MEASURED
—●—	POWER POLE
←—	GUY WIRE ANCHOR
■	CATCH BASIN
⊙	SSMH (SANITARY SEWER MANHOLE) OR UTILITY MANHOLE
✺	TREE
✺	OAK TREE
✺	PINE TREE
✺	PALM TREE
✿	YUCCA TREE
Ⓜ	GAS METER
⊕	FIRE HYDRANT
●—✕	PP/ELECTROLIER
◙	VALVE (UTILITY)
□	METER
△	VERTICAL & HORIZONTAL CONTROL POINT

MONUMENTS

○	MONUMENT FD. OR SET (AS NOTED)

BASIS OF BEARING

THE BEARING OF N 00°44'00" W ON WILSEY AVE. CENTERLINE AS SHOWN IN TRACT NO. 3686 M.B. 49 PAGE 50, WAS USED AS THE BASIS OF BEARING FOR THIS MAP.

BENCH MARK

STRUCTURE ID : 38604163
BASIN : E10
LID ELEVATION : 1593.20
MATERIAL : UNK
YEAR INSTALLED : 1993
TYPE CODE : MH
DEPTH (ft) : 11.5
STREET : FOOTHILL BLVD.
CROSS STREET : PLAINVIEW AVE.
BLOCK NUMBER : 7500
MAINTENANCE DISTRICT : 372
MAINTENANCE ROUTE :
SEQUENCE NUMBER :
ENGINEERING DISTRICT : VALLEY
COUNCIL DISTRICT : 7
LAST UPDATE : 06/29/2012
E= 4558.6005
N= 4701.6765

LEGAL DESCRIPTION

LOTS 78,79,80,81 AND POR. LOTS 82,83,84,85,86,87,88,89, & 90 OF TRACT NO. 3686, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 49, PAGE 50 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

DOCUMENT # : 20150642785

SURVEYOR'S CERTIFICATE

I HEREBY STATE THAT I AM A REGISTERED LAND SURVEYOR OF THE STATE OF CALIFORNIA, THAT THIS MAP CONSISTING OF 1 SHEET CORRECTLY REPRESENTS A SURVEY MADE UNDER MY SUPERVISION, THAT ALL MONUMENTS SHOWN HEREON ACTUALLY EXIST AND THEIR POSITIONS ARE CORRECTLY SHOWN. THIS SURVEY DOES NOT INCLUDE EASEMENTS EXCEPT THOSE SPECIFICALLY DELINEATED HEREON.

RAY LOMBERA P.L.S. #7740
DATE:

REVISIONS:

Ray Lombera & Associates, Inc.
Land Surveying Planning Land Development
5015 EAGLE ROCK BLVD. STE. 210 LOS ANGELES, CALIFORNIA 90041
TEL (323) 257-9771 FAX (323) 257-9865 WWW.RAYLOMBERA.COM

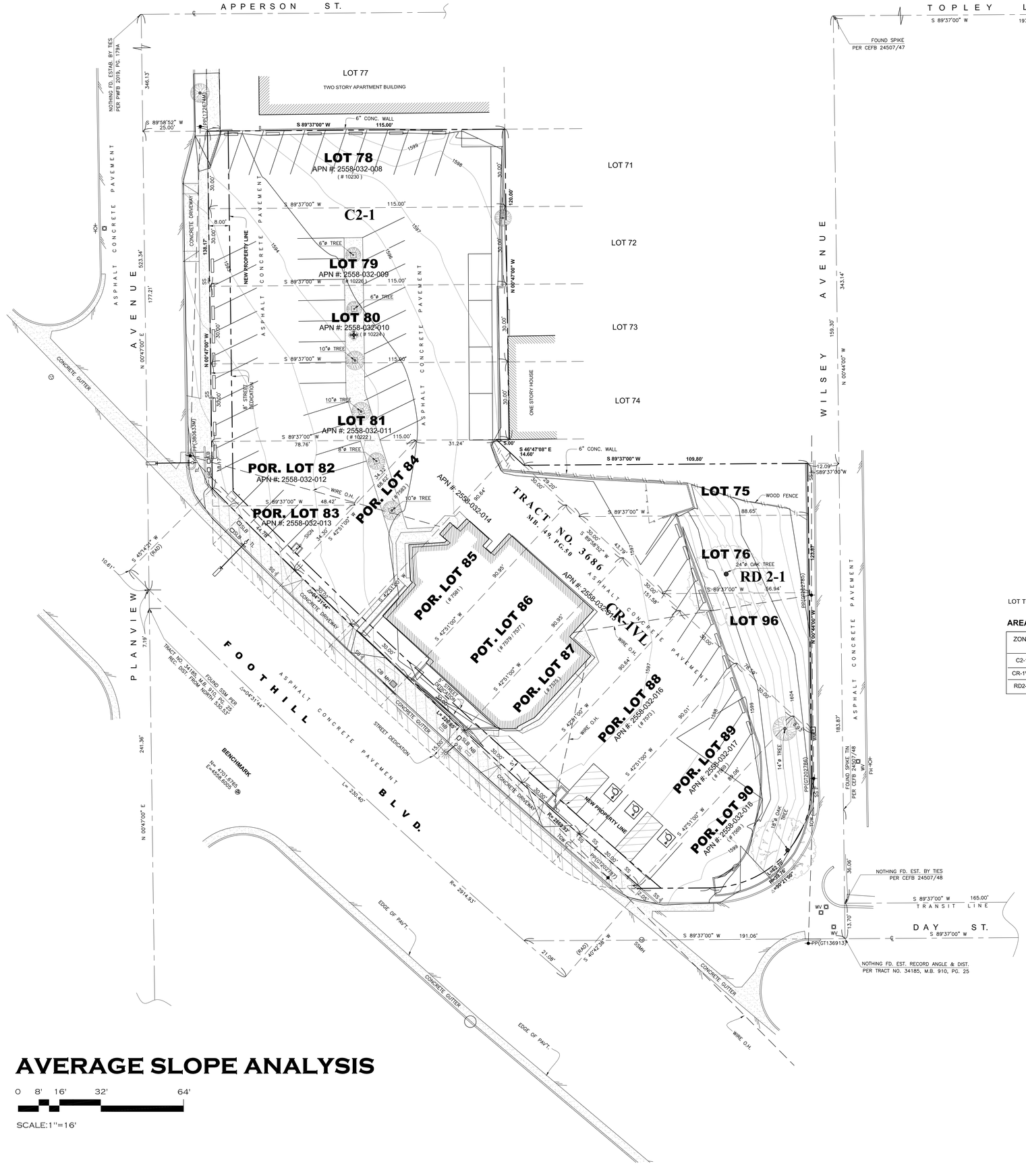
RAYMUNDO A. LOMBERA
No. 7740
7-29-2020

JOB ADDRESS:
7577 FOOTHILL BLVD.
LOS ANGELES, CA 91042

REQUESTED BY:
VAROUJ KEOSSEIAN

CHECKED BY:	R.L.
DRAWN BY:	R.D.P.
DATE:	SEPT. 14, 2015
SCALE:	1"=16'-0"

SHEET NO.
C-1
SHEET 1 OF 1



AVERAGE SLOPE ANALYSIS

0 8' 16' 32' 64'

SCALE:1"=16'

AVERAGE SLOPE CALCULATION

AVERAGE SLOPE= $\frac{C \times L}{A \times 100}$

WHERE : S= AVERAGE NATURAL SLOPE
C= CONTOUR INTERVAL
L= TOTAL LENGTH OF CONTOUR INTERVAL
A= TOTAL LOT AREA IN SQ. FT.

C= 2.00 FEET
L= 1287.77 FEET
A= 39,934 SQ. FT.

TOTAL LOT AREA= 39,934 SQ. FT.

$S= \frac{C \times L}{A \times 100}$

$S= \frac{5\ (1287.77)}{39,934 \times 100}$

S= 6.45 %

I (INTERVAL)	L (LENGTH) IN (FEET)
1592	136.16
1594	197.00
1596	182.00
1598	200.00
1600	129.91
1602	170.00
1604	161.00
1606	111.70
TOTAL	1287.77

LOT TOTAL AREA= 39,934.09 S.F.

AREAS

ZONE	AREA BEFORE DEDICATION	AREA AFTER DEDICATION
C2-1	18,524.56 S.F.	17,057.00 S.F
CR-1VL	15,709.26 S.F.	14,935.60 S.F
RD2-1	5700.27 S.F.	5700.27 S.F.

BASIS OF BEARING

THE BEARING OF N 00°44'00" W ON WILSEY AVE. CENTERLINE AS SHOWN IN TRACT NO. 3686 M.B. 49 PAGE 50, WAS USED AS THE BASIS OF BEARING FOR THIS MAP.

BENCH MARK

STRUCTURE ID : 38604163
BASIN : E10
LID ELEVATION : 1593.20
MATERIAL : UNK
YEAR INSTALLED : 1993
TYPE CODE : MH
DEPTH (ft) : 11.5
STREET : FOOTHILL BLVD.
CROSS STREET : PLAINVIEW AVE.
BLOCK NUMBER : 7500
MAINTENANCE DISTRICT : 372
MAINTENANCE ROUTE :
SEQUENCE NUMBER :
ENGINEERING DISTRICT : VALLEY
COUNCIL DISTRICT : 7
LAST UPDATE : 06/29/2012
E= 4558.6005
N= 4701.6765

LEGAL DESCRIPTION

LOTS 78,79,80,81 AND POR. LOTS 82,83,84,85,86,87,88,89, & 90 OF TRACT NO. 3686, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 49, PAGE 50 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

DOCUMENT # : 20150642785

REVISIONS:

Ray Lombera & Associates, Inc.
Land Surveying Planning Land Development
5015 EAGLE ROCK BLVD. STE. 210 LOS ANGELES, CALIFORNIA 90041
TEL. (323) 257-9771 FAX. (323) 257-9865 WWW.RAYLOMBERA.COM

RLA Ray Lombera & Associates

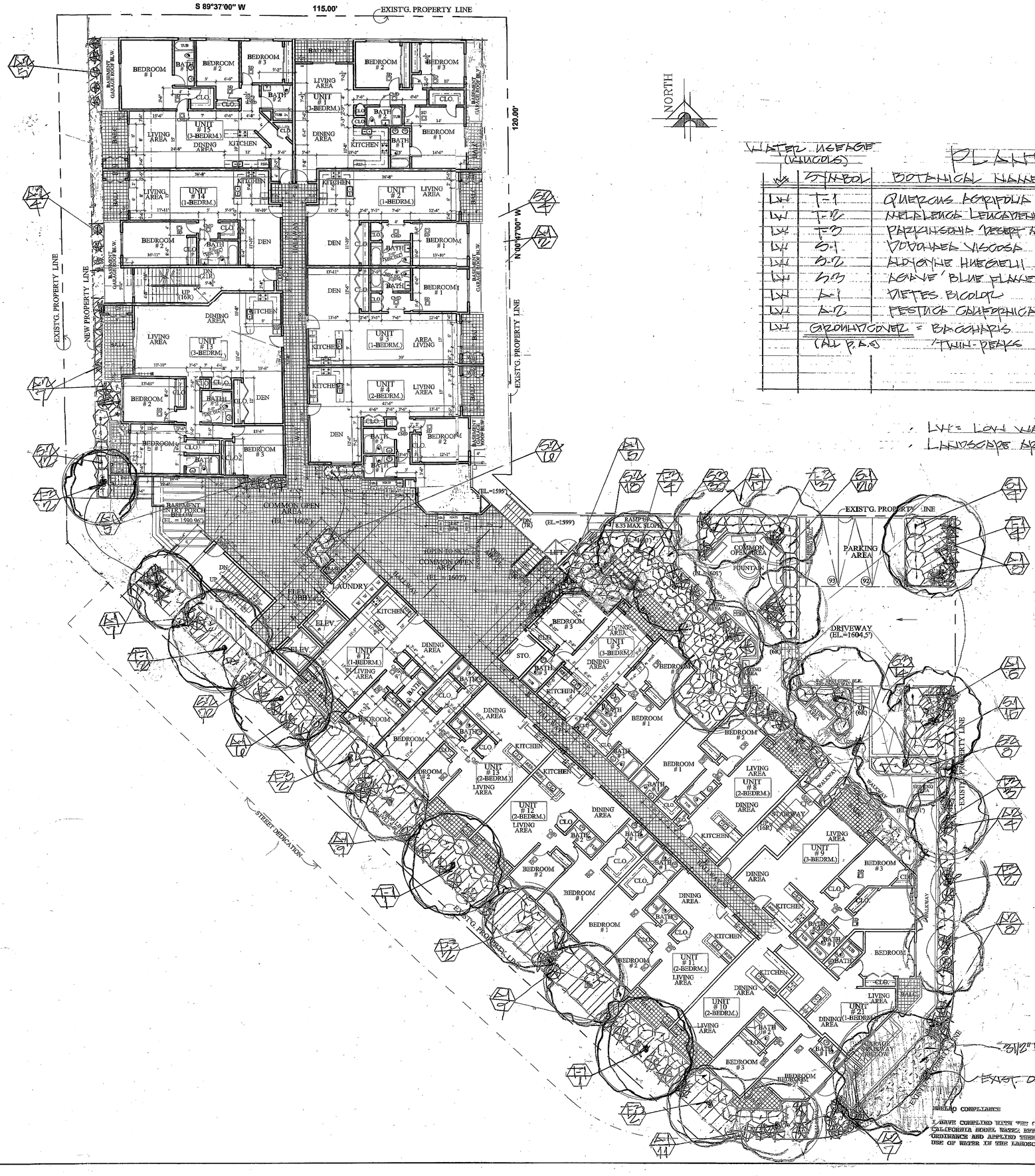
LICENSED LAND SURVEYOR RAYMUNDO A. LOMBERA No. 7740 STATE OF CALIFORNIA

JOB ADDRESS:
7577 FOOTHILL BLVD.
LOS ANGELES, CA 91042

REQUESTED BY:
VAROUJ KEOSSEIAN

CHECKED BY:
R.L.
DRAWN BY:
R.D.P.
DATE:
JULY 8, 2020
SCALE:
1"=16'-0"

SHEET NO.
C-1
SHEET 1 OF 1



WATER USEAGE (CALWORKS)

PLANT LIST

KEY	SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	QTY.	SPACING
LW	T-1	QUERCUS AGRIFOLIA	COAST LIVEOAK	48"BX	8	-
LW	T-2	MELALEUCA LEUCADENDRON	CAJEPUT - WHITE	36"BX	8	
LW	T-3	PARKINSONIA 'DESERT MUSEUM'	PALO VERDE 'MULTI.	24"BX	15	
LW	S-1	DODONAEA VISCOSA	HOPSEED BUSH	5GAL	45	5'O.C.
LW	S-2	ALOYSYNE HUEGELII	BLUE HIBISCUS	5GAL.	1310	4'O.C.
LW	S-3	AGAVE 'BLUE FLAME'	BLUE FLAME AGAVE	5GAL.	30	3'O.C.
LW	A-1	DIETES BICOLOR	FORTNIGHT LILY	5GAL	107	RANDOM
LW	A-2	FESTUCA CALIFORNICA	CALIFORNIA FESCUE	5GAL	135	" "
LW	GROUNDCOVER = BACCHARIS (ALL P.A.S 'TWIN PEAKS'		COYOTE BRUSH	FLATS	AS NEEDED	18"O.C.

- LW= LOW WATER USEAGE= P.F.=3
- LANDSCAPE AREA= 41320-SQ.FT.

NOTE: • REFER TO ARBORIST'S REPORT FOR EXISTING OAKS.

A MINIMUM 3 INCH LAYER OF MULCH SHALL BE APPLIED ON ALL EXPOSED SOIL SURFACES OF PLANTING AREAS; EXCEPT FOR TURF AREAS, CREEPING OR ROOTING GROUNDCOVERS, OR DIRECT SEEDING. APPLICATIONS WHERE MUCH IS CONTRADICTED. FOR SOILS LESS THAT 6% ORGANIC MATTER IN THE TOP 6"OF SOIL, COMPOST AT RATE OF A MINIMUM OF 4 CUBIC YARDS SOIL PER 1,000 SQUARE FEET OF PERMEABLE AREA SHALL BE INCORPORATED TO A DEPTH OF 6" INTO THE SOIL.

3 1/2" BARK MULCH

EXIST. DWG

WATER EFFICIENT LANDSCAPE ORDINANCE COMPLIANCE

I HAVE COMPLIED WITH THE CRITERIA OF THE CALIFORNIA MODEL WATER EFFICIENT LANDSCAPE ORDINANCE AND APPLIED THEM FOR THE EFFICIENT USE OF WATER IN THE LANDSCAPE DESIGN PLAN.

PLANTING PLAN

LARRY G. TISON & ASSOCIATES
LARRY G. TISON, A.S.L.A.
LANDSCAPE ARCHITECTURE
314 E. BROADWAY, SUITE D, GLENDALE, CALIFORNIA 91205
818-241-9159

REVISIONS	BY:
11-16-07	LGT
" " 8-11-08	LGT

V J & ASSOCIATES
building design • planning • interior
1224 E. BROADWAY, SUITE 202,
Glendale, CA 91205
(818) 956-0570

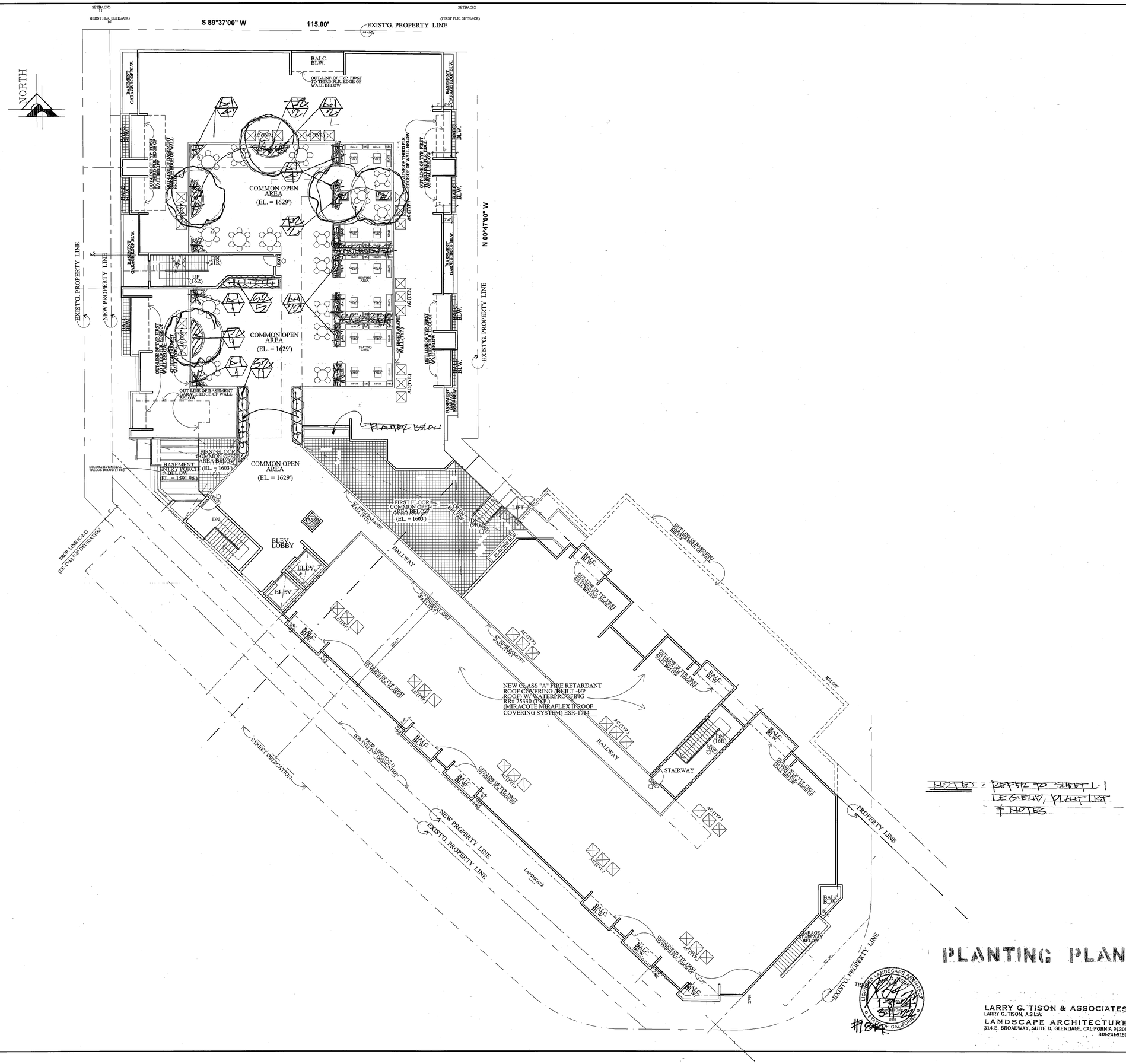
PROJ. TITLE: PROPOSED 3-STORY 63-UNITS APARTMENT BUILDING

PROJ. ADD: 7577 W. FOOTHILL BLVD., TUJUNGA, CA. 91042

OWNER: 7577 FOOTHILL, LLC C/O VAROUJ KEOSSIAN
7577 W. FOOTHILL BLVD., TUJUNGA, CA 91042

DRAWING TITLE:

DRAWN BY: LGT	12-12-07
CHECKED BY: VJ	
APPROVED BY: LGT	
SCALE 3/32" = 1'-0"	
SHEET NO. L-1	



NOTE: REFER TO SHEET L-1 LEGEND, PLANT LIST & NOTES

PLANTING PLAN

LARRY G. TISON & ASSOCIATES
LARRY G. TISON, A.S.L.A.
LANDSCAPE ARCHITECTURE
314 E. BROADWAY, SUITE D, GLENDALE, CALIFORNIA 91205
818-241-9169

LICENSED LANDSCAPE ARCHITECT — LARRY G. TISON — No. 2504 — 1-31-24 — RENEWAL DATE — STATE OF CALIFORNIA

#1 CORR.

REVISIONS	BY:

V J & ASSOCIATES
building design • planning • interior
1224 E. BROADWAY, SUITE 202,
Glendale, CA 91205
(818) 956-0570

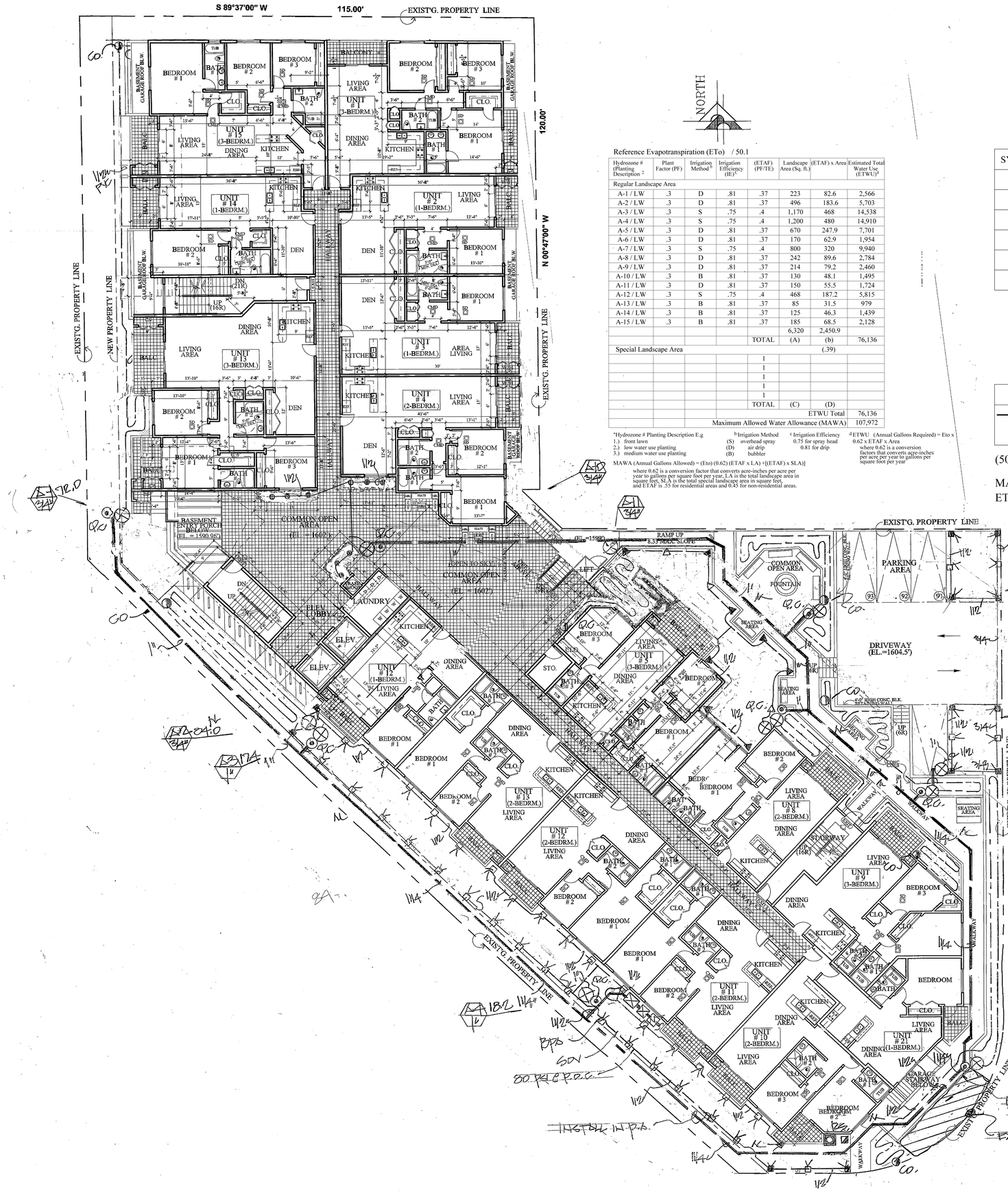
PROJ. TITLE: PROPOSED 3-STORY 46-UNITS APARTMENT BUILDING

PROJ. ADD: 7577 W. FOOTHILL BLVD., TUJUNGA, CA. 91042

OWNER: 7577 FOOTHILL, LLC C/O VAROUJ KEOSSIAN
7577 W. FOOTHILL BLVD., TUJUNGA, CA. 91042

DRAWING TITLE: ROOF GARDEN

DRAWN BY:	R. LOAT
CHECKED BY:	LT
APPROVED BY:	LT
SCALE	3/32" = 1'-0"
SHEET NO.	L-1A



NORTH

Reference Evapotranspiration (ETo) / 50.1

Hydrozone # (Planting Description [2]	Plant Factor (PF)	Irrigation Method [3]	Irrigation Efficiency (IE) [4]	(ETAF) (PF/TE)	Landscape Area (Sq. ft.)	(ETAF) x Area	Estimated Total Water Use (ETWU) [6]
Regular Landscape Area							
A-1 / LW	.3	D	.81	.37	223	82.6	2,566
A-2 / LW	.3	D	.81	.37	496	183.6	5,703
A-3 / LW	.3	S	.75	.4	1,170	468	14,538
A-4 / LW	.3	S	.75	.4	1,200	480	14,910
A-5 / LW	.3	D	.81	.37	670	247.9	7,701
A-6 / LW	.3	D	.81	.37	170	62.9	1,954
A-7 / LW	.3	S	.75	.4	800	320	9,940
A-8 / LW	.3	D	.81	.37	242	89.6	2,784
A-9 / LW	.3	D	.81	.37	214	79.2	2,460
A-10 / LW	.3	B	.81	.37	130	48.1	1,495
A-11 / LW	.3	D	.81	.37	150	55.5	1,724
A-12 / LW	.3	S	.75	.4	468	187.2	5,815
A-13 / LW	.3	B	.81	.37	85	31.5	979
A-14 / LW	.3	B	.81	.37	125	46.3	1,439
A-15 / LW	.3	B	.81	.37	185	68.5	2,128
					6,320	2,450.9	
				TOTAL	(A)	(b)	76,136
Special Landscape Area						(.39)	
				1			
				1			
				1			
				1			
				1			
				TOTAL	(C)	(D)	
						ETWU Total	76,136
					Maximum Allowed Water Allowance (MAWA)		107,972

[2]Hydrozone # Planting Description E.g
1.) front lawn
2.) low water use planting
3.) medium water use planting

[3] Irrigation Method
(S) overhead spray
(D) air drip
(B) bubbler

[4] Irrigation Efficiency
0.75 for spray head
0.81 for drip

[6] ETWU (Annual Gallons Required) = Eto x 0.62 x ETAF x Area
where 0.62 is a conversion factors that converts acre-inches per acre per year to gallons per square foot per year

MAWA (Annual Gallons Allowed) = (Eto) (0.62) (ETAF x LA) +[(ETAF) x SLA)]
where 0.62 is a conversion factor that converts acre-inches per acre per year to gallons per square foot per year, LA is the total landscape area in square feet, SLA is the total special landscape area in square feet, and ETAF is .55 for residential areas and 0.45 for non-residential areas.

SPRINKLER HEADS

SYMBOLS	DESCRIPTIONS	MODEL NO.	GPM	RADIUS	PSI
▼	RAINBIRD 'POP-UP" / QTR.	1812-12Q MPR.	.62	12'	30
▽	RAINBIRD 'POP-UP" / HALF	1812-12H MPR.	1.3	12'	30
■	RAINBIRD 'POP-UP" / QTR.	1812-10Q MPR.	.39	10'	30
□	RAINBIRD 'POP-UP" / HALF	1812-10 MPR.	.79	10'	30
●	RAINBIRD 'POP-UP" BUBBLER	1812-1401	.25	-	30

DRIP EMITTERS

SYMBOLS	DESCRIPTIONS	MODEL NO.	GPH	PSI
——-——-——	RAINBIRD DRIPLINE W/ EMITTERS @ 12" O.C.	XFS-06-12-100	60 PER 100'	30

(50.1) (0.62) (.55) (6,320 ☐) + (0)

MAWA = 107,972 GPY
ETWU = 73,136 GPY

LEGEND

- WEATHER BASED CONTROLLER (RAINBIRD ESP-LXME/B STATION)
- RS- RAIN SENSOR (RAINBIRD RSD BEX)
- BFP BACKFLOW PREVENTER (FEBCO 825-Y-1½")
- QC QUICK COUPLER (RAINBIRD 44LC
- VALVE RAINBIRD (DRIP = PEB SERIES; DRIP = XCZ-075 PRF)
- 12.0 VALVE NO. / GPH
- VALVE SIZE
- MAINLINE / SCHD. 40 PVC.
- LATERAL LINE / SCHD. 40 PVC
- SOV SHUT-OFF VALVE
- IRRIGATION METER
- CO CLEAN OUT

CHECK VALVES OR ANTI-DRAIN VALVES ARE REQUIRED ON ALL SPRINKLER HEADS WHERE LOW POINT DRAINAGE CAN occur.
MANUAL SHUT-OFF VALVES SHALL BE REQUIRED; AS CLOSE AS POSSIBLE TO THE POINT OF CONNECTION TO THE WATER SUPPLY, TO MINIMIZE WATER LOSS IN CASE OF EMERGENCY OR ROUTINE REPAIR.
PRESSURE REGULATING DEVICES ARE REQUIRED IF WATER PRESSURE IS BELOW OR EXCEEDS THE RECOMMENDED PRESSURE OF THE SPECIFIED IRRIGATION DEVICES.
A DIAGRAM OF THE IRRIGATION PLAN; SHOWING HYDROZONES SHALL BE KEPT WITH THE IRRIGATION CONTROLLER FOR SUBSEQUENT MANAGEMENT PURPOSES.
A CERTIFICATION OF COMPLETION SHALL BE FILLED OUT AND CERTIFIED BY EITHER DESIGNER OF THE LANDSCAPE PLANS, IRRIGATION PLANS OR THE LICENSED LANDSCAPE CONTRACTOR FOR THE PROJECT.
AN IRRIGATION AUDIT REPORT SHALL BE COMPLETED AT THE TIME OF INSPECTION.
AT THE TIME OF THE FINAL INSPECTION;THE PERMIT APPLICANT MUST PROVIDE THE OWNER OF THE PROPERTY WITH A CERTIFICATE OF COMPLETION, CERTIFICATION OF INSTALLATION, IRRIGATION SCHEDULE OF LANDSCAPE AND IRRIGATION MAINTENANCE.
RECIRCULATING WATER SYSTEMS SHALL BE USED FOR WATER FEATURES.

IRRIGATION PLAN

LARRY G. TISON & ASSOCIATES
LARRY G. TISON, A.S.L.A.
LANDSCAPE ARCHITECTURE
314 E. BROADWAY, SUITE D, GLENDALE, CALIFORNIA 91205
818-241-9169

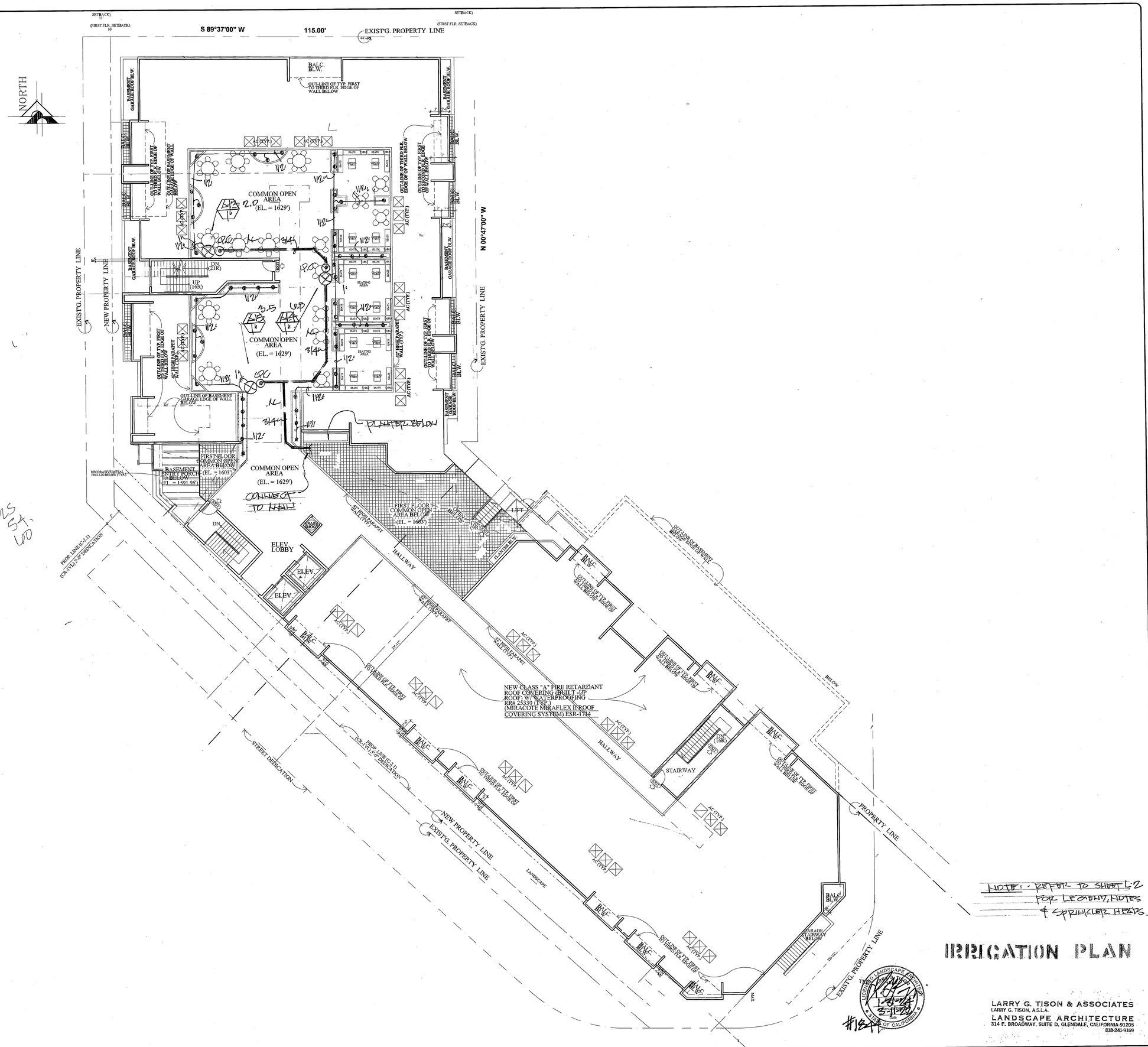
REVISIONS	BY:

V J & ASSOCIATES
building design • planning • interior
1224 E. BROADWAY, SUITE 202,
Glendale, CA 91205
(818) 956-0570

PROJ. TITLE: PROPOSED 3-STORY 46-UNITS APARTMENT BUILDING
PROJ. ADD: 7577 W. FOOTHILL BLVD., TUJUNGA, CA. 91042
OWNER: 7577 FOOTHILL, LLC C/O VAROUJ KEOSSIAN
7577 W. FOOTHILL BLVD, TUJUNGA, CA. 91042

DRAWING TITLE:

DRAWN BY:	LGT	6-12-20
CHECKED BY:	EL	
APPROVED BY:	LGT	
SCALE	3/32" = 1' - 0"	
SHEET NO.	L-2	



IRRIGATION PLAN

LARRY G. TISON & ASSOCIATES
LARRY G. TISON, A.S.L.A.
LANDSCAPE ARCHITECTURE
314 E. BROADWAY, SUITE D, GLENDALE, CALIFORNIA-91205
818-241-9169

REVISIONS	BY:

ALL IDEAS, DESIGNS, ARRANGEMENTS AND PLANS INDICATED OR REPRESENTED BY THIS DRAWING ARE OWNED BY, AND ARE THE PROPERTY OF V J & ASSOCIATES AND WERE CREATED, EVOLVED, AND DEVELOPED FOR USE ON, AND IN CONNECTION WITH THE SPECIFIED PROJECT AND ARE NOT TO BE USED, IN WHOLE OR IN PART, FOR ANY OTHER PROJECT, WITHOUT THE WRITTEN PERMISSION OF V J & ASSOCIATES. ALL IDEAS, DESIGNS, ARRANGEMENTS OR PLANS SHALL BE USED BY OR DISCLOSED TO ANY PERSON, FIRM, OR CORPORATION FOR ANY PURPOSE WHATSOEVER, WITHOUT THE WRITTEN PERMISSION OF V J & ASSOCIATES. VISUAL CONTACT WITH THESE DRAWINGS SHALL CONSTITUTE PRIMA FACIE EVIDENCE OF ACCEPTANCE OF THESE RESTRICTIONS. IN CASE OF CONFLICT BETWEEN THE DRAWINGS AND SPECIFICATIONS, ALL DIMENSIONS AND CONDITIONS ON THE JOB AND THIS OFFICE MUST BE VERIFIED IN WRITING BEFORE PROCEEDING WITH ANY PORTION OF THE WORK INVOLVED. NOTIFY V J & ASSOCIATES OF ANY DISCREPANCIES. FULL SIZE SHOP DETAILS MUST BE SUBMITTED TO THIS OFFICE FOR APPROVAL BEFORE PROCEEDING WITH FABRICATION.

V J & ASSOCIATES
building design • planning • interior
1224 E. BROADWAY, SUITE 202,
Glendale, CA 91205
(818) 956-0570

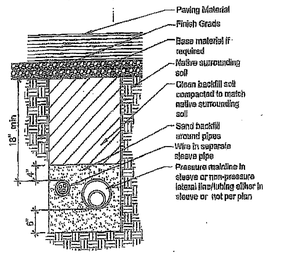
PROJ. TITLE: PROPOSED 3-STORY 46-UNITS APARTMENT BUILDING

PROJ. ADD.: 7577 W. FOOTHILL BLVD., TUJUNGA, CA. 91042

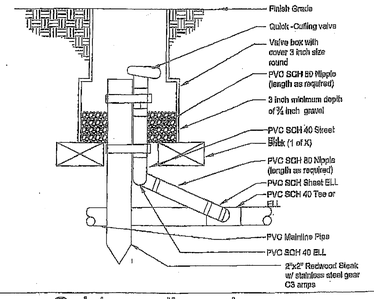
OWNER: 7577 FOOTHILL, LLC C/O VAROUJ KEOSSIAN
7577 W. FOOTHILL BLVD., TUJUNGA, CA. 91042

DRAWING TITLE: ROOF GARDEN

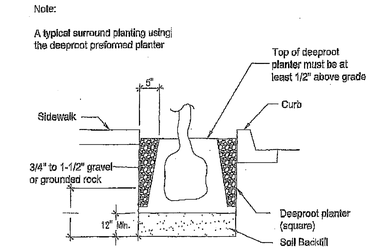
DRAWN BY:	LGT
CHECKED BY:	BL
APPROVED BY:	BL
SCALE	3/32" = 1' - 0"
SHEET NO.	L-2.1



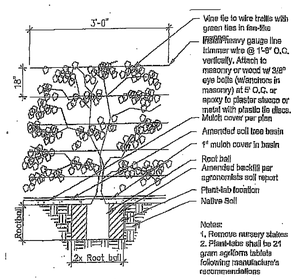
Pipe & wire trenching



Quick coupling valve



Tree Root barriers



Vine Planting detail

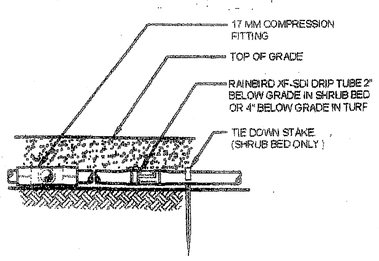
1. Contractor shall verify plant count for bidding purposes.
2. Ground cover indicated by shall be continuous under shrub.
3. Planting areas which have no cover indicated shall receive 3" min. fine redwood bark as a ground cover.
4. Contractor shall guarantee plant material for 90 days after installation and replace any diseased or damaged materials during that one year period.
5. The following amendments shall be uniformally broadcast and thoroughly incorporate to a depth of 12" min. by rotoriller equal amount per. 1,000 sq.ft.
6. Cu. yd. (2") nitrogen stabilized organic amendment from redwood sawdust, fir dust, or finely ground bark 5 lbs. ammonium sulfate.

Note: This formula is a Std. mix and will change if there are any unusual soil conditions at the site. Compacted backfill shall be 100% on site soil.

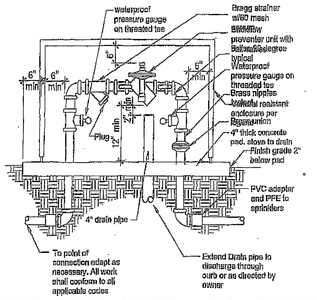
Landscape Notes

Soil Texture	Emitters rate (gph) per hour							
	Cover	Base	Cover	Base	Cover	Base	Cover	Base
Course Sandy Soil	2.00	2.00	2.00	1.50	1.50	1.00	1.00	0.50
Coarse sandy soil over compact base	1.75	1.50	1.25	1.00	1.00	0.75	0.75	0.40
Light Sandy	1.75	1.00	1.25	0.80	1.00	0.80	0.75	0.40
Light Sandy compacted subsoil	1.25	0.75	1.00	0.50	0.75	0.40	0.50	0.30
Uniform Soil	1.00	0.50	0.80	0.40	0.50	0.30	0.40	0.20
Light over compact soil	0.50	0.30	0.50	0.20	0.40	0.15	0.30	0.10
Light clay over	0.20	0.15	0.15	0.10	0.12	0.05	0.10	0.05

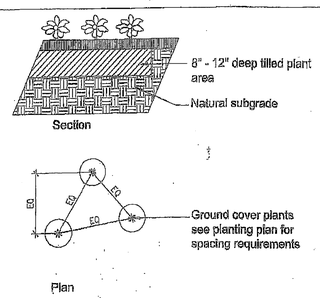
Soil characteristics



DRIP TUBE



Backflow preventer



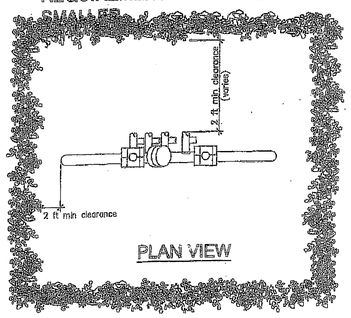
Ground Cover planting detail

1. All irrigation lines under drives to be installed in pvc sleeve @ 18" depth min.
2. Locate all RCV's and HB's in planting areas. (typ.)
3. Jet all lines and trenches under paving 90% min.
4. Install remote control valve in ametex 12" box or equal (one valve per box) & marked "irrigation", located boxes in ground cover areas whenever possible and a min. 12": from paving or curbs.
5. The contractor shall provide owner with a completely operation system and clean set of marked prints as "as-built" drawing. Reference all trenches with dimensions to nearest building or paving.
6. The contractor shall warrant that the system will be a free from defects of workmanship and materials for a period of one year. All repairs necessary shall be made at no cost to the owner.

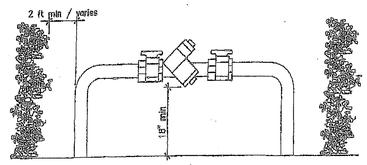
Note: All other requirements to be per city standards and specifications.

Irrigation notes

BACKFLOW PREVENTION DEVICES SCREENING REQUIREMENTS 2-1/2" AND SMALLER

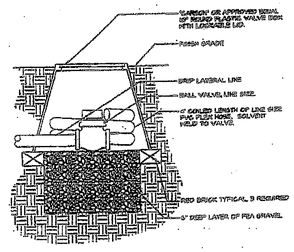


PLAN VIEW

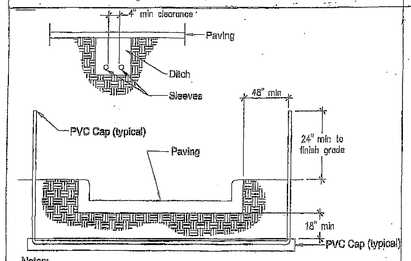


ELEVATION

BACKFLOW DEVICE SCRENING DETAIL



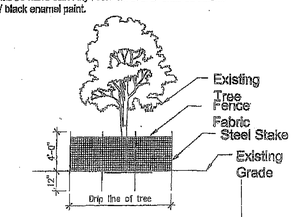
DRIP IRRIGATION FLUSH VALVE DETAIL



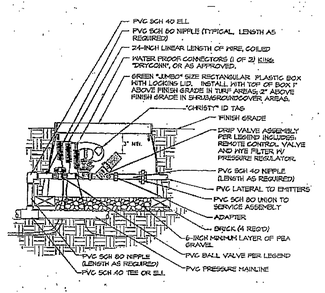
Notes:
1. All PVC irrigation sleeves to be class 200 pipe
2. All joints to be solvent welded and watertight
3. Where there is more than one sleeve, extend the smaller sleeve to 24-inches minimum above finish grade
4. Mechanically temp to 95% compaction.

Sleeving

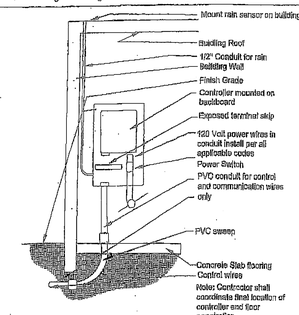
Note:
1. Dripline of tree shall be enclosed w/ a 4'-0" high fence, fence fabric to be durable and bright color, stake to be staff, size and installed to be depth of 12" min.
2. Any trenching required within the dripline of the tree shall be hand dub. Any roots cut over 2" shall be sealed w/ black enamel paint.



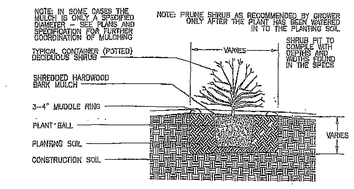
Projection of Existing Tree



REMOTE CONTROL VALVE



Solid-state Controller



CONTANER SHRUB PLANTING DETAIL

REGISTERED LANDSCAPE ARCHITECT — LARRY G. TISON — No. 2169 — RENEWAL 08-31-11 — STATE OF CALIFORNIA

DETAIL PLAN

LARRY G. TISON & ASSOCIATES
LARRY G. TISON, A.S.L.A.
LANDSCAPE ARCHITECTURE
314 E. BROADWAY, SUITE D, GLENDALE, CALIFORNIA 91205
818-241-9169

REVISIONS | BY

V J & ASSOCIATES
building design • planning • interior
1224 E. BROADWAY, SUITE 202,
Glendale, CA 91205
(818) 956-0570

PROJ. TITLE: PROPOSED 3-STORY 46-UNITS APARTMENT BUILDING

PROJ. ADD: 7577 W. FOOTHILL BLVD., TUJUNGA, CA. 91042

OWNER: 7577 FOOTHILL, LLC C/O VAROUJ KEOSSIAN
7577 W. FOOTHILL BLVD., TUJUNGA, CA. 91042

DRAWING TITLE:

DRAWN BY: LGT	6-23-10
CHECKED BY: LGT	-
APPROVED BY: LGT	

SHEET NO. L-3

EXHIBIT B

ENVIRONMENTAL DOCUMENTS

ENV-2021-9910-CE

CITY OF LOS ANGELES
DEPARTMENT OF CITY PLANNING
CITY HALL 200 NORTH SPRING STREET LOS ANGELES CA 90012

FINDINGS SUPPORTING A CATEGORICAL EXEMPTION

7577 West Foothill Boulevard Project

Case Number: ENV-2021-9910-CE

Project Location: 7577 West Foothill Boulevard, Los Angeles CA 91042 (7569 – 7583 West Foothill Boulevard; 10211 – 10217 North Wilsey Avenue; 10222 – 10230 North Plainview Avenue)

Community Plan Area: Sunland – Tujunga – Lake View Terrace – Shadow Hills – East La Tuna Canyon

Council District: 7 – Monica Rodriguez

Project Description: The Project involves the construction of a three-story 67,822 square foot residential building with 46 residential units, including at 15 percent (or 7 dwelling units), set aside as Very-Low Income Households. The Project would consist of three stories of residential uses above a basement parking level. Eighty-nine vehicle parking spaces would be provided, including 85 parking spaces in the basement parking level and 4 parking spaces in a rear outdoor surface parking area. The Project would also provide 61 bicycle parking spaces, including, 49 long-term bicycle parking spaces in the basement garage and 12 short-term bicycle parking spaces in the front of the building on Foothill Boulevard. The Project would provide approximately 8,362 square feet of open space including an outdoor plaza on the ground floor, a roof deck, and approximately 46 private balconies. The Project proposes a maximum height of 42 feet, plus rooftop appurtenances. In order to permit the development of the Project, the City would require approval of the following discretionary actions: (1) Project Permit Compliance with the Foothill Boulevard Corridor Specific Plan; (2) Density Bonus with the following (a) on-menu incentive: (i) averaging of floor area, density, open space and parking over the Project Site, and permit vehicular access from a less restrictive zone to a more restrictive zone; (b) off-menu incentives: (i) a waiver from Section 7.B.3 of the Specific Plan to increase the permitted maximum height from 33 feet to 42 feet and (ii) reduce the setback from 15 feet to 10 feet; and the following waiver of development standards (c) a waiver from Section 7.B.5 of the Specific Plan to eliminate the requirement of providing a walkway within the Project and (3) Other discretionary and ministerial permits and approvals that may be deemed necessary, including, but not limited to, removal of on- and off-site trees, temporary street closure permits, demolition permits, grading permits, excavation/shoring permits, building permits, haul route, and sign permits in order to execute and implement the Project.

PREPARED FOR:
The City of Los Angeles
Department of City Planning
PREPARED BY:
EcoTierra Consulting, Inc.
APPLICANT:
7577 Foothill LLC
April 2023

7577 West Foothill Boulevard Project

Case Number: ENV-2021-9910-CE

7577 West Foothill Boulevard, Los Angeles CA 91042

FINDINGS SUPPORTING A CATEGORICAL EXEMPTION

PREPARED FOR:
The City of Los Angeles
Department of City Planning
200 N. Spring Street, Room 763
Los Angeles, CA 90012-2601

APPLICANT:
7577 Foothill LLC

PREPARED BY:
EcoTierra Consulting, Inc.
633 W. 5th Street, 26th Floor
Los Angeles, CA 90071

April 2023

TABLE OF CONTENTS

APPENDICES

LIST OF FIGURES

LIST OF TABLES

I. INTRODUCTION

1. INTRODUCTION

The subject of this document is the proposed 7577 West Foothill Boulevard Project (the "Project"), a proposed three-story residential building comprised of 46 multi-family residential units at 7577 West Foothill Boulevard (the "Project Site") in the Tujunga community of the City of Los Angeles (the "City"). The Project is discussed in further detail in Section II, Project Description. The Project Site is located within the Sunland – Tujunga – Lake View Terrace – Shadow Hills – East La Tuna Canyon Community Plan Area of the City of Los Angeles and within the Foothill Boulevard Specific Plan Area. The City of Los Angeles Department of City Planning is the Lead Agency under the California Environmental Quality Act (CEQA).

2. PROJECT INFORMATION

Project Title: 7577 W. Foothill Boulevard Project

Project Applicant: 7577 Foothill LLC

Project Location: 7577 West Foothill Boulevard
Los Angeles, CA 91042

Lead Agency: City of Los Angeles Department of City Planning
200 N. Spring Street, Room 763
Los Angeles, CA 90012

3. ORGANIZATION OF THIS DOCUMENT

This document is organized as follows:

Introduction: This section provides introductory information such as the Project title, the Project Applicant, and the designated Lead Agency for the proposed Project.

Project Description: This section provides a detailed description of the proposed Project including the environmental setting, Project characteristics, and environmental clearance requirements.

Categorical Exemption Analysis: This section contains a consistency analysis of the Project with the appropriate Categorical Exemption class and demonstrates that exclusions to a Categorical Exemption are not applicable to this Project.

II. PROJECT DESCRIPTION

1. PROJECT SUMMARY

The Project proposes the construction of a three-story 67,822 square foot residential building comprised of 46 residential units, least 15 percent (or 7 dwelling units), set aside as Very-Low Income Households. The Project would consist of three stories of residential uses above a basement parking level. 89 vehicle parking spaces would be provided, including 85 parking spaces in the basement parking level and 4 parking spaces in a rear surface outdoor parking area. The Project would also provide 61 bicycle parking spaces, including, 49 long-term bicycle parking spaces in the basement garage and 12 short-term bicycle parking spaces in the front of the building on Foothill Boulevard. The Project would provide approximately 8,362 square feet of open space including an outdoor plaza on the ground floor, a roof deck, and approximately 46 private balconies. The Project proposes to reach a height of approximately 42 feet, plus rooftop appurtenances.

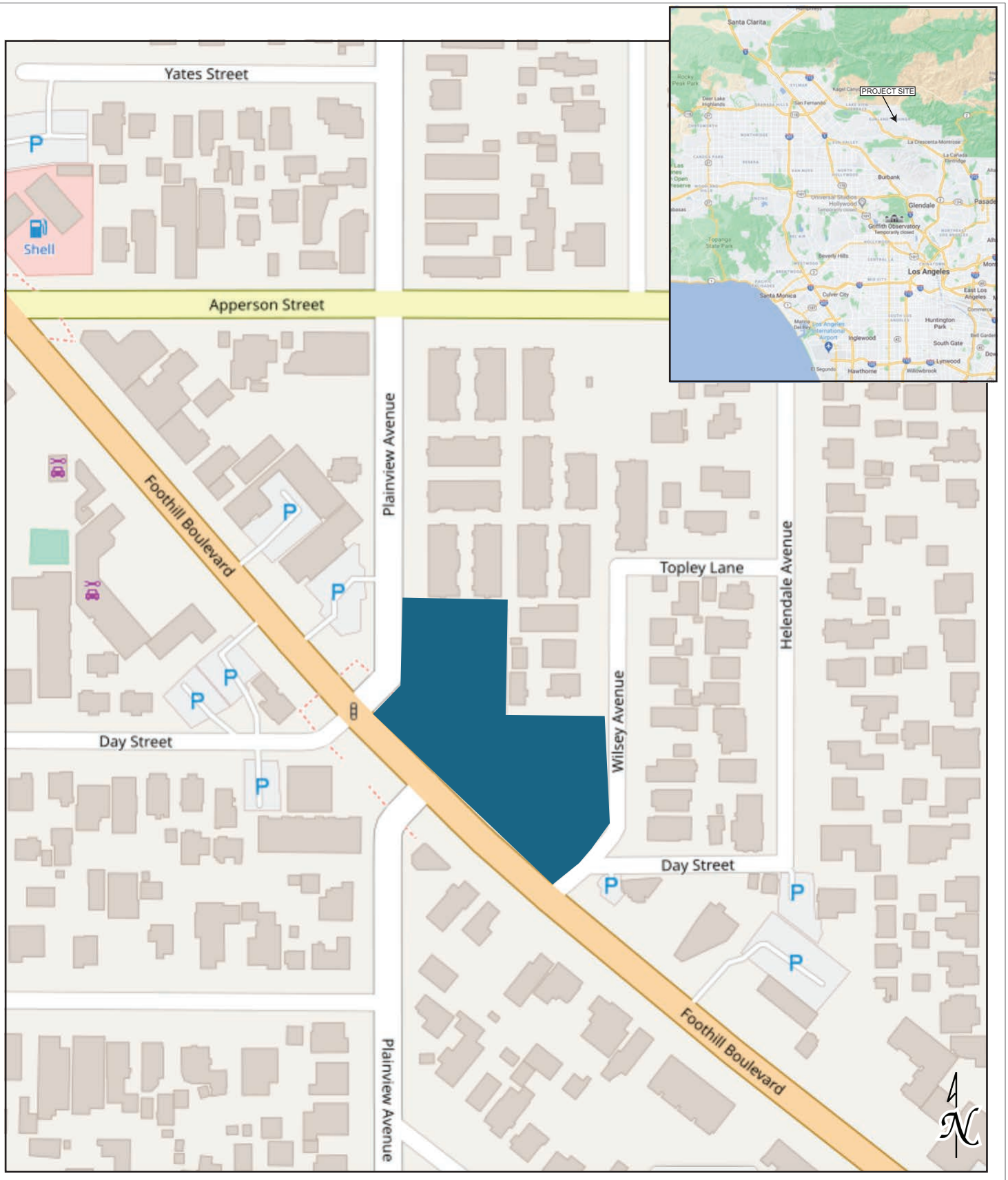
2. ENVIRONMENTAL SETTING

a) Project Location

The Project is located at 7577 West Foothill Boulevard in the Tujunga community of the City of Los Angeles (the "City") and is associated with the following Assessor Parcel Numbers (the "Project Site"):

- 2558-032-004
- 2558-032-005
- 2558-032-006
- 2558-032-008
- 2558-032-009
- 2558-032-010
- 2558-032-011
- 2558-032-012
- 2558-032-013
- 2558-032-014
- 2558-032-015
- 2558-032-016
- 2558-032-017
- 2558-032-018
- 2558-032-021

The pre-dedicated lot area of the Project Site is approximately 0.92 acres (39,934 square feet) and is comprised of 15 parcels of land at the northeast corner of Foothill Boulevard and Plainview Avenue (see **Figures II-1**, **Regional Vicinity and Project Location Map** and **II-2, Aerial View of Project Site**). The Project Site is currently vacant.



Source: OpenStreetMaps, December 2020.

Figure II-1
Regional and Project Vicinity Location Map

Project Site

Source: Google Earth, December 2020.

Figure II-2
Aerial Photograph of the Project Site

Regional access to the Project Site is provided by the San Fernando Freeway ("I-210"), approximately 2.2 miles to the west. Local access to the Project Site is provided by Foothill Boulevard and Plainview Avenue. Along Foothill Boulevard, Metro Local Buses (Lines 90 and 91) and LADOT Transit Bus (Line 409) both provide local bus service; these local bus lines provide service to Downtown Los Angeles.

b) Existing Conditions

The Project Site, which is currently vacant, was previously developed with a Denny's restaurant and associated parking. The Project Site is accessible by two existing driveways located on Foothill Boulevard and one existing driveway on Plainview Avenue. See **Figure II-3, Views of the Project Site.**

The Project Site is located within the Sunland – Tujunga – Lake View Terrace – Shadow Hills – East La Tuna Canyon Community Plan (Community Plan). As shown in **Figure II-4, City Zoning Designations**, the Los Angeles Municipal Code (LAMC) establishes the zoning for the Project Site and the portion of the Project Site fronting Plainview Avenue is zoned C2-1 (Commercial – Height District 1), the portion of the Project Site fronting Foothill Boulevard is zoned CR-1VL (Limited Commercial – Height District 1 Very Limited), and the portion of the Project Site fronting Wilsey Avenue is zoned RD2-1 (Restricted Density Multiple Dwelling – Height District 1).

Table II-1, **Maximum Density Calculated on a Parcel by Parcel Basis Per Zoning Designation**, identifies the Assessor Parcel Numbers for the Project Site and the corresponding physical address for each of the 15 lots, as well as the General Plan land use designation, the zoning designation, the lot size, and the maximum residential density based on each lot's size and applicable zoning designation.

Table II-1
Maximum Density Calculated on a Parcel by Parcel Basis Per Zoning Designation

	APN	Address (per ZIMAS)	General Plan Land Use Designation	Zoning Designation	SF (per ZIMAS)	Max Density[1]
1.	2558-032-004	None	Low Medium II Residential	RD2-1	1,150.9	0[2]
2.	2558-032-005	10217 N Wilsey Ave	Low Medium II Residential	RD2-1	1,984.6	0[2]
3.	2558-032-006	10213 N Wilsey Ave	Low Medium II Residential	RD2-1	2,183.7	1
4.	2558-032-008	10230 N Plainview Ave	General Commercial	C2-1	3,449.7	8
5.	2558-032-009	10226 N Plainview Ave	General Commercial	C2-1	3449.7	8
6.	2558-032-010	10224 N Plainview Ave	General Commercial	C2-1	3,449.7	8
7.	2558-032-011	10222 N Plainview Ave	General Commercial	C2-1	3,449.7	8
8.	2558-032-012	None	General Commercial	C2-1	1,649.1	4
9.	2558-032-013	None	General Commercial	C2-1	601.4	1

Table II-1
Maximum Density Calculated on a Parcel by Parcel Basis Per Zoning Designation

	APN	Address (per ZIMAS)	General Plan Land Use Designation	Zoning Designation	SF (per ZIMAS)	Max Density[1]
10.	2558-032-014	7583 W Foothill Blvd	General Commercial	C2-1	2,462.1	6
11.	2558-032-015	7581 W Foothill Blvd	Limited Commercial	CR-1VL	8,159.7	20
12.	2558-032-016	7573 W Foothill Blvd	Limited Commercial	CR-1VL	2,702.6	6
13.	2558-032-017	7569 W Foothill Blvd	Limited Commercial	CR-1VL	2,680.8	6
14.	2558-032-018	None	Limited Commercial	CR-1VL	2,139.9	5
15.	2558-032-021	10211 N Wilsey Ave	Low Medium II Residential	RD2-1	1,532.2	3
				Total	**38,862.10**	**84**

[1] *For the RD2 zoned parcels, the maximum density is calculated at 1 du per 2,000 sf. For the C zoned parcels, the maximum density is calculated at 1 per 400 sf.*
[2] *Since this lot is less than 2,000 sf, this matrix assumes no density is allowed.*

The Project Site is located in the Foothill Boulevard Corridor Specific Plan Area (Specific Plan). The Specific Plan prohibits new residential construction in commercial zones that are not identified on the Target Areas Map. Since the Project Site is not identified in the Target Areas Map, residential construction is prohibited on seven (7) of the 15 parcels.

Assembly Bill (AB) 2334 (Wicks) amended California Government Code Section 65915's definition of "Maximum allowable residential density". Under existing State law, If the permitted density in an applicable general plan, zoning, or specific plan are inconsistent, the City is legally required to afford the applicant the greater. Therefore, since the applicable General Plan designation, zoning designation, and the Specific Plan are inconsistent, the City is legally required to allow the Applicant to develop at the highest permitted density.

Here, the zoning allows the development of at least 84 multi-family units. Furthermore, since the Applicant has volunteered to dedicate 15 percent of the Project's units for Very-Low Income Households, the Applicant could develop up to 114 residential units on the Project Site. However, the Project proposes only 46 residential units.

Per LAMC code section 12.22.A.25 (Affordable Housing Incentives – Density Bonus), the Project is requesting a density bonus with a Density Bonus with the following: (a) on-menu incentive: (i) average the floor area, density, open space and parking over the Project Site, and permit vehicular access from a less restrictive zone to a more restrictive zone; (b) off-menu incentives: (i) a waiver from Section 7.B.3 of the Specific Plan to increase the permitted maximum height from 33 feet to 42 feet and (ii) reduce the setback from 15 feet to 10 feet; including the following waiver of development standards; and (c) a waiver from Section 7.B.5 of the Specific Plan to eliminate the requirement of providing a walkway within the Project.

Within the Project Site area, the City's Mobility Plan 2035 classifies Foothill Boulevard as Avenue I and Plainview Avenue a Collector Street.[1] The City's Mobility Plan 2035 does not designate Foothill Boulevard or Plainview Avenue as Bicycle Paths adjacent to the Project Site.[2]

c) Surrounding Land Uses

The Project is located in the Tujunga community of the City. Across Plainview Avenue, to the northeast of the Project Site, is a liquor store and associated surface parking lot. A fast-food restaurant, Tommy's, is located northwest of the Project Site. A residential neighborhood with multi-family and single-family uses is located adjacent to the Project Site, to the north and the east. Across Wilsey Avenue, to the south of the Project Site, is a commercial use, Slater Realty & Property Management. West of the Project Site, across Foothill Boulevard, are a variety of commercial uses and a multi-family use. Views of the surrounding land uses are shown on **Figures II-5** through **II-7.**

3. PROJECT CHARACTERISTICS

a) Project Overview

The Project involves the construction of a three-story residential building with 46 residential units, including at least 15 percent (or 7 dwelling units), set aside as Very-Low Income Households. The Project would consist of three stories of residential uses above a basement parking level. Eighty-nine vehicle parking spaces would be provided, including 85 parking spaces in the basement parking level and 4 parking spaces in a rear outdoor parking area. The Project would also provide up to 61 bicycle parking spaces, including, 49 long-term bicycle parking spaces in the basement garage and 12 short-term bicycle parking spaces in the front of the building on Foothill Boulevard. The Project would provide approximately 8,362 square feet of open space including an outdoor plaza on the ground floor, a roof deck, and approximately 46 private balconies. The Project proposes a maximum height of 42 feet, plus rooftop appurtenances. The total floor area of the Project would be approximately 67,822 gross square feet, resulting in a Floor Area Ratio (FAR) of 1.70:1. **Table II-2, Project Development Summary**, summarizes the proposed land uses. The Project's floor plans are shown on **Figures II-8** through **II-15.**

[1] *City of Los Angeles, Department of City Planning, General Plan 2035 Mobility Plan, Map A2, September 2016.*

[2] *City of Los Angeles, Department of City Planning, General Plan 2035 Mobility Plan, Map D1, September 2016.*

Table II-2
Project Development Summary

Land Use	Amount
Residential Units (du)	
One-bedroom	13
Two-Bedroom	17
Three-Bedroom	16
Total Units (du)	**46**
Parking Spaces	
Basement Parking Level	85
Rear Outdoor Parking	4
Total Automobile Parking Spaces	**89**
Long-Term Basement (Bicycle)	49
Short-Term Street (Bicycle)	12
Total Bicycle Parking Spaces	**61**
Open Space (sf)	
Private Open Space	
Balconies	3,708
Total Private Open Space (sf)	***3,708***
Common Open Space	
Ground Floor Common Space	1,687
Roof Top Common Space	4,962
Private Balcony Open Area	150
Lobby	1,563
Total Common Open Space (sf)	***8,362***
Landscaped Area	
North/Left Side	606
West/Front	2,489.5
South/Left	779
East/Right	2,470
Total Landscaped Area (sf)	***6,344.5***
Total Open Space (sf)	**18,414.5**

du = dwelling units; sf = square feet
Source: VJ & Associates, September 2022.

View 1: View looking east from the intersection of Foothill Boulevard and Plainview Avenue towards the Project Site.

View 2: View looking north from Foothill Boulevard towards the Project Site.

View 3: View looking north from Wilsey Avenue towards the Project Site.

PHOTO LOCATION MAP

Source: GoogleEarth, December 2020.

Figure II-3
Views of the Project Site
Views 1, 2, and 3

Project Site

Source: City of Los Angeles Planning Zimas Maps, December 2020.

Figure II-4
City Zoning Designations

View 1: View looking northeast from the Wilsey Avenue towards the residential neighborhood behind the Project Site.

View 2: View looking north along Wilsey Avenue in the residential neighborhood behind the Project Site.

View 3: View looking north along Wilsey Avenue towards the multi-family complex located north of the Project Site.

PHOTO LOCATION MAP

Source: GoogleEarth, December 2020.

Figure II-5
Views of Surrounding Uses
Views 1, 2, and 3

View 4: View looking northeast from Plainview Avenue towards the multi-family complex located north of the Project Site.

View 5: View looking west from Plainview Avenue towards a liquer store.

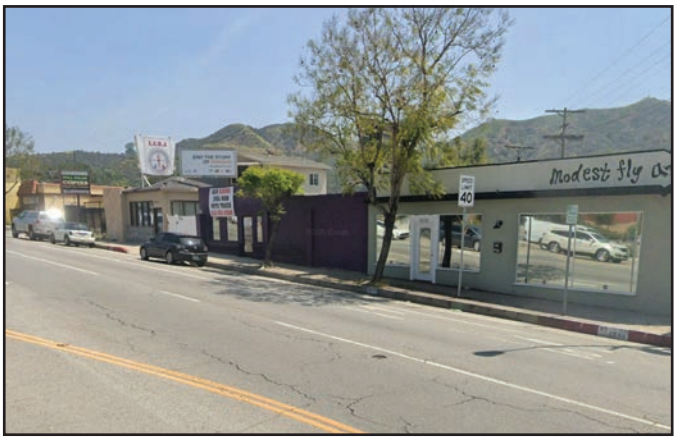
View 6: View looking southwest from the intersection of Foothill Boulevard and Plainview Avenue towards a fastfood restaurant, Tommy's.

PHOTO LOCATION MAP

Source: GoogleEarth, December 2020.

Figure II-6
Views of the Project Site
Views 4, 5, and 6

View 7: View looking west from Foothill Boulevard towards a commercial use and a multi-family use.



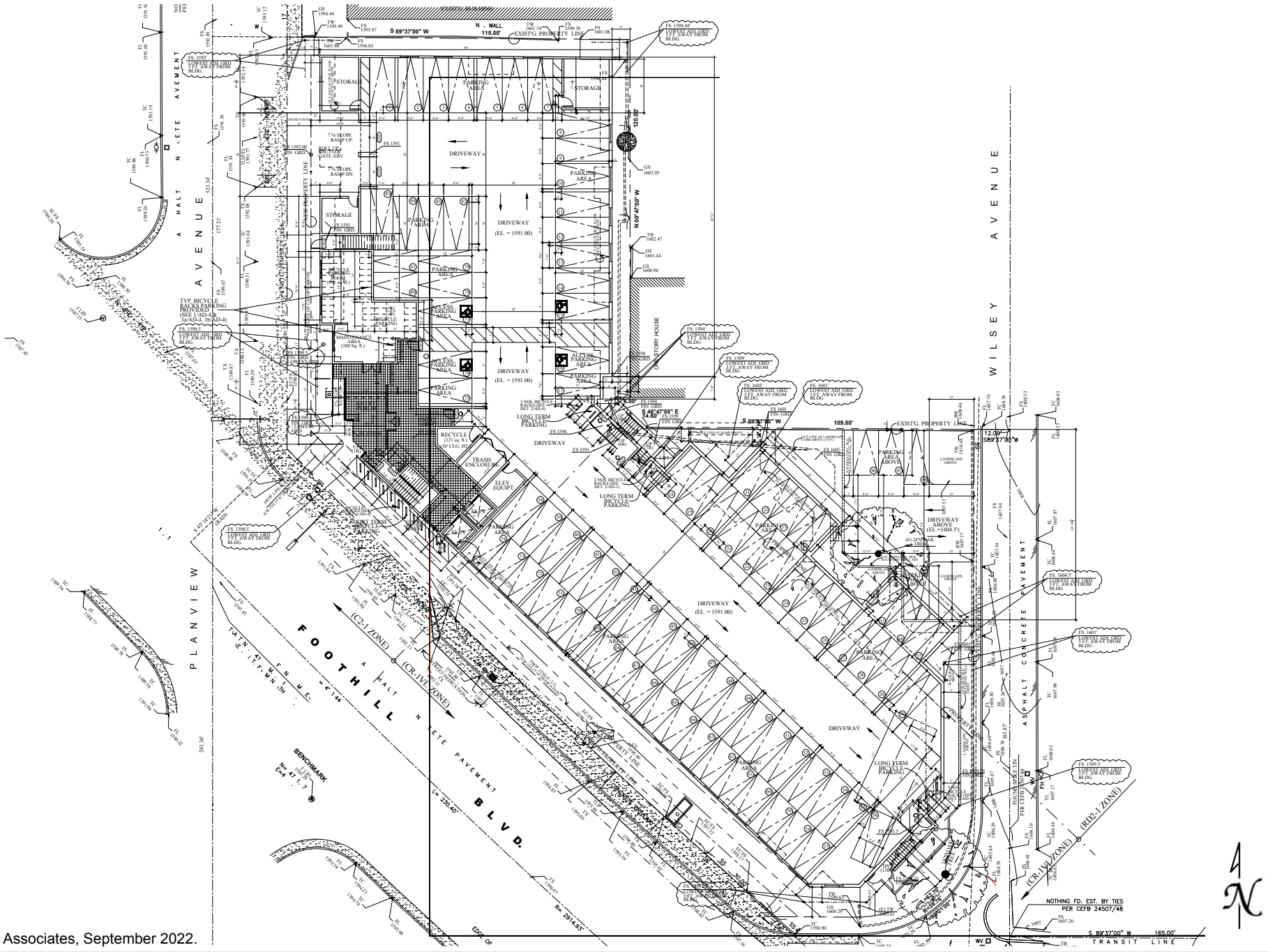
View 8: View looking southeast along Foothill Boulevard towards commercial uses.

View 9: View looking northwest from Foothill Boulevard towards a commercial use.

PHOTO LOCATION MAP

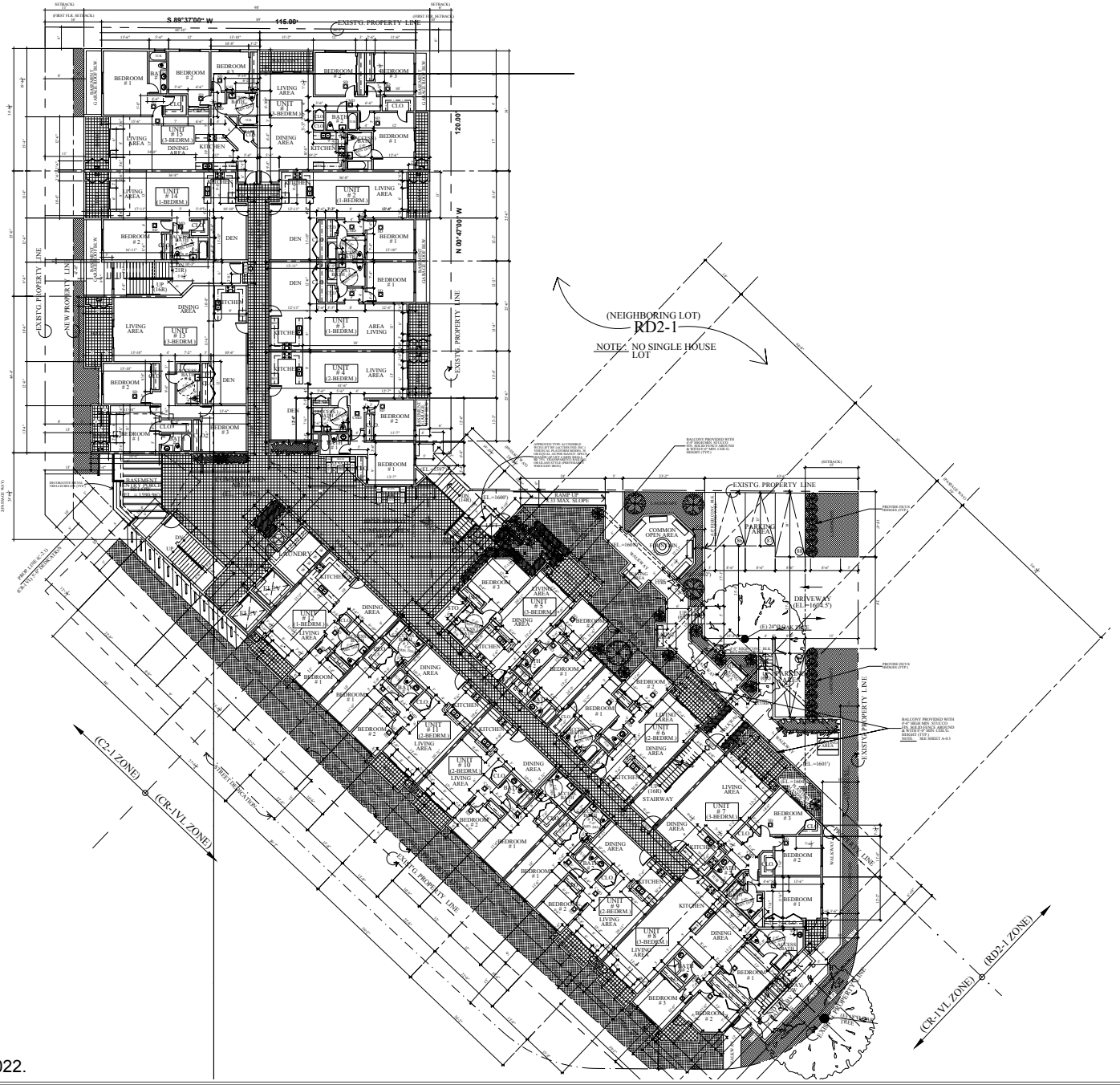
Source: GoogleEarth, December 2020.

Figure II-7
Views of the Project Site
Views 7, 8, and 9



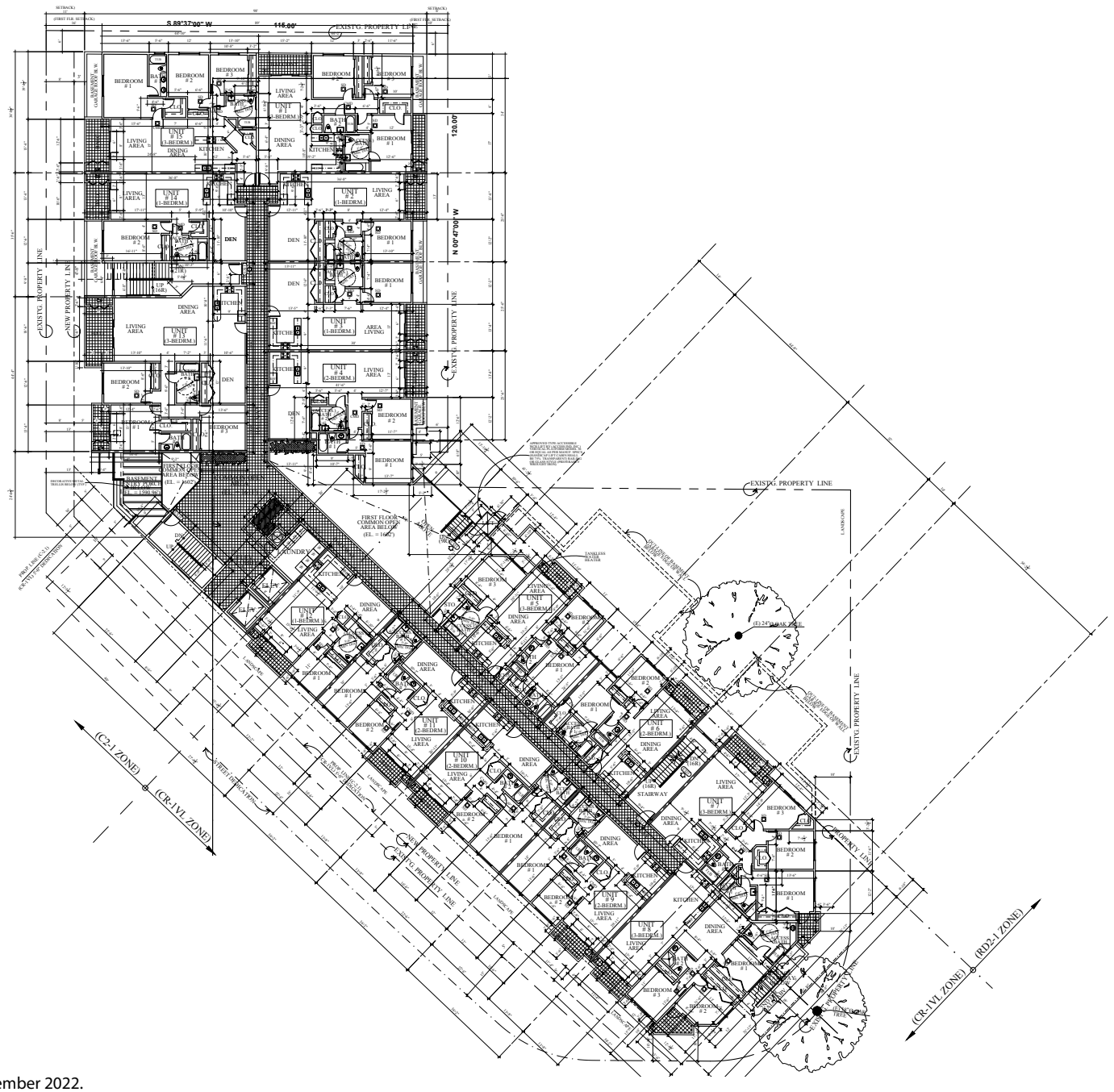
Source: VJ & Associates, September 2022.

Figure II-8
Basement Floor Plan



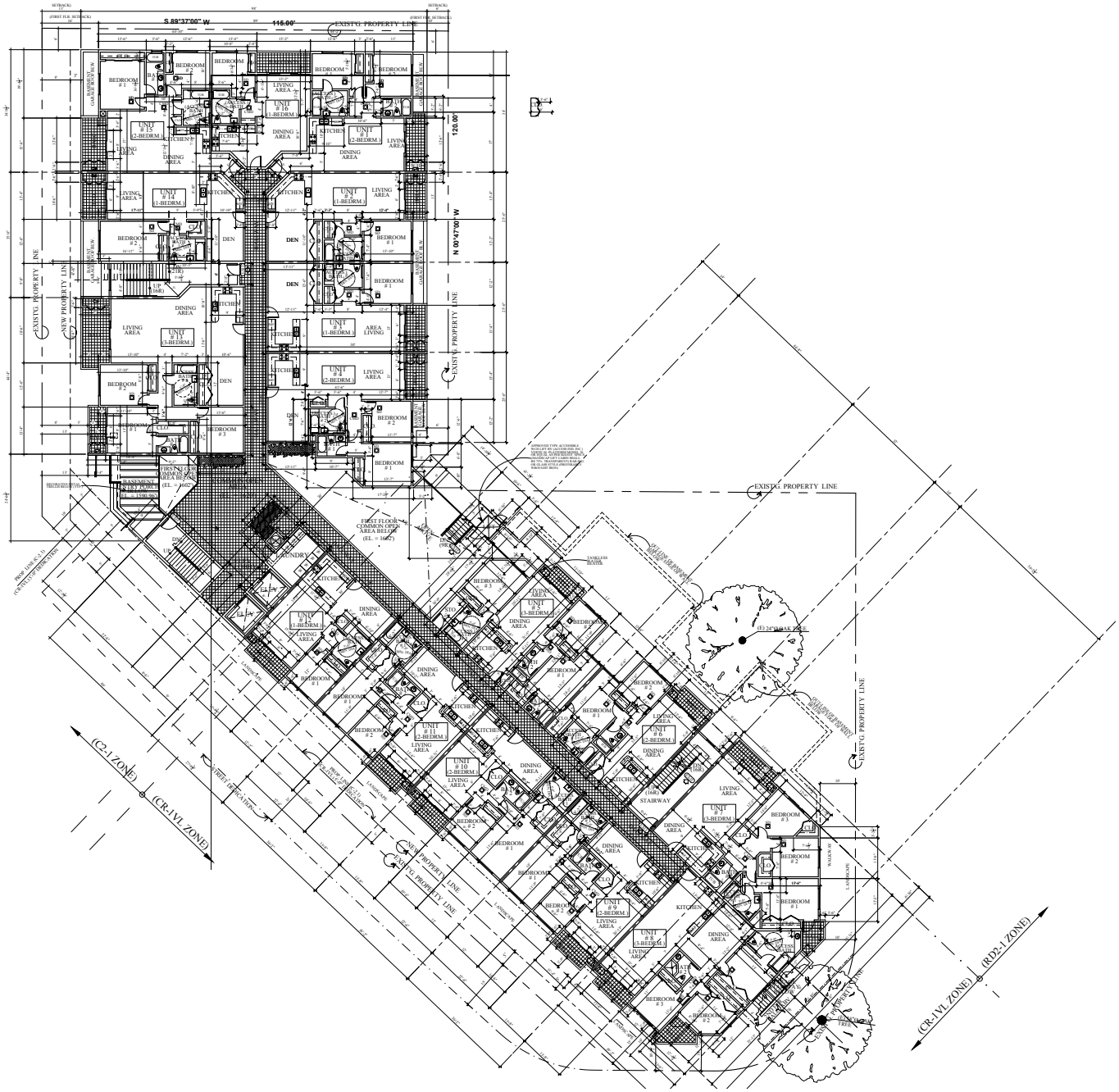
Source: VJ & Associates, September 2022.

Figure II-9
1st Floor Plan



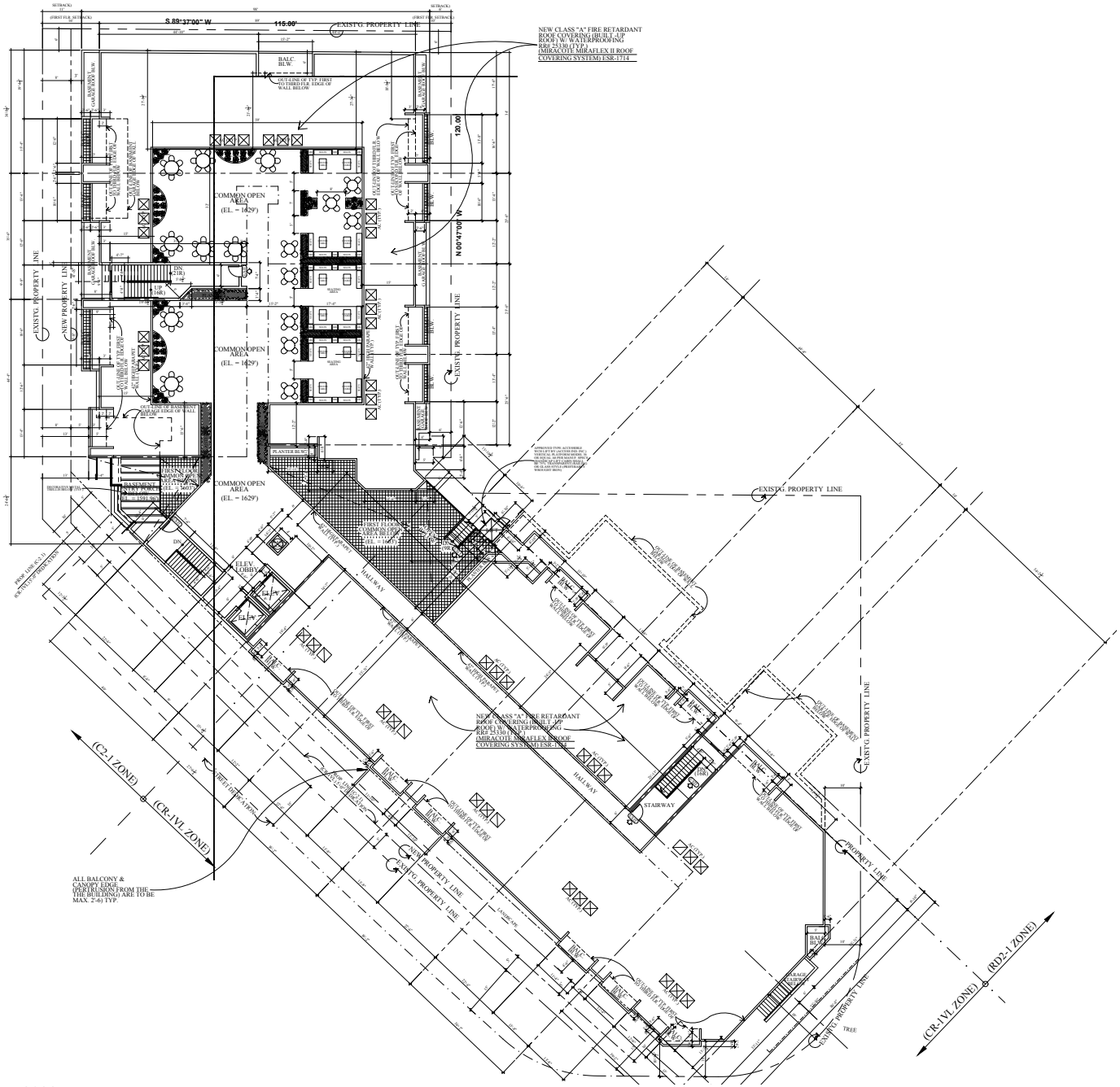
Source: VJ & Associates, September 2022.

Figure II-10
2nd Floor Plan



Source: VJ & Associates, September 2022.

Figure II-11
3rd Floor Plan



Source: VJ & Associates, September 2022.

Figure II-12
Roof Floor Plan

1 WEST BLDG. ELEVATION

2 SOUTH WEST BLDG. ELEVATION

Source: VJ & Associates, September 2022.

Figure II-13
West and South Elevations

1 EAST BLDG. ELEVATION

2 NORTH EAST BLDG. ELEVATION

Source: VJ & Associates, September 2022.

Figure II-14
East and North Elevations

Source: VJ & Associates, September 2022.

Figure II-15
Project Renderings

b) Design and Architecture

In accordance with the Foothill Boulevard Corridor Specific Plan Design Guidelines,[3] the proposed building provides a variety of architectural materials and building planes, with special attention to the surrounding environment while also providing a pedestrian-scale at the street level. Project consistency with the Citywide Design Guidelines, is discussed in further detail in **Section III** of this document. The Project is designed in a contemporary architectural style and incorporates decorative stucco and decorative fiberglass and wood siding, wood-look detailing, and a neutral color palette generally consisting of browns and natural wood tones.

Parking is entirely interior and screened from exterior view. The Project's use of different textures, colors, setbacks, materials, and distinctive architectural treatments is designed to create visual interest, avoid repetitive facades, and break up the building's mass. See **Figures II-12** through **II-14** for the Project's elevations and conceptual renderings.

c) Open Space and Landscaping

Per Specific Plan, a minimum of 100 square feet of usable open space shall be provided for each dwelling unit and each common space area shall be a minimum of 400 square feet. A total of 4,600 square feet of open space is required for this Project.[4] As shown in **Table II-1**, the Project would provide 8,362 square feet of common open space and the provided common areas on the ground floor and the roof level would be over the required minimum 400 square feet. In addition, in conformance with LAMC Section 12.21.G, 25 percent of the provided outdoor common open space would be landscaped, or a minimum of 3,958 square feet.

The Project's open space and amenities would include a first-floor open-to-sky common area, a first floor courtyard common area with a fountain, landscaping, and seating, and a rooftop open deck area with landscaping and seating. The dwelling units would include private balconies.

The Project's landscape plan proposes to retain the existing three street trees along Plainview Avenue, pending Department of Urban Forestry approval. The Project would retain the existing one native protected oak tree and remove the 11 ornamental trees located throughout the Project Site[5] and would plant at least 15 trees on-site as part of the landscape plan.

d) Access, Circulation, and Parking

Pedestrians would access residential units from both Foothill Boulevard and the rear of the Project Site from a small surface parking accessible from Wilsey Avenue. Vehicular access to the basement parking level would be provided via a two-way driveway off of Plainview Avenue.

---

3 *Foothill Boulevard Corridor Specific Plan Design Guidelines, adopted February 22, 2001.*

4 *46 units x 100 square feet = 4,600 square feet.*

5 *Protected Tree Report for Multi-Unit Development at 7577 W. Foothill Boulevard, Los Angeles, CA 91042, prepared by Arsen Margossian, July 7, 2020. Refer to* ***Appendix A****.*

Project parking required per Section 7.B.4 of the Specific Plan is as follows:

- A minimum of two parking spaces for each dwelling unit (92 spaces),
- Guest parking shall be provided at a ratio of ½ space for each dwelling unit (23 spaces).

Thus, the total required parking for the Project is 115 parking spaces. However, as the Project is a Density Bonus Project, it is utilizing Parking Option 1. In accordance with the Density Bonus Parking Option 1, the Project is required to provide parking based on the number of bedrooms, inclusive of Handicapped and Guest parking with at least one space per one-bedroom units, and one and a half parking spaces for units with two or three bedrooms. Based on the proposed unit mix, the Project would be required to provide 63 spaces for the 46 units. As shown on **Table II-1**, the Project meets and exceeds this requirement, providing a total of 89 on-site vehicle parking spaces (garage and street-level). ADA parking would be provided through the basement parking.

Project bicycle parking required per Section 7.B.4 of the Specific Plan is as follows:

- Significant Projects shall provide bicycle and/or scooter racks at a ratio of 1/2 space per dwelling unit (minimum of 23).

Thus, the total required bicycle parking for the Project under the Specific Plan is 23 bicycle parking spaces.

Per the City of Los Angeles Bicycle Parking Ordinance (Ordinance No. 182,386), the Project is required to provide one long-term space per unit and one short-term space per ten units. Thus, the Project is required to provide 46 long-term and 5 short-term bicycle parking spaces.

As shown on **Table II-1**, the Project would provide up to 61 bicycle parking spaces, including, 49 long-term bicycle parking spaces in the basement garage and 12 short-term bicycle parking spaces in the front of the building on Foothill Boulevard.

e) Lighting and Signage

New Project signage would be used for building identification, wayfinding, and security. Exterior lights would be wall- or ground-mounted and shielded away from adjacent properties. Building security lighting would be used at all entry/exits and would remain on from dusk to dawn but would be designed to prevent light trespass onto adjacent properties.

f) Site Operation and Security

Given the residential uses on the Project Site, the Project would operate 24 hours a day, seven days a week. On-site residential amenities would be available only to residents and their guests and would not be open to the public. The Project would provide security features including, but not limited to controlled access to residential areas and video surveillance.

g) Sustainability Features

The Project would be compliant with the Los Angeles Green Building Code and California Energy Code/Title 24 requirements, and would include, but not be limited to, the following features:

- Energy efficient elevator;
- Low-flow faucets, shower heads, and toilets;
- Energy efficient mechanical systems;
- Energy efficient glazing and window frames; and
- Energy efficient lighting.

As also required by the City Building Code, the proposed building would provide space to accommodate future rooftop solar panels and conduit for on-site electric automobile charging stalls, which would be provided in the parking garage.

h) Anticipated Construction Schedule

The Project would be constructed over approximately 24 months. Construction activities would include the demolition of the existing pavement, grading, and building construction. Demolition activities are anticipated to start in the third quarter of 2022, and construction completion and occupancy is anticipated in the third quarter of 2024.

The Project is expected to export approximately 15,523 cubic yards of excavated earth. Exported materials would likely be disposed at Sunshine Canyon Landfill in Sylmar. The anticipated haul route from the Project Site would be via Foothill Boulevard and Glendale Boulevard to I-210 west and I-5 north. The Project's haul route would be considered by the City as part of its review of the Project's entitlement requests.

4. REQUESTED PERMITS AND APPROVALS

The list below includes the anticipated requests for approval of the Project. The discretionary and ministerial entitlements, reviews, permits, and approvals required to implement the Project include, but are not necessarily limited to, the following:

(1) Project Permit Compliance with the Foothill Boulevard Corridor Specific Plan.

(2) Density Bonus

a. With the following on-menu incentive:

(i) Average the floor area, density, open space and parking over the Project Site, and permit vehicular access from a less restrictive zone to a more restrictive zone.

b. With the following off-menu incentives:

(i) A waiver from Section 7.B.3 of the Specific Plan to increase the permitted maximum height from 33 feet to 42 feet; and

(ii) Reduce the required setback along Foothill Boulevard from 15 feet to 10 feet.

c. With the following waiver of development standards:

(i) A waiver from Section 7.B.5 of the Specific Plan to eliminate the requirement of providing a walkway within the Project.

(3) Other discretionary and ministerial permits and approvals that may be deemed necessary, including, but not limited to, removal of on- and off-site trees, temporary street closure permits, demolition permits, grading permits, excavation/shoring permits, building permits, and sign permits in order to execute and implement the Project.

5. ENVIRONMENTAL REVIEW

As demonstrated in the following Section III, Categorical Exemption Analysis, this Project has been determined to qualify as a Class 32 In-Fill Development Project, which is a categorical exemption under CEQA.

III. CATEGORICAL EXEMPTION ANALYSIS

1. EXEMPTION

The Project qualifies for a Class 32 – In-Fill Development Project Categorical Exemption under the California Environmental Quality Act (CEQA) (Public Resources Code, Sections 21000-21189.57) as set forth in Section 15332 of the *State CEQA Guidelines* (California Code of Regulations, Title 14, Chapter 3, Sections 15000-15387).

2. EXEMPTION RATIONALE

Article 19, Categorical Exemptions, of the *State CEQA Guidelines* (Sections 15300 – 15333) lists classes of projects which have been determined not to have a significant effect on the environment and which are exempt from the provisions of CEQA as required by Section 21084 of the Public Resources Code. This section provides an analysis demonstrating that the Project meets the conditions for a Class 32 Categorical Exemption and that none of the possible exceptions to a Categorical Exemption listed in Section 15300.2 of the *State CEQA Guidelines* is applicable to this Project. The specific language of each condition of the Class 32 Categorical Exemption and each possible exception is shown in italics below under their respective headings, which are followed by the Project analysis for each condition and exception.

a) Conditions of the Class 32 Categorical Exemption

[State CEQA Guidelines Section] 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.*

(1) Project Analysis

Condition (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.

(a) City of Los Angeles General Plan

Land uses on the Project Site are guided by the General Plan. The General Plan sets forth goals, objectives, and programs to guide day-to-day land use policies and to meet the existing and future needs and desires of the community, while integrating a range of State-mandated elements including Land Use, Transportation, Noise, Safety, Housing, and Open Space/Conservation. The Land Use Element of the General Plan consists of 35 community plans that guide land use at a local level. The General Plan also includes the Framework Element, which sets forth general guidance regarding land use issues for the City and defines citywide policies regarding land use that influence the community plans and most of the City's General Plan Elements.

(i) General Plan Framework Element

The consistency of the Project with applicable objectives and policies in the General Plan Framework Element is presented in **Table III-1, Project Consistency with the Framework Element**. As shown, the Project would be consistent with the applicable objectives and policies.

Table III-1
Project Consistency with the Framework Element

Objective/Policy[a]	Project Consistency
Land Use Chapter	
Objective 3.1: Accommodate a diversity of uses that support the needs of the City's existing and future residents, businesses, and visitors.	**Consistent.** The Project would develop 46 dwelling units, including seven (7) deed-restricted affordable housing units for Very-Low Income Households, which would help meet the anticipated growth in housing demand for the area and the City.
Policy 3.1.2: Allow for the provision of sufficient public infrastructure and services to support the projected needs of the City's population and businesses within the patterns of use established in the community plans as guided by the Framework Citywide Long- Range Land Use Diagram.	**Consistent**. As discussed under subheading *Impacts to Project-Serving Utilities*, below, the agencies that provide public infrastructure services and utilities to the Project Site would have capacity to serve the Project.
Objective 3.2: Provide for the spatial distribution of development that promotes an improved quality of life by facilitating a reduction of vehicle trips, vehicle miles traveled, and air pollution.	**Consistent.** The Project proposes infill multi-family residential development within an existing urbanized setting with a diversity of land uses; is within an area well-served by existing transit routes; and would provide bicycle parking spaces in compliance with the LAMC's requirements so as to reduce car dependency for trips, which helps reduce vehicle miles traveled while contributing to greater quality of life and improved air quality.
Policy 3.2.2: Establish, through the Framework Long-Range Land Use Diagram, community plans, and other implementing tools, patterns and types of development that improve the integration of housing with commercial uses and the integration of public services and various densities of residential development within neighborhoods at appropriate locations.	**Consistent:** The Project would develop 46 dwelling units on a site surrounded by a variety of development. The Project would increase the integration of housing and contribute to the diversity of land uses in the area, which currently includes commercial, residential, retail, and restaurant land uses within walking distance of the Project Site.
Policy 3.2.3: Provide for the development of land use patterns that emphasize	**Consistent.** The Project would include short- and long-term bicycle parking, including short-term bicycle parking spaces along Foothill Boulevard allowing direct

Table III-1
Project Consistency with the Framework Element

Objective/Policy[a]	Project Consistency
pedestrian/bicycle access and use in appropriate locations.	access to the Project's residential uses. Pedestrians would access residential units from both Foothill Boulevard and the rear of the Project Site from a small surface parking area accessible from Wilsey Avenue. The removal of the two existing driveways on Foothill Boulevard would enhance pedestrian/bicycle access by minimizing potential conflicts with vehicles. Accordingly, the Project would facilitate pedestrian and bicycle access between the Site, existing transit, and nearby neighborhood-serving commercial uses along Foothill Boulevard.
Housing Chapter	
Policy 4.1.1: Provide sufficient land use and density to accommodate an adequate supply of housing units by type and cost within each City subregion to meet the twenty-year projections of housing needs.	**Consistent.** The Project would develop 46 dwelling units, including seven (7) deed-restricted affordable housing units for Low-Income Households, available in the Sunland – Tujunga – Lake View Terrace – Shadow Hills – East La Tuna Canyon Community Plan area, which would help meet the anticipated growth in housing demand for the area and the City.
Urban Form and Neighborhood Design Chapter	
Objective 5.2: Encourage future development in centers and in nodes along corridors that are served by transit and are already functioning as centers for the surrounding neighborhoods, the community, or the region.	**Consistent.** The Project is located along Foothill Boulevard, which is well-served by existing transit service, including Metro Local Buses (Lines 90 and 91) and LADOT Transit Bus (Line 409). Foothill Boulevard is developed with a diversity of land uses, including commercial uses, that connects and serve the surrounding neighborhoods.
Objective 5.5: Enhance the livability of all neighborhoods by upgrading the quality of development and improving the quality of the public realm.	**Consistent:** The Project would develop a vacant site with a new, high-quality, 46-unit residential development. The Project proposes a residential building that is constructed to the latest resource-efficient requirements of the LA Green Building Code, as well as provisions for on-site bicycle parking and within proximity to transit service to reduce car dependency, thereby facilitating transportation alternatives to single-occupant vehicles, reducing vehicle miles traveled, and improving the quality of life and aesthetic quality of the public realm.
Objective 5.9: Encourage proper design and effective use of the built environment to help increase personal safety at all times of the day.	**Consistent:** The Project would include adequate and strategically positioned lighting to enhance public safety. Visually obstructed and infrequently accessed "dead zones" would be limited, and security controlled to limit public access. The building and layout design of the Project would also include nighttime security lighting and secure parking facilities. Additionally, the continuous visible and non-visible presence of residents at all times of the day would provide a sense of security during evening and early morning hours. As such, the Project's residents would be able to monitor suspicious activity at the building entry points.
Objective 5.9.1: Facilitate observation and natural surveillance through improved development standards which provide for	**Consistent:** See consistency analysis for Objective 5.9.

Table III-1
Project Consistency with the Framework Element

Objective/Policy[a]	Project Consistency
common areas, adequate lighting, clear definition of outdoor spaces, attractive fencing, use of landscaping as a natural barrier, secure storage areas, good visual connections between residential, commercial, or public environments and grouping activity functions such as child care or recreation areas.	
Infrastructure and Public Services Chapter	
Policy 9.3.1: Reduce the amount of hazardous substances and the total amount of flow entering the wastewater system.	**Consistent.** During construction, the Project would be required to obtain coverage under the National Pollutant Discharge Elimination System Construction General Permit. In accordance with the requirements of this permit, the Project would implement a Stormwater Pollution Prevention Plan that specifies Best Management Practices and erosion control measures to be used during construction to manage runoff flows and prevent pollution. In addition, in accordance with National Pollutant Discharge Elimination System Municipal Permit requirements, the Project would be required to implement Standard Urban Stormwater Mitigation Plan and Low Impact Development requirements throughout the operational life of the Project. The Standard Urban Stormwater Mitigation Plan would outline stormwater treatment measures or post-construction Best Management Practices required to control pollutants of concern. In addition, consistent with the City's Low Impact Development requirement to reduce the quantity and improve the quality of rainfall runoff that leaves the Project Site, the Project would include the installation of an infiltration system as established by the Low Impact Development Manual.
Objective 9.6: Pursue effective and efficient approaches to reducing stormwater runoff and protecting water quality.	**Consistent.** See the consistency analysis for Policy 9.3.1., above.

[a] *City of Los Angeles, The Citywide General Plan Framework Element, readopted August 2001.*
Source (table): EcoTierra Consulting, 2021.

(ii) Sunland – Tujunga – Lake View Terrace – Shadow Hills – East La Tuna Canyon Community Plan

The City's community plans are intended to promote an arrangement of land uses, streets, and services, which would encourage and contribute to the economic, social, and physical health, safety, and welfare of the people who live and work in the community. The community plans are also intended to guide development in order to create a healthful and pleasing environment. The community plans coordinate development among the various communities of the City and adjacent municipalities in a fashion both beneficial and desirable to the residents of the community. The Sunland – Tujunga – Lake View Terrace – Shadow Hills – East La Tuna Canyon Community Plan guides land uses on the Project Site and in the surrounding areas within the Community Plan Area. This current Community Plan sets forth planning goals and objectives to maintain the community's distinctive character.

As set forth in the Community Plan, the Project Site is designated for Regional Commercial land uses.[6] Zoning designations consistent with the General Commercial land use category include C1.5, C2, C4, and RAS3. The Project would be consistent with this land use designation as the Project's multi-family residential land use is allowed in the General Commercial land use designation. Moreover, the Project is consistent with multiple other Community Plan objectives and policies. The Project's consistency with these applicable objectives and policies is presented in **Table III-2, Project Consistency with the Sunland – Tujunga – Lake View Terrace – Shadow Hills – East La Tuna Canyon Community Plan**.

Table III-2
Project Consistency with the Sunland – Tujunga – Lake View Terrace – Shadow Hills – East La Tuna Canyon Community Plan

Objectives and Policies[a]	Project Consistency
Residential	
Objective 1-1. To provide for the preservation of existing and 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.	**Consistent.** Although the Project is being proposed in 2020, the Project would include up to 46 multi-family dwelling units, including 7 units reserved for Low-Income Households, within the Community Plan Area. The Project would supply housing units on a Project Site where currently none exist, within the Community Plan Area.
Policy 1-1.2. Protect existing single family residential neighborhoods from encroachment by higher density residential and other incompatible uses.	**Consistent.** The building facades would be accented with balcony insets, and feature alternating building materials. Building massing would be broken down by facade articulations. In compliance with the LAMC, the building would setback 10 feet from the abutting single-family property lines on Wilsey Avenue.
Policy 1-1.3. Require that new single and multi-family residential development be designed in accordance with the Urban Design Chapter.	**Consistent.** See the consistency analysis for Urban Design, below.
Objective 1-2. To locate new housing in a manner which reduces vehicular trips and which increases accessibility to services and facilities	**Consistent.** The Project would develop 46 new residential units in proximity to existing transit along Foothill Boulevard that provides ample transit opportunities, including Metro Local Buses (Lines 90 and 91) and LADOT Transit Bus (Line 409). The Project Site is within close proximity to a number of restaurant, retail, commercial, office, and service land uses.
Policy 1-2.1. Locate higher residential densities near commercial centers and major bus routes where public service facilities, utilities and topography will accommodate this development.	**Consistent.** The Project would develop 46 new residential units on a site that currently has no residential units, in proximity to transit and commercial centers as described above. As described later in this CE, the Project Site is developed with infrastructure for public services and utilities which would continue to serve the Project.
Objective 1-5. To promote and insure the provision of adequate housing for all persons regardless of income, age or ethnic background.	**Consistent.** The Project would include up to 46 multi-family dwelling units, including 7 units reserved for Very-Low Income Households, within the Community Plan Area.

[6] *City of Los Angeles, General Plan Land Use Map, Sunland – Tujunga – Lake View Terrace – Shadow Hills – East La Tuna Canyon Community Plan as of September 14, 2007.*

Table III-2
Project Consistency with the Sunland – Tujunga – Lake View Terrace – Shadow Hills – East La Tuna Canyon Community Plan

Objectives and Policies[a]	Project Consistency
Policy 1-5.1. Promote greater individual choice in type, quality, and location of housing.	**Consistent.** The proposed 46 residential units include 13 one-bedroom apartments, 17 two-bedroom, and 16 three-bedroom apartments. The units range in size from 993 square feet (one-bedroom) to 1,869 square feet (three-bedroom apartment). Fifteen percent of the residential units would be set aside as designated affordable housing units for qualifying households (7 Very-Low Income).
Urban Design	
Site Planning All multiple residential projects of five or more units shall be designed around a landscaped focal point or courtyard to serve as an amenity for residents. Toward that goal, the following policies are proposed: 1. Providing a pedestrian entrance at the front of each project. 2. Requiring useable open space for outdoor activities, especially for children.	**Consistent.** The Project would include approximately 8,362 square feet of outdoor common space for the residents to utilize. The Project's open space and amenities would include a first-floor open-to-sky common area, a first floor courtyard common area with a fountain, landscaping, and seating, and a rooftop open deck area with landscaping and seating. The dwelling units would include private balconies. Further, pedestrians would access residential units from both Foothill Boulevard and the rear of the Project Site from a vehicle drop-off area with surface parking accessible from Wilsey Avenue.
Design The design of all buildings shall be of a quality and character that improves community appearances by avoiding excessive variety and monotonous repetition. Achievement of this can be accomplished through: 1. Requiring the use of articulations, recesses, surface perforations and/or porticoes to break up long, flat building facades. 2. Utilizing complementary building materials on building facades. 3. Incorporating varying design to provide definition for each floor. 4. Integrating building fixtures, awnings, security gates, into design of building(s). 5. Screening of all roof top equipment and building appurtenances from adjacent properties. 6. Requiring decorative, masonry walls to enclose trash.	**Consistent.** The Project building façade would include a mix of materials, textures, and planes to add visual interest around the entire site in a neighborhood that hosts a mix of architectural styles among both residential and commercial buildings. This mid-rise building would front on Foothill Boulevard and is designed with varied massing and setbacks to articulate the building so that the façade is not a flat surface. Additionally, the Project includes windows and balconies along the street facing elevation to further orient the building to the street. The use of quality materials in combination with a clear architectural design would enhance the overall neighborhood context. Attention has been given to fenestration and material composition that is responsive to the human scale. Furthermore, all roof top equipment and appurtenances would be screened from public view.

[a] *City of Los Angeles, Sunland – Tujunga – Lake View Terrace – Shadow Hills – East La Tuna Community Plan, November 18, 1997.*
Source (table): EcoTierra Consulting, 2021.

(iii) Foothill Boulevard Corridor Specific Plan

The Project Site is located within the boundaries of the Foothill Boulevard Corridor Specific Plan (Specific Plan). The general purpose of the Specific Plan, adopted October 27, 1995 by Ordinance No. 170,694, is to promote the Foothill Boulevard Corridor as a vibrant commercial area with multiple-family housing opportunities through the implementation of several

improvement goals including, providing guidelines for landscape and exterior buildings and structures, creating more unified appearance in buildings and signs, and ensuring future development occurs in a manner that is environmentally sensitive.[7] Development of the Project Site is subject to the requirements of the Specific Plan guidelines including criteria regarding use, height and density, facade treatments, parking, and other standards. The Project's consistency with the applicable standards of the Specific Plan is presented in **Table III-3, Project Consistency with the Foothill Boulevard Corridor Specific Plan**. As shown, the Project would be consistent with the applicable Specific Plan standards.

Table III-3
Project Consistency with the Foothill Boulevard Corridor Specific Plan

Policies	Project Consistency
6.A. General Design Provisions: 1. All roof mechanical equipment and duct work shall be screened from view. 2. Night lighting shall be shielded and directed onto the site and no floodlighting shall be located so as to be seen directly by adjacent properties. Blinking lights are prohibited. This provision shall not preclude the installation of low-level security lighting. 3. Trash/garbage areas shall be screened by a wall enclosure and/or landscape materials.	**Consistent.** The Project has been designed to so that all rooftop equipment would be screened from potential public view and all trash areas would be enclosed and screened from view within the basement parking area. Furthermore, building security lighting would be used at all entry/exits and would remain on from dusk to dawn, but would be designed to prevent light spillover onto adjacent properties.
6.C. General Provisions for Landscaping: Notwithstanding Section 12.23 of the Code related to buildings and uses, in order to establish consistent landscape standards for Projects, no building permit shall be issued unless the Project is consistent with the landscape requirements set forth below. All parcels rendered nonconforming by the landscape standards shall comply with the landscape provisions within five years of the effective date of this ordinance. Exceptions to this section may be granted for existing landscape, provided that the Director finds that the landscape conforms to the intent of this ordinance or it is practically impossible to provide. Otherwise, all Projects shall incorporate landscaping in conformance with the following requirements: 3. The following provisions shall apply to any Project and are applicable until the adoption of the Citywide landscape ordinance, which will then supersede the provisions in this Specific Plan. [Landscape Ordinance, Ord. No. 170,978, adopted April 3, 1996 and operational July 12, 1996]: a. Use of artificial plants for exterior landscape shall be prohibited. In addition, drought-tolerant plant materials are encouraged and landscaping shall comply with the adopted Xeriscape Ordinance. b. All landscape areas shall be equipped with an automatic sprinkling or drip irrigation	**Consistent.** The Project's landscape plan would include a variety of trees, shrubs, and ground cover complementing the common open space areas on the ground level and roof level. Draught tolerant and native plants, drip/subsurface, zoned irrigation with weather-based irrigation controllers, water-conserving turf would all be incorporated. Further, the portion of the parking level, that will be visual from the street shall be visually screened, except at the vehicle entrances.

[7] *Foothill Boulevard Corridor Specific Plan, October 1995.*

Table III-3
Project Consistency with the Foothill Boulevard Corridor Specific Plan

Policies	Project Consistency
system designed to conserve water. In addition, the system shall be installed and operational prior to issuance of a certificate of occupancy. c. Softscape. Each area to be landscaped shall be planted with a variety of plant materials which include shrubs, trees, ground cover, lawn, planter boxes or flowers. d. Entrances to courtyards and walkways. Softscape shall be grouped and placed at entrances to courtyards and walkways. g. Parking Level Screening. Above-grade parking shall be visually screened from public streets and residences, except at pedestrian or vehicle entrances. h. Maintenance of Landscape and Amenities. representative to maintain all landscape features located on private property, including, but not limited to, softscape, walkways, benches and fountains in accordance with the following criteria: 1) All fabricated features shall be maintained in a good condition both in structural integrity and cosmetic appearance. 2) All softscape shall be watered, fertilized, trimmed and maintained in good condition. 3) Required landscape areas shall be maintained free of litter and other undesirable debris.	
6.D. General Provisions for Buffering 2. No wall or fence within 50 feet of a front yard setback from a public street shall extend more than 25 feet horizontally without a visual break. Visual breaks may be accomplished by articulation or architectural detailing in the wall plane facing the street, using a staggered wall, an indentation in the wall, a spacing of columns, a series of raised planters or by varying the height of elements and alignment of the wall or including gates or other penetrations for pedestrian access.	**Consistent.** The design of the building incorporates differing color palette and architectural appearance with varying roof lines and breaks to reduce the overall sense of perceived mass. Portions of the Project building would also be set back from the property line.
7.A. Land Use Limitations 1. New residential construction in commercial zones is restricted to areas identified on the Target Areas Map, except where prohibited by the underlying zone.	**Consistent.** AB 2334 (Wicks) preempts this provision of the Specific Plan.
7.B. Development Provisions 1. Required Yards for New Residential Construction. Any yards abutting Foothill Boulevard shall be a minimum of 15 feet deep,	**Consistent.** Per LAMC code section 12.22.A.25 (Affordable Housing Incentives – Density Bonus), the Project is requesting a density bonus with an off-menu incentive to

Table III-3
Project Consistency with the Foothill Boulevard Corridor Specific Plan

Policies	Project Consistency
or as required by the underlying zone, whichever is larger.	reduce the required front setback along Foothill Boulevard from 15 feet to 10 feet.
7.B. Development Provisions 2. Open Space. Open space for active and passive recreational purposes shall be provided on the subject site as follows: a. A minimum of 100 square feet of usable open space shall be provided for each dwelling unit. Parking areas, driveway and the required front yard setback area may not be included as open space; b. Required access ways, building separation and side yard and rear yard setback areas may be included as usable open space, provided such areas are at least 20 feet in width and are landscaped or improved for recreational use to the satisfaction of the Planning Department; c. Private patios or enclosed yards (at grade) which are part of a dwelling unit may be included as usable open space if they are a minimum of 150 square feet. Recreation rooms may be included as open space but may not count for more than 10 percent of the total required open space area; d. Each common open space area (for use by more than one dwelling unit) including recreational rooms shall be a minimum of 400 square feet; and **e.** A maximum of 50 percent of the common usable open space may be hardscaped treatments, such as swimming pools, spas, walks, patios, courts, fountains, and barbecue areas.	**Consistent.** A total of 4,600 square feet of open space is required for this Project.[8] As shown in **Table II-1**, the Project would provide 8,362 square feet of open space and the provided common areas on the ground floor and the roof level would be over the required minimum 400 square feet. In addition, in conformance with LAMC Section 12.21.G, 25 percent of the provided outdoor common open space would be landscaped, or a minimum of 3,958 square feet.
7.B. Development Provisions 3. Height: a. New residential buildings, accessory buildings, structures, or additions to such existing buildings or structures shall not exceed 33 feet in height. c. Exceptions to Height: When the highest elevation along the common property line between a lot which is subject to the height limits above, and a property occupied by a building which exceeds the grade of the proposed building on the subject lot by more than five (5) feet, the proposed building may exceed the height specified above by the number of feet represented by the difference in grade. However, under no circumstances shall the height of the	**Consistent.** The Project would have a maximum height of 42 to the top of the parapet. The Project Site slopes down from the Plainview Avenue towards Wilsey Avenue with an approximate 7-foot grade change. Per the Specific Plan, due to a more than five-foot grade change on the Project Site, the 33 feet maximum height requirement may be increased to 40 feet. Additionally, the Project's architectural features are compatible in scale and character with the existing neighborhood. Additionally, the Project's design and height would allow for the development of three residential units in an area with constrained housing supply.

[8] *46 units x 100 square feet = 4,600 square feet.*

Table III-3
Project Consistency with the Foothill Boulevard Corridor Specific Plan

Policies	Project Consistency
building on the property to be developed exceed a height of 50 feet as measured from the grade to the roof, including structures, immediately adjacent to the abutting property.	
7.B. Development Provisions 4. Off-Street Parking. For any Project, except for hotels and motels, which increases the existing floor area on site, number of dwelling units, or number of guest rooms, the following shall apply: a. Number of Required Parking Spaces: 1) A minimum of two parking spaces for each dwelling unit. 2) Guest parking shall be provided at a ratio of 1/2 space for each dwelling unit, guest room, or efficiency dwelling unit. Guest parking shall be clearly identified and accessible. 3) Significant Projects shall provide bicycle and/or scooter racks at a ratio of 1/2 space per dwelling unit. b. The parking requirements shall apply to: 1) The square footage of the floor area devoted to a change of use.	**Consistent.** The total required parking for the Project is 79 parking spaces. As shown on **Table II-1**, the parking would be comprised of 89 on-site vehicle parking spaces (garage and street-level). ADA parking would be provided through the basement parking.[9] The total required bicycle parking for the Project is 23 bicycle parking spaces. As shown on **Table II-1**, the Project would provide up to 61 bicycle parking spaces, including, 49 long-term bicycle parking spaces and 12 short-term bicycle parking spaces.
7.B. Development Provisions 6. Street Dedication and Improvement. Notwithstanding the provisions of Section 12.37 A of the Code, for Significant Projects, street dedication and improvements shall be completed prior to the issuance of a Certificate of Occupancy. The street dedication and improvements shall be required as follows: a. At least one half of the width of any street abutting a lot or lots on which a Project is located shall be dedicated and improved to the standards contained in Section 12.37 H of the Code. b. The maximum area of land required to be so dedicated and improved shall not exceed 25 percent of the area of any such lot which was on record on March 1, 1962, in the Los Angeles County Recorder's Office. In no event shall such dedication reduce the lot below a width of 45 feet nor below an area of 4,500 square feet. c. For any dedications and improvements required to be made pursuant to the provisions of this section, a bond in such	**Consistent.** The Project proposes a five-foot property line and a 15-foot street dedication both on Foothill Boulevard. The Project proposes to retain the existing three street trees along Plainview Avenue, pending Department of Urban Forestry approval.

[9] *Project qualifies for Affordable Housing Incentives – Density Bonus pursuant to LAMC Section 12.22 A.25. By providing 5 Very Low Income affordable housing units within the Foothill Boulevard Specific Plan area, the Project qualifies for Base Incentives, which includes a reduction in required parking.*

Table III-3
Project Consistency with the Foothill Boulevard Corridor Specific Plan

Policies	Project Consistency
amount as the City Engineer estimates is necessary to complete all of the improvements required must be filed with the City Engineer. d. All required improvements shall be accomplished in accordance with current applicable provisions of the Standard Specifications for Public Works adopted by the City Council. f. Street Trees. Street trees shall be planted along the public right-of-way to the specifications established by the Street Tree Division of the Department of Public Works at a minimum of one tree per 30 lineal feet.	
7.C. Design Provisions 1. Design of Buildings: a. Balconies (adjacent to single-family uses). Above the first floor, there shall be no balconies which have a line-of-sight to any adjacent existing single-family use, unless the latter is designated for less restrictive uses by the General Plan. b. Parking structures' ingress and egress shall not have a vertical clearance greater than 13.5 feet.	**Consistent**. Approximately 46 of the dwelling units would include private balconies. The balconies have been designed to face a multi-family use directly north of the Project Site and to avoid the single-family uses located directly east of the Project Site. The parking garage ingress and egress has been designed with a vertical clearance of 11 feet.
Source: Foothill Boulevard Corridor Specific Plan, October 1995; EcoTierra Consulting, 2021.	

(b) Planning and Zoning Code

All on-site development activity is subject to the City's Planning and Zoning Code. The Planning and Zoning Code includes development standards for the various districts in the City. The portion of the Project Site fronting Plainview Avenue is zoned C2-1 (Commercial – Height District 1), the portion of the Project Site fronting Foothill Boulevard is zoned CR-1VL (Limited Commercial – Height District 1 Very Limited), and the portion of the Project Site fronting Wilsey Avenue is zoned RD2-1 (Restricted Density Multiple Dwelling – Height District 1).[10]

Land uses allowed in the C2 zone, which fronts Plainview Avenue, include a wide range of commercial uses (including art and pet shops, catering businesses, restaurants, and tire shops, etc.) as well as any land uses allowed in the C1.5 zone, which includes residential land uses allowed in the R4 (including multiple family dwellings with a minimum lot area of 400 square feet per dwelling unit), and land use allowed in the C1 zone, which includes residential land uses allowed in the R3 zone (including multiple family dwellings with a minimum lot area of 800 square feet per dwelling unit).[11]

[10] *City of Los Angeles Department of City Planning, Zone Information & Map Access System.*
[11] *LAMC Section 12.14.A.*

Land uses allowed in the CR zone, which fronts Foothill Boulevard, include a wide range of commercial uses (including banks, hotels, offices, restaurants, and pharmacies, etc.), institutional uses, as well as any residential land use allowed in the R4 zone (including multiple family dwellings with a minimum lot area of 400 square feet per dwelling unit).[12]

Land uses allowed in the RD2 zone, which fronts Wilsey Avenue, include one-family, two-family, apartment houses, parks, and accessory buildings tied to a residential use with a minimum lot area of 2,000 square feet per dwelling unit.[13]

The Project's proposed residential project would be consistent with the current underlying C2, CR, and RD2 zoning at the Project Site per the Planning and Zoning Code. In addition, the Project Site is located in the Foothill Boulevard Corridor Specific Plan. The development standards as specified in the Specific Plan supersedes the Los Angeles Municipal Code (LAMC), which includes but not limited to height.

The Affordable Housing Incentives-Density Bonus was approved as Ordinance 179,681 on April 15, 2008. The purpose of the Affordable Housing Incentive-Density Bonus is to establish procedures for implementing State Density Bonus requirements and to increase the production of affordable housing, through establishing density increases, parking reductions, and development incentives and concessions for residential or mixed-use projects that contain affordable housing units and that are located within a half-mile of a major transit stop.[14]

Housing developments are eligible for additional incentives if a project meets certain requirements identified in the Affordable Housing Incentives-Density Bonus Guidelines. At least one incentive or concession, in addition to the density bonus, must be provided to projects that set aside affordable units. The number of incentives increases as the percentage of set-aside units increases. Since the Project would deed-restrict 15 percent (7 dwelling units) of the proposed 46 dwelling units for Low-Income Households, the Project is eligible for two Affordable Housing Incentives-Density Bonus base incentives.[15]

The C2 Zone, which fronts Plainview Avenue, permits the R4 Zone's multiple dwelling unit density of 1 unit per 400 square feet of land area, or 39 dwelling units for this portion of the Project Site.[16] The CR Zone, which fronts Foothill Boulevard, permits the R4 Zone's multiple dwelling unit density of 1 unit per 400 square feet of land area, or 39 dwelling units for this portion of the Project Site.[17] The RD2 Zone, which fronts Wilsey Avenue, permits a multiple dwelling unit density of 1 unit per

[12] *LAMC Section 12.12.2.A.*

[13] *LAMC Section 12.09.1.A.*

[14] *LAMC Section 12.22.A.25*

[15] *5 divided by 52 equals 9.6 percent.*

[16] *Gross lot area of the C2 portion of the Project Site is 18,511.4 square feet, which, at the underlying residential density of 1 dwelling unit per 400 square feet, equals 46 residential dwelling units (18,511.4 / 400 = 46).*

[17] *Gross lot area of the CR portion of the Project Site is 15,683 square feet, which, at the underlying residential density of 1 dwelling unit per 400 square feet, equals 39 residential dwelling units (15,683 / 400 = 39).*

2,000 square feet of land area, or 39 dwelling units for this portion of the Project Site.[18] As the Project complies with all applicable provisions of LAMC Section 12.22.A.25 by providing 15 percent (or 7 dwelling units) of the proposed dwelling units for Very-Low Income Households, the Project is eligible for a 20 percent increase in residential density. As such, the Project would be able to construct up to 106 dwelling units on the Project Site.[19] The Project proposes 46 units.

The portion of the Project Site fronting Plainview Avenue and Wilsey Avenue are both located in Height District 1 and the portion of the Project Site fronting Foothill Boulevard is located in Height District 1 Very Limited.[20] Height District No. 1 allows unlimited building heights, but limits the FAR to 1.5:1. Height District No. 1VL restricts building heights to not exceed three-stories, nor shall it exceed 45 feet in height. However, pursuant to Section 7(B)(3) of the Specific Plan, the maximum allowable building height for a residential structure is 35 feet. Accordingly, as the Project Site complies with the applicable provisions of LAMC Section 12.22.A.25, the Project proposes to achieve a 1.70:1 FAR and a maximum building height of 42 feet, plus rooftop appurtenances.

The portion of the Project Site zoned C2, which fronts Plainview Avenue, is not required by the LAMC to provide front yard setbacks, but is required to provide side and rear yard setbacks. The width of the side yard shall be not less than 10 percent of the lot width, but need not exceed five feet and shall be not less than three feet. One foot shall be added to the width of such side for each story above the second story, but such side yard need not exceed 16 feet in width. The rear yard shall not less than 15 feet in depth. One foot shall be added to the depth of such rear yard for each additional story above the third story, but such rear yard need not exceed 20 feet.

The portion of the Project Site zoned CR, which fronts Foothill Boulevard, is required by the LAMC to provide a front yard setback of 10 feet, and is required to provide side and rear yard setbacks at the lowest story containing residential units. However, pursuant to Section 7(B)(1) of the Specific Plan, any yards abutting Foothill Boulevard shall be a minimum of 15 feet deep, or as required by the underlying zone, whichever is larger. The width of the side yard shall be not less than 10 percent of the lot width, but need not exceed five feet and shall be not less than three feet. One foot shall be added to the width of such side for each story above the second story, but such side yard need not exceed 16 feet in width. The rear yard shall not less than 15 feet in depth. One foot shall be added to the depth of such rear yard for each additional story above the third story.

The portion of the Project Site zoned RD2, which fronts Wilsey Avenue, is required by the LAMC to provide a front and rear yard setback of 15 feet. The side yard shall be no less than five feet for a two-story building and one foot shall be added to the width of such 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.

---

[18] *Gross lot area of the RD2 portion of the Project Site is 5,700.5 square feet, which, at the underlying residential density of 1 dwelling unit per 2,000 square feet, equals 3 residential dwelling units (5,700.5 / 2,000 = 3).*

[19] *46 + 39 + 3 dwelling units + 20% increase = 105.6 (rounded up to 106).*

[20] *City of Los Angeles Department of City Planning, Zone Information & Map Access System.*

The Project would be constructed with a 10 foot front yard setback along Foothill Boulevard, an 8 to 11 foot side yard setback along Plainview Avenue, an 18 foot side yard setback along the easterly edge on Wilsey Avenue, and a 6 foot to 10 foot rear yard setback along the Wilsey Avenue. The provision of these setbacks minimizes the Project's massing, along with its potential impacts upon these adjacent properties, while remaining consistent with the intent of the LAMC's yard requirements.

Per Section 7.B.4 of the Specific Plan, the Project's 46 dwelling units would require 115 parking spaces.[21] With utilization of the Density Bonus, the Project is required to provide parking based on the number of bedrooms, inclusive of Handicapped and Guest parking with at least one space per one-bedroom units, and two parking spaces for units with two-three bedrooms. Based on the proposed unit mix, the Project would be required to provide 79 spaces for the 46 units. The Project would provide 89 parking spaces for the proposed residences

With regard to bicycle parking, per Section 7.B.4 of the Specific Plan, significant projects shall provide bicycle racks at a ratio of 1/2 space per dwelling unit (minimum of 23 spaces). Thus, the total required bicycle parking for the Project is 23 bicycle parking spaces. The Project would provide up to 61 bicycle parking spaces, including, 49 long-term bicycle parking spaces in the basement garage and 12 short-term bicycle parking spaces in the front of the building on Foothill Boulevard. Therefore, the Project would be consistent with the City's Planning and Zoning Code and regulations.

Per Specific Plan, a minimum of 100 square feet of usable open space shall be provided for each dwelling unit and each common space area shall be a minimum of 400 square feet. A total of 4,600 square feet of open space is required for this Project.[22] The Project would provide 8,362 square feet of open space and the provided common areas on the ground floor and the roof level would be over the required minimum 400 square feet. In addition, in conformance with LAMC Section 12.21.G, 25 percent of the provided outdoor common open space would be landscaped, or a minimum of 3,958 square feet.

In conclusion, the discretionary and ministerial entitlements, reviews, permits, and approvals required to implement the Project include, but are not necessarily limited to, the following:

(1) Project Permit Compliance with the Foothill Boulevard Corridor Specific Plan.

(2) Density Bonus

a. With the following on-menu incentive:

i. Average the floor area, density, open space and parking over the Project Site, and permit vehicular access from a less restrictive zone to a more restrictive zone.

b. With the following off-menu incentives:

[21] *A minimum of two parking spaces for each dwelling unit (46 units x 2 parking spaces = 92 parking spaces) and guest parking shall be provided at a ratio of ½ space for each dwelling unit (46 units x 0.5 parking spaces = 23 parking spaces). 92 parking spaces + 23 parking spaces = 115 parking spaces.*

[22] *46 units x 100 square feet = 4,600 square feet.*

i. A waiver from Section 7.B.3 of the Specific Plan to increase the permitted maximum height from 33 feet to 42 feet; and

ii. Reduce the required setback along Foothill Boulevard from 15 feet to 10 feet.

c. With the following waiver of development standards:

i. A waiver from Section 7.B.5 of the Specific Plan to eliminate the requirement of providing a walkway within the Project.

(3) Other discretionary and ministerial permits and approvals that may be deemed necessary, including, but not limited to, removal of on- and off-site trees, temporary street closure permits, demolition permits, grading permits, excavation/shoring permits, building permits, and sign permits in order to execute and implement the Project.

Therefore, the Project would be consistent with the City's Planning and Zoning Code.

(c) Los Angeles Green Building Code

The Los Angeles Green Building Code ("LA Green Building Code") is based on the California Green Building Standards Code (commonly known as CALGreen), which was developed and mandated by the State to attain consistency among the various jurisdictions within the State with the specific goals to reduce a building's energy and water use, reduce waste, and reduce the carbon footprint. The following types of projects are subject to the LA Green Building Code:

- All new buildings (residential and non-residential);
- Every building alteration with a building permit valuation of $200,000 or more (residential and non-residential);
- Residential alterations that increase the building's conditioned volume; and
- Every building addition (residential and non-residential).

The Project would be compliant with the LA Green Building Code and California Energy Code/Title 24 requirements, and would include, but not be limited to, the following features:

- Thirty percent of the parking spaces would be pre-wired for electric vehicle charging. Of these, ten percent of the total number of parking spaces will have chargers for electric vehicles;
- Air tight and insulated envelope;
- Low-E windows;
- Low-water use plumbing fixtures;
- MERV 13 air filters;
- Low-water use landscaping and weather-sensor controlled drip irrigation; and
- Solar thermal or photovoltaic systems.

As also required by the City's Building Code, the proposed building would provide space to accommodate future rooftop solar panels and conduit for on-site electric vehicle charging stalls, which would be provided in the parking garage.

(d) Citywide Design Guidelines

The City's General Plan Framework Element and each of the City's 35 Community Plans promote architectural and design excellence. The Citywide Design Guidelines provide guidance for applying policies contained within the General Plan Framework and the City's 35 Community Plans. The Citywide Design Guidelines are particularly applicable to those areas within the City that do not currently have adopted design guidelines contained in a Community Plan Urban Design chapter, specific plan, or other community planning documents. They provide guidance for new Community Plan updates. Per the Citywide Design Guidelines, in instances where the Citywide Design Guidelines conflict with a provision in a Community Plan Urban Design chapter, a specific plan, or a community-specific guideline such as the Downtown Design Guide, the community-specific requirements prevail.[23]

The Project's consistency with the applicable objectives and guidelines of the Citywide Design Guidelines is presented in **Table III-4, Consistency with Applicable Provisions of the Citywide Design Guidelines**. As shown, the Project would be consistent with the applicable objectives and guidelines.

Table III-4
Consistency with Applicable Provisions of the Citywide Design Guidelines

Objective	Project Consistency
Guideline 1: Promote a safe, comfortable and accessible pedestrian experience for all.	**Consistent.** The Project is a residential development. Pedestrians would access residential units from both Foothill Boulevard and the rear of the Project Site from a small surface parking area accessible from Wilsey Avenue. Foothill Boulevard provides opportunities for residents and visitors to use public transit for work trips, and walk to other retail businesses within and near the Project Site. Furthermore, appropriate lighting and other security measures would be incorporated into the design and the residential areas of the site would be secured during nighttime hours.
Site Planning Provide direct access to the surrounding neighborhood and amenities, including transit.	**Consistent.** The residential Project fronts Foothill Boulevard, which provides opportunities for residents and visitors to use public transit for work trips, and walk to other retail businesses within and near the Project Site. Along Foothill Boulevard, Metro Local Buses (Lines 90 and 91) and LADOT Transit Bus (Line 409) both provide local bus service; these local bus lines provide service to Downtown Los Angeles.
Use ornamental low-level lighting to highlight and provide security for pedestrian paths and entrances. Ensure that all parking areas and pedestrian walkways are illuminated.	**Consistent.** Project lighting would include architectural lighting, interior lighting, and exterior lighting for security and wayfinding purposes. Exterior lights would be wall mounted or ground mounted, directed downward, and shielded away from adjacent land uses. Other illuminated areas would be localized and would minimize light

[23] *Citywide Design Guidelines, adopted October 24, 2019.*

Table III-4
Consistency with Applicable Provisions of the Citywide Design Guidelines

Objective	Project Consistency
	trespass and spill. Light fixtures that broadcast light over large areas or which are a source of direct glare would not be used. Building security lighting would be used at all entry/exits and would remain on from dusk to dawn, but would be designed to prevent light trespass onto adjacent properties.
Building Design Promote pedestrian activity by placing entrances at grade level or slightly above, and unobstructed from view from the public right-of-way. Entryways below street level should be avoided.	**Consistent.** The Project's pedestrian entrances are provided at grade and unobstructed from view of the respective public rights-of-way.
Guideline 2: Carefully incorporate vehicular access such that it does not discourage and/or inhibit the pedestrian experience.	**Consistent.** Automobile access to the parking garage would be via a driveway off of Plainview Avenue at the northwestern corner of the Project Site and via a driveway off of Wilsey Avenue to a small rear outdoor parking area. Both vehicle access driveways would be separated from the pedestrian activity areas. Pedestrians would access residential units from both Foothill Boulevard and the rear of the Project Site from the small surface parking, which includes a common open area.
Site Planning Prioritize pedestrian access first and automobile access second. Orient parking and driveways toward the rear or side of buildings and away from the public right-of-way. On corner lots, parking should be oriented as far from the corner as possible.	**Consistent.** Automobile access to the parking garage would be via a driveway off of Plainview Avenue at the northwestern corner of the Project Site and via a driveway off of Wilsey Avenue to a small rear outdoor parking area. Both of these driveways are located as far from the Project Site corners as possible. Both vehicle access driveways would be separated from the pedestrian activity areas. Pedestrians would access residential units from both Foothill Boulevard and the rear of the Project Site from the small surface parking, which includes a common open area.
Minimize both the number of driveway entrances and overall driveway widths.	**Consistent.** Automobile access to the parking garage would be via a driveway off of Plainview Avenue at the northwestern corner of the Project Site and via a driveway off of Wilsey Avenue to a small rear outdoor parking area. The Project would reduce the total number of existing driveways from three to two and driveways would be built to the satisfaction of the Bureau of Engineering.
Orient vehicular access as far from street intersections as possible.	**Consistent**. Automobile access to the parking garage would be via a driveway off of Plainview Avenue at the northwestern corner of the Project Site and via a driveway off of Wilsey Avenue to a small rear outdoor parking area. Both are located midblock away from the intersections of Plainview Avenue and Foothill Boulevard and Foothill Boulevard and Wilsey Avenue.

Table III-4
Consistency with Applicable Provisions of the Citywide Design Guidelines

Objective	Project Consistency
Guideline 5: Express a clear and coherent architectural idea.	**Consistent.** The Project is designed in a contemporary architectural style and incorporates decorative stucco and decorative fiberglass and wood siding, wood-look detailing, and a neutral color palette generally consisting of browns and natural wood tones. The Project's use of different textures, colors, setbacks, materials, and distinctive architectural treatments is designed to create visual interest, avoid repetitive facades, and break up the building's mass.
Building Design Design lighting to enhance the ground floor environment or to emphasize key architectural features without projecting light into the night sky. Utilize adequate, uniform, and glare-free lighting, such as dark-sky compliant fixtures, to avoid uneven light distribution, harsh shadows, and light spillage.	**Consistent.** Illuminated areas would be localized and would minimize light trespass and spill. Exterior lights would be wall mounted or ground mounted and shielded away from adjacent land uses to ensure no light spillage. Other illuminated areas would be localized and would minimize light trespass and spill. Light fixtures that broadcast light over large areas or which are a source of direct glare would not be used. Building security lighting would be used at all entry/exits and would remain on from dusk to dawn, but would be designed to prevent light trespass onto adjacent properties.
Guideline 9: Configure the site layout, building massing and orientation to lower energy demand and increase the comfort and well-being of users.	**Consistent.** The Project's location near bus stops, could help reduce the energy and emission footprint of the Project and the per capita GHG emissions of the residents and visitors from private automobile travel. Furthermore, the Project would be compliant with the Los Angeles Green Building Code and California Energy/Title 24 requirements. The Project would include the provision of conduit that is appropriate for future photovoltaic and solar thermal collectors.
Site Planning Plant trees and/or install shade structures to increase comfort and provide passive cooling opportunities. Provide canopy trees in planting areas for shade and energy efficiency, especially on south and southwest facing façades.	**Consistent.** A total of 15 on-site trees, including retaining the existing oak tree, along with low-growing vegetation would be incorporated into the Project.
Install a publicly accessible Electric Vehicle charging station and/or space for car-share providers on the project site, if the site and context is suitable.	**Consistent.** The Project would include ten percent of its required and provided parking spaces (or nine spaces) with chargers for electric vehicles.
Integrate solar powered lighting to increase energy efficiency.	**Consistent.** The Project would be compliant with the Los Angeles Green Building Code and California Energy/Title 24 requirements. The Project would include the provision of conduit that is appropriate for future photovoltaic and solar thermal collectors.
Guideline 10: Enhance green features to increase opportunities to capture stormwater and promote habitat.	**Consistent.** In accordance with National Pollutant Discharge Elimination System Municipal Permit requirements, the Project would be required to implement Standard Urban Stormwater Mitigation

Table III-4
Consistency with Applicable Provisions of the Citywide Design Guidelines

Objective	Project Consistency
	Plan and Low Impact Development requirements throughout the operational life of the Project. The Standard Urban Stormwater Mitigation Plan would outline stormwater treatment measures or post-construction Best Management Practices required to control pollutants of concern. In addition, consistent with the City's Low Impact Development requirement to reduce the quantity and improve the quality of rainfall runoff that leaves the Project Site, the Project would include the installation of an infiltration system as established by the Low Impact Development Manual.
Site Planning Facilitate stormwater capture, retention, and infiltration, and prevent runoff by using permeable or porous paving materials in lieu of concrete or asphalt. Collect, store, and reuse stormwater for landscape irrigation.	**Consistent.** In accordance with National Pollutant Discharge Elimination System Municipal Permit requirements, the Project would be required to implement Standard Urban Stormwater Mitigation Plan and Low Impact Development requirements throughout the operational life of the Project. The Standard Urban Stormwater Mitigation Plan would outline stormwater treatment measures or post-construction Best Management Practices required to control pollutants of concern. In addition, consistent with the City's Low Impact Development requirement to reduce the quantity and improve the quality of rainfall runoff that leaves the Project Site, the Project would include the installation of an infiltration system as established by the Low Impact Development Manual.
Select plant species that are adapted and suitable for the site's specific soil conditions and microclimate.	**Consistent.** Landscaping would consist of low water use and drought tolerant landscaping that is suitable to the Project Site.
Source: Citywide Design Guidelines, adopted October 24, 2019; EcoTierra Consulting, 2021.	

(e) Walkability Checklist: Guidance for Entitlement Review

In January 2007, the Department of City Planning created the *Walkability Checklist: Guidance for Entitlement Review* ("Walkability Checklist"). The purpose of the Walkability Checklist is to guide the Department of City Planning, as well as developers, architects, engineers, and all community members, in creating enhanced pedestrian movements, access, comfort, and safety contributing to overall walkability throughout the City. The Walkability Checklist provides a list of recommended strategies that projects should employ to improve the pedestrian environment in the public right-of-way and on private property. Each of the implementation strategies in the Walkability Checklist should be considered in a project, although not all strategies would be appropriate in every project. While the Walkability Checklist is neither a requirement nor part of the LAMC, it provides guidance for consistency relating to the policies contained in the General Plan Framework Element. Incorporating these guidelines into a project's design encourages pedestrian activity, higher

quality urban forms, and place-making. The following is an analysis of the Project's consistency with the applicable guidelines.

(i) Sidewalks

The Project generally supports the walkability guidelines discussing sidewalks, which provide that pedestrian corridors should be delineated by creating a consistent rhythm, should be wide enough to accommodate pedestrian flow, and provide pedestrian safety, specifically by creating a clear separation from the roadway and from traffic. Pedestrians would access residential units from both Foothill Boulevard and the rear of the Project Site from a vehicle drop-off area with surface parking accessible from Wilsey Avenue. While there is no parkway along Foothill Boulevard that fronts the Project Site, planting new street trees and planters along this frontage too would help buffer pedestrian activity on the sidewalk from the roadway.

(ii) Utilities

The Project generally supports the walkability guidelines discussing utilities, which provide that ideally utilities should be placed underground in order to improve and preserve the character of the street and neighborhood, increase visual appeal, and minimize obstructions in the pedestrian travel path. If new utility equipment is needed, the Project would place utility equipment underground and/or in the specified zones outlined in the Walkability Checklist.

(iii) Building Orientation

The Project generally supports the walkability guidelines discussing building orientation, which provide that a building's placement on a site establishes its relationship to the sidewalk and street and could enhance pedestrian activity. Pedestrian access would be provided via the existing sidewalk that fronts the Project Site along Foothill Boulevard and the rear of the Project Site from a vehicle drop-off area with surface parking accessible from Wilsey Avenue. The Project's building orientation and ground-floor accessibility allow the building to engage the sidewalk and promote pedestrian activity.

(iv) Off-Street Parking and Driveways

The Project generally supports the walkability guidelines discussing off-street parking and driveways, which provide that the safety of the pedestrian is primary in an environment where pedestrians and automobiles must both be accommodated. Vehicular access to the Project Site would be provided via a two-way driveway off of Plainview Avenue, providing controlled access. Vehicular ingress and egress for the street level of the parking garage would be provided from existing driveway on Plainview Avenue, thereby avoiding the need for new curb cuts or driveways, and in fact, provide a substantial reduction from the three existing driveways at the Project Site. The vehicle access points would be separated from the pedestrian activity of the Project.

(v) On-Site Landscaping

The Project would generally support the walkability guidelines discussing on-site landscaping. Consistent with these guidelines, the Project would incorporate on-site landscaping including new

trees and landscaped planters that would be designed to complement pedestrian movement, where appropriate.

(vi) Building Façade

The Project generally supports the walkability guidelines discussing building façade, which provide that a building's façade could be employed to meet many objectives for a safe, accessible, and comfortable pedestrian environment, specifically by adding visual interest and emphasizing pedestrian movement and comfort. The façade of the Project would be articulated through distinct horizontal blocks of material including recessed windows and balconies, as well as a change of material from the parking levels to the residential levels above. The Project is designed with a strong base on Foothill Boulevard and Plainview Avenue to distinguish the ground floor level from the levels above. The façade of the upper levels uses different materials to help create visual interest. A creative combination of plaster and fiber cement combined with balconies would push and pull out at various depths to create visual movement along the facades.

(vii) Building Signage and Lighting

The Project would be designed to generally support the walkability guidelines discussing building signage and lighting, which describe signage as part of the visual urban language and contributing to neighborhood identity and "place-making." The Project would include pedestrian-scale wayfinding signage. Outdoor lighting would be used minimally to illuminate the building for safety, security, and address/building identification. Exterior lighting would be directed on-site and comply with LAMC for site lighting requirements. Building security lighting would be used at all entry/exits and would remain on from dusk to dawn, but would be designed to prevent light trespass onto adjacent properties.

(f) Summary

As discussed above, the Project would be consistent with applicable objectives and policies of set forth in the City's plans and zoning including the General Plan, Sunland – Tujunga – Lake View Terrace – Shadow Hills – East La Tuna Canyon Community Plan, Foothill Boulevard Corridor Specific Plan Area, Planning and Zoning Code, LA Green Building Code, Citywide Design Guidelines, and Walkability Checklist. Therefore, as 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 meets this condition.

Condition (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 entirely within the City limits on a site that is approximately 39,934 square feet (0.92-acre) in size. Views of the regional vicinity and Project Site are shown in **Figures II-1** through **II-7** in **Section II, Project Description**; as shown therein, the Project Site is located a highly urbanized setting characterized by a mix of commercial and residential uses. Across Plainview Avenue, to the northeast of the Project Site, is a liquor store and associated surface parking lot. A fast-food restaurant, Tommy's, is located northwest of the Project Site. A residential neighborhood with multi-family and single-family uses is located adjacent to the Project

Site, to the north and the east. Across Wilsey Avenue, to the south of the Project Site, is a commercial use, Slater Realty & Property Management. West of the Project Site, across Foothill Boulevard, are a variety of commercial uses and a multi-family use. Other uses in the Project area include single- and multi-family residential buildings, commercial uses, and offices. Therefore, as the proposed development occurs within City limits, the Project Site is less than five acres in size, and the Project Site is substantially surrounded by urban uses, the Project meets this condition.

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

The City encompasses a variety of open space and natural areas that serve as habitat for sensitive species. Much of this natural open space is found in or is adjacent to the foothill regions of the San Gabriel, Santa Susana, Santa Monica, and Verdugo Mountains, the Simi Hills, and along the coastline between Malibu and the Palos Verdes Peninsula. Many of the outlying areas are contiguous with larger natural areas, and may be part of significant wildlife habitats or movement corridors. The central and valley portions of the City contain fewer natural areas.[24] The Project Site and surrounding area are not identified as a biological resource area.[25]

Moreover, the Project Site and immediately surrounding area are not within or near a designated Significant Ecological Area.[26]

The generally flat Project Site, which is currently vacant, was previously developed with a Denny's restaurant and associated parking. As the Project Site has been completely developed, including hardscaping, within a heavily urbanized area of the City, the Project Site does not contain any habitat capable of sustaining any species identified as endangered, rare, or threatened. No such species or habitats are known to occur at the Project Site per local or regional plans by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. Additionally, there are no known locally designated natural communities at the Project Site or in the immediate vicinity, nor is the Project Site located near undeveloped natural/undisturbed open space or a natural water source that may otherwise serve as habitat for State- or federally-listed species. Furthermore, the Project Site and its vicinity are not part of any draft or adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan.[27] Therefore, as the Project Site has no value as habitat for endangered, rare, or threatened species, the Project meets this condition.

Condition (d): Approval of the project would not result in any significant effects related to traffic, noise, air quality, greenhouse gases, or water quality.

The following provides a Project-specific analysis of the impacts to traffic, noise, air quality, greenhouse gases, and water quality.

---

[24] *City of Los Angeles, L.A. CEQA Thresholds Guide, 2006, pages C-1 – C-2.*

[25] *City of Los Angeles, L.A. CEQA Thresholds Guide, 2006, Exhibit C-5, Biological Resource Areas (Valley Geographical Area).*

[26] *Los Angeles County Department of Regional Planning, Planning & Zoning Information, GIS-NET online database.*

[27] *California Department of Fish and Wildlife, California Regional Conservation Plans, April 2019.*

(a) Project-Specific Transportation Impacts

The following transportation impact analysis summarizes and incorporates by reference the information provided in the *Transportation Assessment for the 7577 Foothill Boulevard Mixed-Use Project, City of Los Angeles,* prepared by Linscott Law & Greenspan Engineers, May 2021 (Transportation Assessment). The City of Los Angeles Department of Transportation (LADOT) issued an assessment letter for the Transportation Assessment on June 18, 2021, accepting the findings of the Trip Generation Analysis. The Trip Generation Assessment, LADOT assessment letter, and LADOT approval letter are available as **Appendix B** to this document.

In July 2019, the LADOT updated the City's Transportation Assessment Guidelines (TAG) to conform to the requirements of SB 743. The TAG replaced the Transportation Impact Study Guidelines (December 2016) and shifted the performance metric for evaluating transportation impacts under the CEQA from level of service (LOS) to vehicle miles traveled (VMT) for studies completed within the City. Per the TAG, a Transportation Assessment is required when a project is likely to add 250 or more net daily trips to the local street system. This trip generation assessment has been conducted to determine if the Project would generate 250 or more net daily trips, and would thereby require the preparation of a Transportation Assessment.

The City has updated the TAG to ensure compliance with Section 15064.3, subdivision (b)(1) of the CEQA Guidelines, which asks if a development project would result in a substantial increase in VMT. The TAG sets the following criterion for determining significant transportation impacts based on VMT:

> *For a land use project, would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)(1)?*

To assist in determining which development projects would conflict with CEQA Guidelines section 15064.3, subdivision (b)(1), the TAG establishes two screening criteria to evaluate whether further analysis of a land use project's impact based on VMT is required. Both of the following criteria must be met in order to require further analysis of a land use project's VMT contribution:

1. *The land use project would generate a net increase of 250 or more daily vehicle trips; and*

2. *The project would generate a net increase in daily VMT.*

(i) Project Trip Generation Assessment

Traffic generation is expressed in vehicle trip ends, defined as one-way vehicular movements, either entering or exiting the generating land use. Traffic volumes expected to be generated by the Project during the weekday AM and PM peak hours were estimated using rates provided in the Institute of Transportation Engineers' (ITE) Trip Generation Manual.[28] The following trip

[28] *Institute of Transportation Engineers, Trip Generation Manual, 10th Edition, Washington, D.C., 2017.*

generation rates were used to forecast the traffic volumes expected to be generated by the Project:

- Apartments: ITE Land Use Code 220 (Multifamily Housing [Low-Rise]) trip generation average rates were used to forecast the traffic volumes expected to be generated by the residential apartment component of the Project; and
- Affordable Family Housing: LADOT Affordable Housing (Family) trip generation average rates were used to forecast the traffic volumes expected to be generated by the affordable family housing component of the Project.

In addition to the trip generation forecasts for the Project (which are essentially an estimate of the number of vehicles that could be expected to enter and exit the Project Site access points), a forecast was also made of the transit trips that will be generated by the Project in lieu of trips by the private automobile. The Project Site is currently served by many local lines and regional/commuter lines via stops located within convenient walking distance along Foothill Boulevard. The transit lines include: Metro Local Lines 90 and 222, and Commuter Express 409. A transit adjustment of 10 percent has been utilized due to the Project's proximity to nearby transit lines, consistent with guidance provided in the TAG.

Project Trip Generation

The trip generation forecast for the Project was submitted for review and approval by LADOT staff. The Project is expected to generate 20 net new vehicle trips (5 inbound trips and 15 outbound trips) during the AM peak hour. During the PM peak hour, the Project is expected to generate 23 net new vehicle trips (14 inbound trips and 9 outbound trips). Over a 24-hour period, the Project is forecast to generate 291 daily trip ends (approximately 146 inbound trips and 145 outbound trips) during a typical weekday.

VMT Analysis

The daily vehicle trips expected to be generated by the Project were also estimated using Version 1.3 of the City's VMT Calculator. As indicated **Appendix B** of this document, the Project is forecasted to generate 246 net new daily vehicle trips. Therefore, the Project will not generate a net increase of 250 or more daily vehicle trips per the City's VMT Calculator, a "no impact" determination can be made for the Project as it relates to VMT, and the Project is not expected to result in a significant VMT impact.

Consistency with Local Plans and Policies

Furthermore, as indicated in **Appendix B** of this document, the Project would be generally consistent with the relevant City transportation plans, programs, ordinances, or policies, and does not include any features that would preclude the City from completing and complying with these guiding documents and policy objectives. Therefore, a determination of less than significant can be made for the Project with respect to consistency with transportation plans, programs, ordinances, or policies. Furthermore, the Project Applicant will comply with existing applicable City ordinances and the other requirements pursuant to the LAMC.

Geometric Design Review

Given the classification of the roadways along the Project Site's frontage, existing physical condition of the Project Site, and planned pedestrian enhancements, no safety concerns related to geometric design are noted. Additionally, the number of curb cuts along the Project Site's Plainview Avenue and Wilsey Avenue frontages would not conflict with LADOT MPP, Section 321. Therefore, it can be determined that the Project would not substantially increase hazards due to a geometric design feature or incompatible use, resulting in a less than significant impact determination.

Freeway Safety Analysis

Given that the Project would not add 25 or more net new vehicle trips to any nearby freeway off-ramp during either the AM or PM peak hours, the Project would not result in a significant freeway safety impact.

Therefore, neither a Transportation Assessment nor other further analysis of transportation impacts is required for the proposed Project.

(ii) Transportation Impact Summary

As indicated above and in the Trip Generation Assessment, the Project would result in less than significant impacts to traffic.

(b) Project-Specific Noise Impacts

(i) Construction Noise

The LAMC contains a number of regulations that would apply to the Project's temporary construction activities. LAMC Section 41.40(a) would prohibit Project construction activities from occurring between the hours of 9:00 PM and 7:00 AM, Monday through Friday. Subdivision (c), below, would further prohibit such activities from occurring before 8:00 AM or after 6:00 PM on any Saturday, or on any Sunday or national holiday.

SEC.41.40. NOISE DUE TO CONSTRUCTION, EXCAVATION WORK—WHEN PROHIBITED.

(a) No person shall, between the hours of 9:00 PM and 7:00 AM of the following day, perform any construction or repair work of any kind upon, or any excavating for, any building or structure, where any of the foregoing entails the use of any power drive drill, riveting machine excavator or any other machine, tool, device or equipment which makes loud noises to the disturbance of persons occupying sleeping quarters in any dwelling hotel or apartment or other place of residence. In addition, the operation, repair or servicing of construction equipment and the job-site delivering of construction materials in such areas shall be prohibited during the hours herein specified. Any person who knowingly and willfully violates the foregoing provision shall be deemed guilty of a misdemeanor punishable as elsewhere provided in this Code.

(c) No person, other than an individual homeowner engaged in the repair or construction of his single-family dwelling shall perform any construction or repair work of any kind upon, or any earth grading for, any building or structure located on land developed with residential buildings under the provisions of Chapter I of this Code, or perform such work within 500 feet of land so occupied, before 8:00 AM or after 6:00 PM on any Saturday or national holiday nor at any time on any Sunday. In addition, the operation, repair, or servicing of construction equipment and the job-site.

LAMC Section 112.05 establishes noise limits for powered equipment and hand tools operated within 500 feet of residential zones. Of particular importance to Project construction would be subdivision (a), which institutes a maximum noise limit of 75 dBA for the types of construction vehicles and equipment that would be necessary for Project demolition and grading, especially. However, LAMC Section 112.05 goes on to note that these limitations would not necessarily apply if proven that the Project's compliance therewith would be technically infeasible despite the use of noise-reducing means or methods.

SEC. 112.05. MAXIMUM NOISE LEVEL OF POWERED EQUIPMENT OR POWERED HAND TOOLS

Between the hours of 7:00 AM and 10:00 PM, in any residential zone of the City or within 500 feet thereof, no person shall operate or cause to be operated any powered equipment or powered hand tool that produces a maximum noise level exceeding the following noise limits at a distance of 50 feet therefrom:

(a) 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;

(b) 75 dBA for powered equipment of 20 HP or less intended for infrequent use in residential areas, including chain saws, log chippers and powered hand tools;

(c) 65 dBA for powered equipment intended for repetitive use in residential areas, including lawn mowers, backpack blowers, small lawn and garden tools and riding tractors.

Said noise limitations shall not apply where compliance therewith is technically infeasible. The burden of proving that compliance is technically infeasible shall be upon the person or persons charged with a violation of this section. Technical infeasibility shall mean that said noise limitations cannot be complied with despite the use of mufflers, shields, sound barriers and/or other noise reduction device or techniques during the operation of the equipment.

As such, construction noise impacts would not be considered significant if the Project fully implements noise attenuation measures to the fullest extent possible to reduce noise impacts during construction of the proposed building, in conformance with the requirements of the LAMC.

However, per the 2006 City of Los Angeles Draft *L.A. CEQA Thresholds Guide*, which the City uses as guidance for determining whether a project may normally have a significant impact on noise levels from construction if:

- Construction activities lasting more than one day would 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 would exceed existing ambient exterior noise levels by 5 dBA or more at a noise sensitive use; or
- Construction activities would 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 at anytime on Sunday.

The Project is located in the Tujunga community of the City of Los Angeles. Across Plainview Avenue, to the northeast of the Project Site, is a liquor store and associated surface parking lot. A fast-food restaurant, Tommy's, is located northwest of the Project Site. A residential neighborhood with multi-family and single-family uses is located adjacent to the Project Site, to the north and the east. Across Wilsey Avenue, to the south of the Project Site, is a commercial use, Slater Realty & Property Management. West of the Project Site, across Foothill Boulevard, are a variety of commercial uses and a multi-family use.

The State of California defines sensitive receptors as those land uses that require serenity or are otherwise adversely affected by noise events or conditions. Schools, libraries, churches, hospitals, single and multiple family residential, including transient lodging, motels and hotel uses make up the majority of these areas. Sensitive receptors that may be affected by project-generated construction noise include: the multi-family residential use located adjacent to the northern boundary of the Project Site, the multi-family and single-family residential uses located adjacent to the northeastern boundary of the Project Site, and the single-family residential uses located approximately 50 feet east of the Project Site (north of Foothill Boulevard and east of Wilsey Avenue). All other noise-sensitive uses are located at greater distances from the Project Site and would therefore experience lower noise levels from potential sources of noise located on the Project Site. Therefore, noise levels at additional sensitive receptors located beyond those identified above were not evaluated.

To determine the existing noise level environment at nearby sensitive receptors, short-term (15 minute) noise measurements were taken in the Project study area at three locations in the Project vicinity (see **Figure III-1, Noise Measurement Location Map**). The noise monitoring locations were selected in order to obtain noise measurements of the current noise sources impacting the closest receptors to the Project Site and to provide a baseline for any potential noise impacts that may be created by development of the Project.

Source: Google Earth, June 2021.

Figure III-1
Noise Measurement Location Map

Noise monitoring was performed a Larson Davis Model Soundtrack LxT Class 1 sound level meter. The noise meter was programmed in "slow" mode to record the sound pressure level at one second intervals for in A-weighted form. The sound level meter and microphone were mounted approximately five feet above the ground and equipped with a windscreen during all measurements. The sound level meter was calibrated before monitoring using a Larson Davis CAL250 calibrator. The noise level measurement equipment meets American National Standards Institute (ANSI) specifications for sound level meters (S1.4-1983 identified in Chapter 19.68.020.AA).

As shown on **Figure III-1, Noise Measurement Location Map**, the noise measurements were taken near the closest sensitive uses to: the multi-family residential use located adjacent to the northern boundary of the Project Site (NM1), the multi-family and single-family residential uses located adjacent to the northeastern boundary of the Project Site (NM2), and the single-family residential uses located approximately 50 feet east of the Project Site (north of Foothill Boulevard and east of Wilsey Avenue) (NM3). **Table III-5, Existing Ambient Noise Levels** provides a summary of the ambient noise data. Ambient average noise levels were measured between 64.8 and 72.5 dBA Leq. **Appendix C** to this document includes photos, field sheet, and measured noise data. The dominant noise sources were from vehicles traveling along the adjacent roadways, helicopter and other aircraft, and pedestrian-related noise (bicycle and foot traffic).

Table III-5
Existing Ambient Noise Levels

Noise Measurement Location	Location	Primary Noise Sources	Noise Levels[a]		
			L_{eq}	L_{max}	L_{min}
NM1	Adjacent to the multi-family uses located directly north of the Project Site.	Main noise sources are from vehicular traffic travelling along Foothill Boulevard, Plainview Avenue & surrounding roads. The local buildings reflect much of the sound. Other noise sources include pedestrians, low altitude aircraft both fixed wing propeller, jet & helicopters, also bird song and residential ambiance (distant music, power tools, barking dogs, children playing)	70.4	94.1	47.1
NM2	Adjacent to adjacent to single-family and multi-family residential use located directly east of the Project Site.		72.5	96.5	47.2
NM3	Adjacent to the single-family residential uses located 50 feet east of the Project Site (north of Foothill Boulevard and east of Wilsey Avenue)		64.8	79.4	44.0

[a] ***See Figure III-1*** *for noise measurement locations. Each noise measurement was performed over a 15-minute duration.*
[b] *Noise measurements performed on February 4 and 11, 2021.*
Ambient noise data details are available in ***Appendix C*** *to this document.*

Construction of the Project is expected to last approximately 24 months and would require the use of heavy equipment. The construction phases for the Project are anticipated to include: demolition, grading/excavation, site preparation/foundation work, building construction, and architectural coating. During each construction phase there would be a different mix of equipment

operating and noise levels would vary based on the amount of equipment in operation and the location of each activity.

As stated above, the nearest sensitive receptors that could potentially be subject to noise impacts associated with demolition/construction of the Project include residential uses to the north, northeast, and east of the Project Site. It should be noted, however, that any increase in noise levels at off-site receptors during construction of the Project would be temporary in nature, and would not generate continuously high noise levels, although occasional single-event disturbances from construction are possible. In addition, the construction noise during the heavier initial periods of construction (i.e., demolition and grading work) would typically be reduced in the later construction phases (i.e., interior building construction at the proposed building) as the physical structure of the proposed structure would break the line-of-sight noise transmission from the construction area to the nearby sensitive receptors. As shown in **Table III-4** above, sensitive receptors in the area are already exposed to maximum (L_{max}) noise levels up to 96.5 dBA.

A summary of noise level data for a variety of construction equipment compiled by the FTA is available in **Appendix C** to this document. Typical operating cycles for these types of construction equipment may involve one or two minutes of full power operation followed by three to four minutes at lower power settings.

Construction noise associated with the Project was calculated utilizing methodology presented in the FTA Transit Noise and Vibration Impact Assessment Manual (2018) together with several key construction parameters including: distance to each sensitive receiver, equipment usage, percent usage factor, and baseline parameters for the Project Site. Distances to receptors were based on the acoustical center of the proposed construction activity. Construction noise levels were calculated for each phase. To be conservative, the noise generated by each piece of equipment was added together for each phase of construction; however, it is unlikely (and unrealistic) that every piece of equipment will be used at the same time, at the same distance from the receptor, for each phase of construction. A summary of anticipated noise levels during each construction phase at the closest receptors are presented in **Table III-5**, and worksheets are included as **Appendix C** to this document.

As defined by the Section 41.40 of the LAMC, a project would normally have a significant impact on noise levels from construction if construction activity (including demolition) or repair work, where the use of any power tool, device, or equipment would disturb persons occupying sleeping quarters in any dwelling hotel, apartment, or other place of residence, occurs between the hours of 9:00 PM and 7:00 AM Monday through Friday, or between 6:00 PM and 8:00 AM on Saturday. Per Section 112.05 of the LAMC, a significant impact on noise levels from construction could also occur if equipment is operated in a manner that causes it to exceed 75 dBA at a distance of 50 feet, between the hours of 7:00 AM and 10:00 PM.

The above noise level limitations do not apply where compliance is deemed to be technically infeasible, which means that said noise limitations cannot be met despite the use of mufflers, shields, sound barriers, and/or other noise reduction techniques during the operation of the equipment.

Project construction noise levels at each of the nearby sensitive receptors detailed above for each phase of construction are shown in **Table III-6, Construction Noise Levels (by Phase) at Nearest Receptors.**

Table III-6
Construction Noise Levels (by Phase) at Nearest Receptors

Construction Phase	Receptor Location	Existing Ambient Noise Levels (dBA Leq)[1]	Construction Noise Levels (dBA Leq)[2]	Allowable Noise Threshold (dBA)[3]	Exceeds Threshold?
Demolition	North (NM1)	70.4	74.3	75.4	No
	Northeast (NM2)	72.5	80.7	77.5	**Yes**
	East (NM3)	64.8	73.8	69.8	**Yes**
Grading/Excavation	North (NM1)	70.4	74.7	75.4	No
	Northeast (NM2)	72.5	81.1	77.5	**Yes**
	East (NM3)	64.8	71.0	69.8	**Yes**
Site Preparation /Foundation	North (NM1)	70.4	76.7	75.4	**Yes**
	Northeast (NM2)	72.5	83.1	77.5	**Yes**
	East (NM3)	64.8	69.9	69.8	**Yes**
Building Construction	North (NM1)	70.4	76.1	75.4	**Yes**
	Northeast (NM2)	72.5	82.5	77.5	**Yes**
	East (NM3)	64.8	67.7	69.8	No
Architectural Coating	North (NM1)	70.4	71.7	75.4	No
	Northeast (NM2)	72.5	78.1	77.5	**Yes**
	East (NM3)	64.8	64.1	69.8	No

[1] *Noise measurement locations are shown on **Figure III-1**.*
[2] *Construction noise level calculations for each phase of construction at each receptor available in **Appendix C.***
[3] *Allowable noise threshold corresponds to the ambient noise level plus 5 dBA.*

As shown in **Table III-5** above, without incorporation of any best management practices (BMPs) the highest construction noise levels at sensitive receptors located east of the Project Site could reach up to 83.1 dBA Leq during site preparation/foundation work, which would exceed both the 75 dBA construction noise level defined by the Section 41.40 of the LAMC and the 5 dBA over ambient noise level threshold. Therefore, Best Management Practices (BMPs) to reduce construction noise would be incorporated. See **Table III-7**, **Construction Noise Levels With BMPs (by Phase) at Nearest Receptors,** below for details on the reductions in noise levels at receptor locations from incorporation of BMP construction noise attenuation measures.

Table III-7
Construction Noise Levels With BMPs (by Phase) at Nearest Receptors

Construction Phase	Receptor Location	Existing Ambient Noise Levels (dBA Leq)[1]	Construction Noise Levels With BMPs (dBA Leq)[2]	Allowable Noise Threshold (dBA)	Exceeds Threshold?
Demolition	North (NM1)	70.4	65.3	75.4	No
	Northeast (NM2)	72.5	71.7	77.5	No
	East (NM3)	64.8	64.8	69.8	No
Grading/Excavation	North (NM1)	70.4	65.7	75.4	No
	Northeast (NM2)	72.5	72.1	77.5	No
	East (NM3)	64.8	62.0	69.8	No
Site Preparation /Foundation	North (NM1)	70.4	67.7	75.4	No
	Northeast (NM2)	72.5	74.1	77.5	No
	East (NM3)	64.8	60.9	69.8	No
Building Construction	North (NM1)	70.4	67.1	75.4	No
	Northeast (NM2)	72.5	73.5	77.5	No
	East (NM3)	64.8	58.7	69.8	No
Architectural Coating	North (NM1)	70.4	62.7	75.4	No
	Northeast (NM2)	72.5	69.1	77.5	No
	East (NM3)	64.8	55.1	69.8	No

[1] *Noise measurement locations are shown on **Figure III-1**.*
[2] *Construction noise level calculations for each phase of construction at each receptor available in **Appendix C.***
[3] *Allowable noise threshold corresponds to the ambient noise level plus 5 dBA.*

As shown in **Table III-7** above, with incorporation of BMPs such as mufflers and/or use temporary construction noise barriers (where feasible) that provide a 9 dBA reduction during all phases of demolition/construction at receptors located closest to the northern, northeastern and eastern boundaries of the project, construction noise levels would not exceed the applicable standard of 75 dBA at the nearby sensitive receptors or ambient noise levels by more than 5 dBA. The use of an acoustical curtain, as a temporary construction noise barrier that blocks the line-of-sight between construction activities and receptors, can reduce noise impacts by up to 32 dBA.[29]

These industry-wide best management practices for construction in urban or otherwise noise-sensitive areas, will be incorporated to attenuate construction noise levels to receptors located to the north, northeast and east.

- The project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices capable of a 9 dBA reduction.
- Demolition and construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.
- A temporary noise control barrier/sound curtain shall be installed on the property line of the construction site abutting/facing residential uses. The noise control barrier shall be engineered to block the line-of-sight from the residential uses to the construction activity

[29] *Acoustical Surfaces, Inc., website: https://www.acousticalsurfaces.com/curtan_stop/sound_blankets.htm, accessed June 2021.*

and reduce construction-related noise levels at the adjacent residential structures with a goal of a reduction of 9 dBA. The supporting structure shall be engineered and erected according to applicable codes. The temporary barrier shall remain in place until all windows have been installed and all activities on the project site are complete.

Therefore, with compliance with City noise regulations and incorporation of BMPs, construction noise impacts would be less than significant.

As noted above, LAMC Section 41.40 regulates noise from construction activities by regulating the days and hours during which construction may occur. The construction activities associated with the Project would comply with these LAMC requirements. In addition, pursuant to LAMC Section 112.05, construction noise levels are exempt from the 75 dBA noise threshold if all technically feasible noise attenuation measures are implemented. In conformance with the requirements of LAMC Section 112.05, implementation of the aforementioned attenuation measures would reduce the noise levels associated with construction of the Project to the maximum extent that is technically feasible. Thus, based on the provisions set forth in LAMC 112.05, implementation of the noise attenuation measures provided above would ensure the Project would be consistent with the LAMC and construction noise impacts would be less than significant.

(ii) Operational Noise

(a) Parking Noise

The proposed parking areas have the potential to generate noise due to cars entering and exiting, engines accelerating, braking, car alarms, squealing tires, and other general activities associated with people using the parking areas (i.e., talking, opening/closing doors, etc.). Noise levels within the parking areas would fluctuate with the amount of automobile and human activity. Activity levels would be highest in the early morning and evening when the largest number of people would enter and exit as they go to or return from work. However, these events would occur at low exiting and entering speeds, which would not generate high noise levels. During these times, the noise levels can range from 44 to 63 dBA Leq.[30] As the parking areas would be enclosed, except for the driveway area which would have garage access from Plainview Avenue. Noise generated from within the parking area would not exceed existing noise levels of 70.4 dBA Leq, at the closest receptors to the entrance to the parking area, located north of the Project site and would not adversely affect any off-site sensitive receptors. Furthermore, operational noise generated by motor vehicles within the Project Site is regulated under the LAMC. Specifically, Section 114.02 of the LAMC prohibits the operation of any motor vehicles upon any property within the City such that the created noise would cause the noise level on the premises of the property to exceed the ambient noise level by more than five decibels. LAMC Section 114.06 prohibits any person to install, operate or use any vehicle theft alarm system that emits or causes the emission of an audible sound, which is not, or does not become, automatically and completely silenced within five minutes. LAMC Section 114.03 prohibits loading or unloading of any vehicle, operating any dollies, carts, forklifts, or other wheeled equipment, which causes any impulsive sound, raucous

[30] *Gordon Bricken & Associates, 1996. Estimates are based on actual noise measurements taken at various parking lots.*

or unnecessary noise within 200 feet of any residential building between the hours of 10:00 P.M. and 7:00 A.M. of the following day. Therefore, through project design, and compliance with existing LAMC regulations, noise impacts associated with parking would be less than significant.

(b) Stationary Noise Sources

Upon completion and operation of the Project, on-site operational noise would be generated by heating, ventilation, and air conditioning (HVAC) equipment installed for the new building. The operation of mechanical equipment typical for developments like the Project, such as air conditioners, fans, generators, and related equipment, may generate audible noise levels. Project mechanical equipment would be located on rooftops or within buildings, and would be shielded from nearby land uses to attenuate noise and avoid conflicts with adjacent uses. In addition, all mechanical equipment would be designed with appropriate noise control devices, such as sound attenuators, acoustics louvers, or sound screen/parapet walls, to comply with noise limitation requirements provided in Section 112.02 of the LAMC, which prohibit the noise from such equipment causing an increase in the ambient noise level by more than five decibels. The Project would comply with the requirement to install mechanical equipment that would generate noise levels below this threshold, consistent with applicable regulatory requirements. As such, the HVAC equipment associated with the Project would not represent a significant source of noise in the Project Site vicinity and would not exceed the ambient noise levels in the area.

As stated above, the operation of the HVAC and any other on-site stationary sources of noise would be required to comply with the LAMC Section 112.02, which prohibits noise from air conditioning, refrigeration, heating, pumping, and filtering equipment from exceeding the ambient noise level on the premises of other occupied properties by more than five decibels. Compliance with this regulation will ensure that HVAC-related noise impacts are less than significant.

(iii) Traffic Noise

In order for a new noise source to be audible, there would need to be a 3 dBA or greater CNEL noise increase. The traffic volume on any given roadway would need to double in order for a 3 dBA increase in ambient noise to occur. According to the *L.A. CEQA Thresholds Guide*, if a project would result in traffic that is less than double the existing traffic, then the project's mobile noise impacts can be assumed to be less than significant. Per the Transportation Assessment (TIA),[31] the Project would be expected to generate 246 daily trips. The TIA showed that the existing traffic volume along Foothill Boulevard at Plainview Avenue is 13,000 average daily trips. If all of the Project's 246 daily trips were added to the traffic along Foothill Boulevard, the combined total (existing plus project) would be 13,246 (ADT) and would not result in a doubling of the traffic volume. Therefore, as Project-related increase in traffic not result in a doubling of the existing traffic volume on the well-traveled streets in the Project's vicinity, the net increase in traffic noise would not result in a significant (3 dBA or greater) increase in traffic noise from the Project and traffic generated noise impacts would be considered less than significant.

[31] *Transportation Assessment, 7577 Foothill Boulevard Residential Project, City of Los Angeles, prepared by Linscott, Law & Greenspan Engineers, May 18, 2021 (refer to **Appendix A** of this document).*

(iv) Noise Impact Summary

The Project would not result in any significant noise impacts during the construction and operations phases. No mitigation measures are required.

(c) Project-Specific Air Quality Emission Impacts

The Project has been evaluated to determine if it will violate an air quality standard or contribute to an existing or projected air quality violation. Additionally, the Project has been evaluated to determine if it will result in a cumulatively considerable net increase of a criteria pollutant for which the South Coast Air Basin (SCAB) is non-attainment under an applicable federal or state ambient air quality standard. The significance of these potential impacts is described below.

(i) Standards of Significance

The SCAQMD has developed significance thresholds for regulated pollutants, as summarized in **Table III-7, SCAQMD Air Quality Significance Thresholds**. The SCAQMD's CEQA Air Quality Significance Thresholds (April 2019) indicate that any projects in the SCAB with daily emissions that exceed any of the indicated thresholds should be considered as having an individually and cumulatively significant air quality impact. It should be noted that the SCAQMD provides a threshold for emissions of lead, however for purposes of this analysis no lead emissions are calculated as there are no substantive sources of lead emissions. Additionally, the air quality modeling program (discussed below) does not calculate any emissions of lead from typical construction or operational activities.

(i) Construction Emissions

Emissions are estimated using the CalEEMod (Version 2020.4.0) software, which is a statewide land use emissions computer model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify potential criteria pollutant emissions from a variety of land use projects. CalEEMod was developed in collaboration with the air districts of California. Regional data (e.g., emission factors, trip lengths, meteorology, source inventory, etc.) have been provided by the various California air districts to account for local requirements and conditions. The model is considered to be an accurate and comprehensive tool for quantifying air quality impacts from land use projects throughout California and is recommended by the SCAQMD.[32]

[32] *South Coast Air Quality Management District, California Emissions Estimator Model.*

Table III-8
SCAQMD Air Quality Significance Thresholds

Mass Daily Thresholds[a]		
Pollutant	**Construction**	**Operation**
NO_x	100 pounds/day	55 pounds/day
VOC[b]	75 pounds/day	55 pounds/day
PM_{10}	150 pounds/day	150 pounds/day
$PM_{2.5}$	55 pounds/day	55 pounds/day
SO_x	150 pounds/day	150 pounds/day
CO	550 pounds/day	550 pounds/day
Lead	3 pounds/day	3 pounds/day
Toxic Air Contaminants and Odor Thresholds		
Toxic Air Contaminants (including carcinogens and non-carcinogens)	Maximum Incremental Cancer Risk ≥ 10 in 1 million Cancer Burden > 0.5 excess cancer cases (in areas ≥ 1 in 1 million) Hazard Index ≥ 1.0 (project increment)	
Odor	Project creates an odor nuisance pursuant to SCAQMD Rule 402	
GHG	10,000 MT/yr CO2eq for industrial facilities	
Ambient Air Quality for Criteria Pollutants [c]		
NO_2 1-hour average Annual arithmetic mean	SCAQMD is in attainment; project is significant if it causes or contributes to an exceedance of the following attainment standards: 0.18 ppm (state) 0.03 ppm (state) and 0.0534 ppm (federal)	
PM_{10} 24-hour average Annual average	10.4 µg/m^3 (construction)[d] & 2.5 µg/m^3 (operation) 1.0 µg/m^3	
$PM_{2.5}$ 24-hour average	10.4 µg/m^3 (construction)[d] & 2.5 µg/m^3 (operation)	
Sulfate 24-hour average	25 µg/m^3 (state)	
CO 1-hour average 8-hour average	SCAQMD is in attainment; project is significant if it causes or contributes to an exceedance of the following attainment standards: 20 ppm (state) and 35 ppm (federal) 9.0 ppm (state/federal)	

Notes: ppm = parts per million by volume; µg/m^3 = micrograms per cubic meter

[a] *Source: SCAQMD CEQA Handbook (SCAQMD, 1993).*

[b] *The definition of VOC includes ROG compounds and additional organic compounds not included in the definition of ROG. However, for the purposes of this evaluation, VOC and ROG will be considered synonymous.*

[c] *Ambient air quality thresholds for criteria pollutants based on SCAQMD Rule 1303, table A-2 unless otherwise stated.*

[d] *Ambient air quality threshold based on SCAQMD Rule 403.*

Source: SCAQMD CEQA Handbook (SCAQMD, 1993), SCAQMD Air Quality Significance Thresholds, revised April 2019 and accessed June 2021.

Daily regional emissions during construction are forecasted by assuming a conservative estimate of construction activities (i.e., assuming all construction occurs at the earliest feasible date) and applying the mobile source and fugitive dust emissions factors. The input values used in this analysis were adjusted to be project-specific for the construction schedule and the equipment used was based on CalEEMod defaults. The CalEEMod program uses the EMFAC2017 computer program to calculate the emission rates specific for Los Angeles County for construction-related employee vehicle trips and the OFFROAD2011 computer program to calculate emission rates for heavy truck operations. EMFAC2017 and OFFROAD2011 are computer programs generated by CARB that calculates composite emission rates for vehicles. Emission rates are reported by the program in grams per trip and grams per mile or grams per running hour. Daily truck trips and CalEEMod default trip length data were used to assess roadway emissions from truck exhaust.

The maximum daily emissions are estimated values for the worst-case day and do not represent the emissions that would occur for every day of project construction. The maximum daily emissions are compared to the SCAQMD daily regional numeric indicators. Detailed construction equipment lists, construction scheduling, and emission calculations are available in the CalEEMod Output provided in **Appendix D** of this document.

Construction activities associated with the Project will result in emissions of VOCs, NO_X, SO_X, CO, PM_{10}, and $PM_{2.5}$. Construction related emissions are expected from the following construction activities:

- Demolition
- Grading/Excavation
- Site Preparation/Foundation
- Building Construction
- Architectural Coating

Demolition activities are expected to start no sooner than the third quarter of 2022 and construction completion and occupancy is anticipated by the third quarter of 2024. The construction schedule utilized in the analysis represents a "worst-case" analysis scenario even if construction was to occur any time after the respective dates since emission factors for construction decrease as time passes and the analysis year increases due to emission regulations becoming more stringent.[33] The construction activities for the Project are anticipated to include: demolition of the existing ~39,934 SF of asphalt-paved parking area; grading/excavation of approximately 0.91 acres, construction of a three-story, 67,822 square foot residential building with 46 residential units, including at least ten percent (or 5 dwelling units), set aside as Very Low Income units to be built above a subterranean parking structure with a total of 89 vehicle parking spaces, and application of architectural coatings.

Dust is typically a major concern during demolition, site preparation and rough grading activities. Because such emissions are not amenable to collection and discharge through a controlled source, they are called "fugitive emissions". Fugitive dust emissions rates vary as a function of many parameters (soil silt, soil moisture, wind speed, area disturbed, number of vehicles, depth of disturbance or excavation, etc.). CalEEMod was utilized to calculate fugitive dust emissions resulting from this phase of activity. The Project will be required to comply with existing SCAQMD rules for the reduction of fugitive dust emissions. SCAQMD Rule 403 establishes these procedures. Compliance with this rule is achieved through application of standard best management practices in construction and operation activities, such as application of water or chemical stabilizers to disturbed soils, managing haul road dust by application of water, covering haul vehicles, restricting vehicle speeds on unpaved roads to 15 mph, sweeping loose dirt from paved site access roadways, cessation of construction activity when winds exceed 25 mph and establishing a permanent, stabilizing ground cover on finished sites. In addition, projects that

[33] *As shown in the California Emissions Estimator Model (CalEEMod) User's Guide Version 2020.4.0, Section 4.3 "OFFROAD Equipment" as the analysis year increases, emission factors for the same equipment pieces decrease due to the natural turnover of older equipment being replaced by newer less polluting equipment and new regulatory requirements.*

disturb 50 acres or more of soil or move 5,000 cubic yards of materials per day are required to submit a Fugitive Dust Control Plan or a Large Operation Notification Form to SCAQMD. Based on the size of the Project area (approximately 0.91 acres) a Fugitive Dust Control Plan or Large Operation Notification would not be required.

SCAQMD's Rule 403 minimum requirements require that the best available dust control measures are applied for all grading operations and include the application of water or other soil stabilizers in sufficient quantity to prevent the generation of visible dust plumes. Compliance with Rule 403 would require the use of water trucks during all phases where earth moving operations would occur and is incorporated into the emissions modeling for the Project.

Construction emissions for construction worker vehicles traveling to and from the Project site, as well as vendor trips (construction materials delivered to the Project site) were estimated based on CalEEMod. SCAQMD Rules that are currently applicable during construction activity for this Project include but are not limited to: Rule 1113 (Architectural Coatings) and Rule 403 (Fugitive Dust). Best Available Control Measures (BACMs) are considered standard regulatory requirements. As such, credit for Rule 403 and Rule 1113 have been taken.

The estimated maximum daily construction emissions are summarized in **Table III-9, Construction-Related Regional Pollutant Emissions**. Detailed construction model outputs are presented in **Appendix D** to this document.

Table III-9
Construction-Related Regional Pollutant Emissions

Activity		Pollutant Emissions (pounds/day)					
		ROG	**NOx**	**CO**	**SO_2**	**PM10**	**PM2.5**
Demolition	On-Site[a]	0.71	6.41	7.47	0.01	1.87	0.55
	Off-Site[b]	0.12	3.08	1.11	0.01	0.44	0.14
	Subtotal	0.83	9.50	8.58	0.02	2.31	0.69
Grading/Excavation	On-Site[a]	0.97	9.84	7.90	0.01	2.40	1.43
	Off-Site[b]	0.09	2.28	0.82	0.01	0.33	0.10
	Subtotal	1.06	12.12	8.72	0.02	2.73	1.53
Site Preparation/Foundation	On-Site[a]	1.40	12.64	14.77	0.03	0.60	0.58
	Off-Site[b]	0.04	0.03	0.47	0.01	0.15	0.04
	Subtotal	1.44	12.67	15.25	0.04	0.75	0.62
Building Construction	On-Site[a]	0.63	6.42	7.10	0.01	0.32	0.29
	Off-Site[b]	0.18	0.56	1.94	0.01	0.62	0.17
	Subtotal	0.81	6.98	9.04	0.02	0.94	0.47
Architectural Coating	On-Site[a]	14.69	1.61	2.63	0.00	0.07	0.07
	Off-Site[b]	0.03	0.02	0.34	0.00	0.11	0.03
	Subtotal	14.73	1.63	2.96	0.01	0.18	0.10
Total for overlapping phases[c]		15.54	8.61	12.00	0.02	1.12	0.56
SCAQMD Thresholds		75	100	550	150	150	55
Exceeds Thresholds?		**No**	**No**	**No**	**No**	**No**	**No**

[a] *On-site emissions from equipment operated on-site that is not operated on public roads. On-site grading and site preparation PM-10 and PM-2.5 emissions show mitigated values for fugitive dust for compliance with SCAQMD Rule 403.*
[b] *Off-site emissions from equipment operated on public roads.*
[c] *Construction, painting and paving phases may overlap.*

*Source: CalEEMod Version 2020.4.0. Output, available in **Appendix D**.*

As shown in **Table III-9, Construction-Related Regional Pollutant Emissions**, emissions resulting from the Project construction would not exceed criteria pollutant thresholds established by the SCAQMD for emissions of any criteria pollutant. Thus, a less than significant impact would occur for Project-related construction-source emissions. No mitigation measures are required.

(a) Localized Significance-Construction

The SCAQMD has established that impacts to air quality are significant if there is a potential to contribute or cause localized exceedances of the federal and/or state ambient air quality standards (NAAQS/CAAQS). Collectively, these are referred to as localized significance thresholds (LSTs).

The significance of localized emissions impacts depends on whether ambient levels in the vicinity of any given project are above or below State standards. In the case of CO and NO_2, if ambient levels are below the standards, a project is considered to have a significant impact if project emissions result in an exceedance of one or more of these standards. If ambient levels already exceed a state or federal standard, then project emissions are considered significant if they increase ambient concentrations by a measurable amount. This would apply to PM_{10} and $PM_{2.5}$; both of which are non-attainment pollutants.

The SCAQMD established LSTs in response to the SCAQMD Governing Board's Environmental Justice Initiative I-4. LSTs represent the maximum emissions from a project that will not cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard at the nearest residence or sensitive receptor. The SCAQMD states that lead agencies can use the LSTs as another indicator of significance in its air quality impact analyses.

To address the issue of localized significance, the SCAQMD adopted LSTs that show whether a project would cause or contribute to localized air quality impacts and thereby cause or contribute to potential localized adverse health effects. The analysis makes use of methodology included in the SCAQMD Final Localized Significance Threshold Methodology (LST Methodology). SCAQMD's Methodology clearly states that "off-site mobile emissions from the Project should NOT be included in the emissions compared to LSTs."[34] Therefore, for purposes of the construction LST analysis, only emissions included in the CalEEMod "on-site" emissions outputs were considered. The CalEEMod output in **Appendix D** of this document show the equipment used for this analysis.

The Project is located in the Tujunga community of the city of Los Angeles. Across Plainview Avenue, to the northeast of the Project Site, is a liquor store and associated surface parking lot. A fast-food restaurant, Tommy's, is located northwest of the Project Site. A residential neighborhood with multi-family and single-family uses is located adjacent to the Project Site, to the north and the east. Across Wilsey Avenue, to the south of the Project Site, is a commercial use, Slater Realty & Property Management. West of the Project Site, across Foothill Boulevard, are a variety of commercial uses and a multi-family use.

[34] *South Coast Air Quality Management District, Final Localized Significance Thresholds Methodology, 2003 (Revised July 2008).*

The local air quality emissions from construction were analyzed using the SCAQMD's Mass Rate Localized Significant Threshold Look-up Tables and the methodology described in LST Methodology prepared by SCAQMD (revised July 2008). The Look-up Tables were developed by the SCAQMD in order to readily determine if the daily emissions of CO, NOx, PM10, and PM2.5 from the Project could result in a significant impact to the local air quality. The emission thresholds were calculated based on the West San Gabriel Valley source receptor area (SRA) 8 and a disturbance value of one acre per day (as the site is approximately 0.91 acres).

According to LST Methodology, any receptor located closer than 25 meters (82 feet) shall be based on the 25-meter thresholds. The nearest sensitive receptors to the Project Site include: the multi-family residential use located adjacent to the northern boundary of the Project Site, the multi-family and single-family residential uses located adjacent to the northeastern boundary of the Project Site, and the single-family residential uses located approximately 50 feet east of the Project Site (north of Foothill Boulevard and east of Wilsey Avenue); therefore, the SCAQMD Look-up Tables for 25 meters was used. Other air quality sensitive land uses located further from the Project Site and would experience lower impacts. **Table III-10, Local Construction Emissions at the Nearest Receptors** shows the on-site emissions from the CalEEMod model for the different construction phases and the LST emissions thresholds.

The data provided in **Table III-10**, **Local Construction Emissions at the Nearest Receptors,** shows that none of the analyzed criteria pollutants would exceed the local emissions thresholds at the nearest sensitive receptors. Therefore, a less than significant local air quality impact would occur from construction of the Project. No mitigation measures are required.

Table III-10
Local Construction Emissions at the Nearest Receptors

Activity	On-Site Pollutant Emissions (pounds/day)			
	NO_x	**CO**	**PM_{10}**	**$PM_{2.5}$**
Demolition	6.41	7.47	1.87	0.55
Grading/Excavation	9.84	7.90	2.40	1.43
Site Preparation/Foundation	12.64	14.77	0.60	0.58
Building Construction	6.42	7.10	0.32	0.29
Architectural Coating	1.61	2.63	0.07	0.07
SCAQMD Thresholds[a]	**69**	**535**	**4**	**3**
Exceeds Threshold?	**No**	**No**	**No**	**No**

[a] *The nearest sensitive receptors to the project include: the multi-family residential use located adjacent to the northern boundary of the Project Site, the multi-family and single-family residential uses located adjacent to the northeastern boundary of the Project Site, and the single-family residential uses located approximately 50 feet east of the Project Site (north of Foothill Boulevard and east of Wilsey Avenue); therefore, the 25 meter threshold was used.*
Source: Calculated from CalEEMod and SCAQMD's Mass Rate Look-up Tables for 1 acre at a distance of 25 m in SRA 8 (West San Gabriel Valley).

(ii) Operational Emissions

Emissions were calculated for the Project. Operational activities associated with the Project would result in emissions of VOCs, NO_X, SO_X, CO, PM_{10}, and $PM_{2.5}$. Operational emissions would be expected from the following primary sources:

- Area Source Emissions
- Energy Source Emissions
- Mobile Source Emissions

(a) Area Source Emissions

Architectural Coatings

Over a period of time the buildings that are part of this Project will be subject to emissions resulting from the evaporation of solvents contained in paints, varnishes, primers, and other surface coatings as part of Project maintenance. Rule 1113 (Architectural Coatings) limits paints applied to buildings to 50g/L VOC content.

Consumer Products

Consumer products include, but are not limited to detergents, cleaning compounds, polishes, personal care products, and lawn and garden products. Many of these products contain organic compounds which when released in the atmosphere can react to form ozone and other photochemically reactive pollutants.

Fireplaces

The Project is not proposing to install any fireplaces and therefore would not result in any emissions associated with hearths/fireplaces. However, to be conservative, the CalEEMod default for gas 90 percent of dwelling units with gas fireplaces was retained.

Landscape Maintenance Equipment

Landscape maintenance equipment would generate emissions from fuel combustion and evaporation of unburned fuel. Equipment in this category would include lawnmowers, shredders/grinders, blowers, trimmers, chain saws, and hedge trimmers used to maintain the landscaping of the Project.

(b) Energy Source Emissions

Combustion Emissions Associated with Natural Gas and Electricity

Electricity and natural gas are used by almost every project. Criteria pollutant emissions are emitted through the generation of electricity and consumption of natural gas. However, because electrical generating facilities for the Project area are located either outside the region (state) or offset through the use of pollution credits (RECLAIM) for generation within the SCAB, criteria pollutant emissions from offsite generation of electricity are generally excluded from the evaluation of significance and only natural gas use is considered.

(c) Source Emissions

Vehicles

Project mobile source air quality impacts are dependent on both overall daily vehicle trip generation and the effect of the Project on peak hour traffic volumes and traffic operations in the

vicinity of the Project. The Project-related operational air quality impacts are derived primarily from vehicle trips generated by the Project.

On July 30, 2019, the City of Los Angeles updated its travel demand model, impact evaluation methodology, and transportation impact thresholds based on VMT. In accordance with the new CEQA Section 15064.3, although the City considers the Level of Service (LOS) which measures vehicle delay during the Site Plan Review process, the Significance of Transportation Impacts for the purposes of CEQA are now determined using the vehicle miles traveled (VMT) metric.

Per the Transportation Assessment[35], the Project would be expected to generate 246 daily trips, As the Project would generate fewer than 250 net daily trips, the Project would not require further VMT analysis. As the VMT data is only provided for weekday traffic trips, the weekend trip generation rates were based on CalEEMod defaults for Low Rise Apartments Land Use. The CalEEMod program then applies the emission factors for each trip, which is provided by the EMFAC2017 model, to determine the vehicular traffic pollutant emissions.

Fugitive Dust Related to Vehicular Travel

Vehicles traveling on paved roads would be a source of fugitive emissions due to the generation of road dust inclusive of tire wear particulates.

(d) Emissions Summary

The potential operations-related air emissions have been analyzed below for the criteria pollutants and cumulative impacts. The worst-case summer or winter criteria pollutant emissions created from the Project's long-term operations have been calculated and are shown below in **Table III-11, Regional Operational Pollutant Emissions.**

Table III-11
Regional Operational Pollutant Emissions

	Pollutant Emissions (pounds/day)					
Operational Activities	**VOC**	**NOx**	**CO**	**SOx**	**PM_{10}**	**$PM_{2.5}$**
Area Sources[a]	1.67	0.73	4.10	0.00	0.08	0.08
Energy Usage[b]	0.01	0.12	0.05	0.00	0.01	0.01
Mobile Sources[c]	1.97	2.21	20.72	0.05	4.92	1.33
Total Emissions	**3.65**	**3.06**	**24.87**	**0.05**	**5.00**	**1.42**
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**

[a] Area sources consist of emissions from consumer products, architectural coatings, and landscaping equipment.
[b] Energy usage consists of emissions from generation of electricity and on-site natural gas usage.
[c] Mobile sources consist of emissions from vehicles and road dust.
*Source: CalEEMod Version 2020.4.0 the higher of either summer or winter emissions, available in **Appendix D**.*

The results from **Table III-11, Regional Operational Pollutant Emissions,** show that none of the SCAQMD regional emissions thresholds would be exceeded. Therefore, a less than

[35] *Transportation Assessment, 7577 Foothill Boulevard Residential Project, City of Los Angeles, prepared by Linscott, Law & Greenspan Engineers, May 18, 2021 (refer to **Appendix B** of this document).*

significant regional air quality impact would occur from operation of the Project. No mitigation measures are required.

(e) Localized Significance - Operation

Project-related air emissions from on-site sources such as architectural coatings, landscaping equipment, onsite usage of natural gas appliances as well as the operation of vehicles on-site may have the potential to exceed the state and federal air quality standards in the Project vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the Air Basin. The nearest sensitive receptors to the Project Site include: the multi-family residential use located adjacent to the northern boundary of the Project Site, the multi-family and single-family residential uses located adjacent to the northeastern boundary of the Project Site, and the single-family residential uses located approximately 50 feet east of the Project Site (north of Foothill Boulevard and east of Wilsey Avenue).

According to SCAQMD LST methodology, LSTs would apply to the operational phase of a project, if the project includes stationary sources, or attracts mobile sources (such as heavy-duty trucks) that may spend long periods queuing and idling at the site; such as industrial warehouse/transfer facilities. The Project involves the construction and operation of a mixed-use building containing retail/commercial and residential uses over two levels of parking. However, due the lack of on-site/stationary source emissions, no long-term localized significance threshold analysis is warranted.

Therefore, the Project's contribution to cumulative regional emissions would not be cumulatively considerable and, thus, would be less than significant. No mitigation measures are required.

(iii) Toxic Air Contaminants

Some people are especially sensitive to air pollution and are given special consideration when evaluating air quality impacts from projects. These groups of people include children, the elderly, individuals with pre-existing respiratory or cardiovascular illness, and athletes and others who engage in frequent exercise. Structures that house these persons or places where they gather to exercise are defined as "sensitive receptors"; they are also known to be locations where an individual can remain for 24 hours. The nearest sensitive receptors to the Project Site include: the multi-family residential use located adjacent to the northern boundary of the Project Site, the multi-family and single-family residential uses located adjacent to the northeastern boundary of the Project Site, and the single-family residential uses located approximately 50 feet east of the Project Site (north of Foothill Boulevard and east of Wilsey Avenue).

(a) Construction

With respect to TACs, the greatest potential for TAC emissions resulting from construction of the Project would involve diesel particulate emissions associated with trucks and heavy equipment. Based on SCAQMD guidance, health effects from TACs are usually described in terms of individual cancer risk, which is the likelihood that a person exposed to TACs over a 70-year lifetime will contract cancer. Project construction activity would not result in long-term substantial sources of TAC emissions (i.e., 30 or 70 years) and would not generate ongoing construction TAC

emissions. Given the temporary and short-term construction schedule (approximately 24 months), the Project would not result in a long-term (i.e., lifetime or 30-year) exposure as a result of Project construction. Furthermore, as shown above, construction-based particulate matter (PM) emissions (including diesel exhaust emissions) do not exceed any local or regional thresholds.

In addition, the construction activities associated with the Project would be similar to other development projects in the City, and would be subject to the regulations and laws relating to toxic air pollutants at the regional, State, and Federal level that would protect sensitive receptors from substantial concentrations of these emissions. The Project would be consistent with applicable AQMP requirements for control strategies intended to reduce emissions from construction equipment and activities. The Project would comply with the CARB Air Toxics Control Measure that limits diesel powered equipment and vehicle idling to no more than five (5) minutes at a location, and the CARB In-Use Off-Road Diesel Vehicle Regulation; compliance with these would minimize emissions of TACs during construction. The Project would also comply with the requirements of SCAQMD Rule 1403 if asbestos is found during the demolition activities.

(b) Operation

CO is the pollutant of major concern along roadways because the most notable source of CO is motor vehicles. For this reason, CO concentrations are usually indicative of the local air quality generated by a roadway network and are used as an indicator of potential local air quality impacts. Local air quality impacts can be assessed by comparing future without and with Project CO levels to the State and federal CO standards which were presented above.

To determine if the Project could cause emission levels in excess of the CO standards discussed above, a sensitivity analysis is typically conducted to determine the potential for CO “hot spots” at a number of intersections in the general Project vicinity. Because of reduced speeds and vehicle queuing, “hot spots” potentially can occur at high traffic volume intersections with a Level of Service E or worse.

The analysis prepared for CO attainment in the South Coast Air Basin by the SCAQMD can be used to assist in evaluating the potential for CO exceedances in the South Coast Air Basin. CO attainment was thoroughly analyzed as part of the SCAQMD's 2003 Air Quality Management Plan (2003 AQMP) and the 1992 Federal Attainment Plan for Carbon Monoxide (1992 CO Plan). As discussed in the 1992 CO Plan, peak carbon monoxide concentrations in the South Coast Air Basin are due to unusual meteorological and topographical conditions, and not due to the impact of particular intersections. Considering the region’s unique meteorological conditions and the increasingly stringent CO emissions standards, CO modeling was performed as part of 1992 CO Plan and subsequent plan updates and air quality management plans. In the 1992 CO Plan, a CO hot spot analysis was conducted for four busy intersections in Los Angeles at the peak morning and afternoon time periods. The intersections evaluated included: South Long Beach Boulevard and Imperial Highway (Lynwood); Wilshire Boulevard and Veteran Avenue (Westwood); Sunset Boulevard and Highland Avenue (Hollywood); and La Cienega Boulevard and Century Boulevard (Inglewood). These analyses did not predict a violation of CO standards. The busiest intersection evaluated was that at Wilshire Boulevard and Veteran Avenue, which has a daily traffic volume of approximately 100,000 vehicles per day. The Los Angeles County

Metropolitan Transportation Authority evaluated the Level of Service in the vicinity of the Wilshire Boulevard/Veteran Avenue intersection and found it to be Level of Service E during the morning peak hour and Level of Service F during the afternoon peak hour.

Per the Trip Generation Assessment analysis, the Project would generate less than 250 daily vehicle trips. The 1992 Federal Attainment Plan for Carbon Monoxide (1992 CO Plan) showed that an intersection which has a daily traffic volume of approximately 100,000 vehicles per day would not violate the CO standard. The highest roadway traffic volume of 13,720 ADT occurs along the segment of Foothill Boulevard and Plainview Avenue for the Future Cumulative With Project Scenario. Therefore, as the addition of Project-related traffic volumes to existing traffic volumes would fall far short of 100,000 vehicles necessary to create a CO "hot spot," no CO hot spot modeling was performed. No significant long term air quality impact is anticipated to local air quality with the ongoing use of the Project.

As discussed above, the Project would not exceed any of thresholds of significance recommended by the SCAQMD; therefore, the Project would not expose sensitive receptors to substantial pollutant concentrations and impacts would be less than significant.

(iv) Odors

Odors are typically associated with the use of chemicals, solvents, petroleum products, and other strong-smelling elements used in manufacturing processes. According to the SCAQMD *CEQA Air Quality Handbook*, land uses and industrial operations that are associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies and fiberglass molding. The Project involves the construction and operation of a residential building; which is not typically associated with odor complaints.

Potential sources that may emit odors during construction activities include the application of materials such as asphalt pavement. The objectionable odors that may be produced during the construction process are short-term in nature and the odor emissions are expected to cease upon the drying or hardening of the odor producing materials. Due to the short-term nature and limited amounts of odor producing materials being utilized, no significant impact related to odors would occur during construction of the Project. Diesel exhaust and VOCs would be emitted during construction of the Project, which are objectionable to some; however, emissions would disperse rapidly from the Project Site and therefore should not reach an objectionable level at the nearest sensitive receptors. As the Project involves no operational elements related to industrial projects, no long-term operational objectionable odors are anticipated. Therefore, potential impacts associated with objectionable odors would be less than significant and no mitigation is required.

(v) AQMP Consistency

(a) Overview

The City, including the Project Site, is within the South Coast Air Basin (Basin), and the South Coast Air Quality Management District (SCAQMD) is directly responsible for reducing emissions from stationary (area and point), mobile, and indirect sources to meet federal and State ambient

air quality standards. The SCAQMD has responded to this requirement by preparing a series of AQMPs. The 2016 AQMP identifies the control measures that will be implemented over a 20-year horizon to reduce major sources of pollutants. Control measures established in previous AQMPs have substantially decreased exposure to unhealthful levels of pollutants, even while substantial population growth has occurred within the Basin.

The 2016 AQMP continues to evaluate current integrated strategies and control measures to meet the National Ambient Air Quality Standards (NAAQS), as well as, explore new and innovative methods to reach its goals. Some of these approaches include utilizing incentive programs, recognizing existing co-benefit programs from other sectors, and developing a strategy with fair-share reductions at the federal, state, and local levels.[36] The 2016 AQMP incorporates scientific and technological information and planning assumptions, including the 2016 Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS) and updated emission inventory methodologies for various source categories.[37]

On September 3, 2020, SCAG's Regional Council adopted the 2020-2045 RTP/SCS. The 2020-2045 RTP/SCS was determined to conform to the federally-mandated state implementation plan (SIP), for the attainment and maintenance of NAAQS standards. On October 30, 2020, CARB also accepted SCAG's determination that the SCS met the applicable state greenhouse gas emissions targets. The 2020-2045 RTP/SCS will be incorporated into the forthcoming 2022 AQMP.

The 2016 AQMP control strategies were developed, in part, based on regional growth projections prepared by SCAG. As the AQMP control strategy is based on projections from local General Plans, projects which are consistent with local General Plans are considered consistent with the growth assumptions of the air quality related regional plans and their emissions are assumed to be accounted for in the AQMP emissions inventory. Projects which include amendments to General or Specific Plans, or are considered significant projects, undergo further scrutiny for AQMP consistency. As noted above, the 2016 AQMP has been adopted by the SCAQMD and CARB. Therefore, this analysis considers the Project's consistency with the 2016 AQMP.

CEQA Guidelines Section 15125 requires an analysis of project consistency with applicable governmental plans and policies. In accordance with SCAQMD's *CEQA Air Quality Handbook,*[38] the following criteria were used to evaluate the Project's consistency with the SCAQMD and SCAG regional plans and policies, including the AQMP:

- Criterion 1: Will the Project result in any of the following:
    - An increase in the frequency or severity of existing air quality violations;
    - Cause or contribute to new air quality violations; or

[36] *South Coast Air Quality Management District. Final 2016 Air Quality Management Plan (AQMP), March 2017.*

[37] *Southern California Association of Governments, 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy, April 2016.*

[38] *South Coast Air Quality Management District, CEQA Air Quality Handbook, 1993.*

  - Delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP?

- Criterion 2: Will the Project exceed the assumptions utilized in preparing the AQMP?
  - Is the Project consistent with the population and employment growth projections upon which AQMP forecasted emission levels are based;
  - Does the Project include air quality mitigation measures; or
  - To what extent is Project development consistent with the AQMP control measures?

The Project's impacts with respect to these criteria are discussed to assess the consistency with SCAQMD's AQMP.

Consistency Criterion No. 1: The 2016 AQMP, discussed previously, was prepared to accommodate growth, to reduce the high levels of pollutants within the areas under the jurisdiction of SCAQMD, to return clean air to the region, and to minimize the impact of pollution control on the economy. Projects that are considered to be consistent with the AQMP would not interfere with attainment of the AQMP's goals. Therefore, projects, uses, and activities that are consistent with the applicable assumptions used in the development of the AQMP would not jeopardize attainment of the air quality levels identified in the AQMP. The Project will not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.

(b) Construction Impacts

The violations that Consistency Criterion No. 1 refers to are the California Ambient Air Quality Standards ("CAAQS") and NAAQS. CAAQS and NAAQS violations would occur if localized significance thresholds ("LSTs") or regional significance thresholds were exceeded. The Project would not exceed the applicable LSTs or regional significance thresholds for construction activity (see discussion below). Therefore, the Project would not conflict with the AQMP according to this criterion.

(c) Operational Impacts

The Project would not exceed the applicable LST or regional significance thresholds for operational activity (see discussion below). Therefore, the Project would not conflict with the AQMP according to this criterion.

On the basis of the preceding discussion, the Project is consistent with the first criterion.

Consistency Criterion No. 2: The Project will not exceed the assumptions in the AQMP based on the years of Project build-out phase.

Overview

Consistency with the AQMP assumptions is determined by performing an analysis of the Project with the assumptions in the AQMP. The emphasis of this criterion is to ensure that the analyses conducted for the Project are based on the same forecasts as the AQMP. The 2016-2040 RTP/SCS includes chapters on: the challenges in a changing region, creating a plan for our future, and the road to greater mobility and sustainable growth. These chapters currently respond directly to federal and state requirements placed on SCAG. Local governments are required to use these as the basis of their plans for purposes of consistency with applicable regional plans under CEQA.

On September 1, 2020, SCAG's Regional Council adopted an updated Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) known as the 2020–2045 RTP/SCS or Connect SoCal. As with the 2016–2020 RTP/SCS, the purpose of the 2020–2045 RTP/SCS is to meet the mobility needs of the six-county SCAG region over the subject planning period through a roadmap identifying sensible ways to expand transportation options, improve air quality and bolster Southern California long-term economic viability.[39] The goals and policies of the 2020–2045 RTP/SCS are similar to, and consistent with, those of the 2016–2040 RTP/SCS.

Determining whether or not a project exceeds the assumptions reflected in the AQMP involves the evaluation of three criteria: (1) consistency with applicable population, housing, and employment growth projections; (2) project mitigation measures; and (3) appropriate incorporation of AQMP land use planning strategies. The following discussion provides an analysis with respect to each of these criteria.

As discussed above in this analysis, the Project would be consistent with applicable objectives and policies of set forth in the City's plans and zoning including the General Plan, Sunland – Tujunga – Lake View Terrace – Shadow Hills – East La Tuna Canyon Community Plan, Foothill Boulevard Corridor Specific Plan Area, Planning and Zoning Code, LA Green Building Code, Citywide Design Guidelines, and Walkability Checklist. Therefore, as 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. Furthermore, the Project's housing and population increases are consistent with the RTP/SCS (making the addition of 46 dwelling units resulting from the Project consistent with regional growth). Therefore, the Proposed Project would not exceed the population and housing projections of the 2020-2045 RTP/SCS for the Los Angeles subregion, and would therefore be consistent with the assumptions utilized in preparing the AQMP.

Regarding feasible air quality mitigation measures, the Proposed Project does not have significant impacts that require mitigation. Additionally, the Proposed Project would comply with applicable regulatory measures enforced by the SCAQMD. SCAQMD enforces stationary and mobile source compliance with respect to both operational and construction emissions. The Proposed Project would adhere to current and applicable regulatory compliance measures (including SCAQMD Rule 403: Fugitive Dust and Rule 1113: Architectural Coating). As such, the Proposed Project is

[39] *SCAG, News Release: SCAG Regional Council Formally Adopts Connect SoCal, September 3, 2020.*

consistent with this criterion. No mitigation measures are required to meet SCAQMD air quality thresholds.

With respect to land use policies set forth in the AQMP, the Proposed Project would implement several land use policies and strategies listed in the RTP/SCS and the AQMP. Such land use strategies set forth in the 2016 AQMP that are applicable to the Proposed Project include planning for growth around livable corridors, providing more options for short trips/neighborhood mobility areas, expanding electric vehicle charging stations, supporting local sustainability planning, and balancing growth distribution. The Proposed Project would provide a residential use in a built-up urban environment and would help reduce vehicle miles traveled by reducing the distance between employment opportunities and home, and would balance growth distribution. The Project Site is located within the Sunland – Tujunga – Lake View Terrace – Shadow Hills – East La Tuna Canyon Community Plan (Community Plan) and has a General Plan land use designation of Limited Commercial. The Community Plan designates the portion of the Project Site fronting Foothill Boulevard and Plainview Avenue as General Commercial, which has corresponding zones of C1.5, C2, C4, and RAS3, and the portion of the Project Site fronting Wilsey Avenue as Multiple Family Low Medium II, which has corresponding zones of RD1.5, RD2, RW2, and RZ2.5.

The Project would be developed within an existing urbanized area that provides an established network of roads and freeways that provide local and regional access to the area, including the Project Site. The residential Project fronts Foothill Boulevard, which provides opportunities for residents and visitors to use public transit for work trips, and walk to other retail businesses within and near the Project Site. Along Foothill Boulevard, Metro Local Buses (Lines 90 and 91) and LADOT Transit Bus (Line 409) both provide local bus service; these local bus lines provide service to Downtown Los Angeles. In addition, the Project would provide bicycle parking spaces for the proposed uses that would serve to promote use of bicycles. The Project would also include adequate parking to serve the proposed uses and would provide charging stations to serve electric vehicle per LAMC. As such, the Project would maximize mobility and accessibility by providing opportunities for the use of several modes of transportation, including convenient access to public transit and opportunities for walking and biking. As such, the Project is an appropriate location for the proposed uses and would serve the local community's demand for residential uses. Thus, the project would be compatible with the existing established land uses in the Project area. The Project's estimated population growth projections would not conflict with SCAG's future growth projections for the City of Los Angeles.

Additionally, the Proposed Project would include sustainability features that are further discussed in **Project Characteristics Section** above. Sustainability features of the Proposed Project include development of a residential building that will meet or exceed California's Building Energy Efficiency Standards (Title 24). The Proposed Project would be designed to meet the minimum energy efficiency standards of the Los Angeles Green Building Code. Further consideration regarding energy efficiency and sustainability will include use of ultra-low flow plumbing fixtures throughout the project. As also required by the City Building Code, the proposed building would provide space to accommodate future rooftop solar panels and conduit for on-site electric automobile charging stalls, which would be provided in the parking garage.

In addition, regarding land use developments, such as the Proposed Project, SCAG's 2016/2020 RTP/SCS land use goals and policies focus on the reduction of vehicle trips and VMT. Per the City's Traffic Assessment Guidelines (TAG), projects that are consistent with the RTP/SCS plan in terms of development location and density are part of the regional solution for meeting air pollution and GHG goals. Projects that have less than a significant VMT impact are deemed to be consistent with the SCAG's 2016/2020 RTP/SCS and would have a less-than-significant cumulative impact on VMT. As the Project would generate a total of 246 daily trips, the Project would not result in any significant VMT transportation impacts. Therefore, the Project is consistent with the RTP/SCS. Additionally, it should be noted that the goals and policies of the recently adopted 2020–2045 RTP/SCS are similar to, and consistent with, those of the 2016–2040 RTP/SCS. Hence, because the Proposed Project would be consistent with the 2016– 2040 RTP/SCS as discussed above, the Proposed Project would also be consistent with the 2020–2045 RTP/SCS.

(d) AQMP Consistency Conclusion

In conclusion, the determination of AQMP consistency is primarily concerned with the long-term influence of the Proposed Project on air quality in the Air Basin. The Proposed Project is an infill development near transit within an existing urbanized area that would concentrate new residential uses, thus reducing VMT. The Proposed Project would not have a significant long-term impact on the region's ability to meet State and federal air quality standards.

(d) Project-Specific Greenhouse Gas Impacts

Greenhouse gases (GHG) are those gaseous constituents of the atmosphere, both natural and human generated, that absorb and emit radiation at specific wavelengths within the spectrum of terrestrial radiation emitted by the earth's surface, the atmosphere itself, and by clouds. The City has adopted the LA Green Plan to provide a citywide plan for achieving the City's GHG emissions targets, for both existing and future generation of GHG emissions. In order to implement the goal of improving energy conservation and efficiency, the Los Angeles City Council has adopted multiple ordinances and updates to establish the current Los Angeles Green Building Code (LAGBC) (Ordinance No. 181,480). The LAGBC requires projects to achieve a 20 percent reduction in potable water use and wastewater generation. Through required implementation of the LAGBC, the Project would be consistent with local and statewide goals and policies aimed at reducing the generation of GHGs.

Because there is no applicable adopted or accepted numerical threshold of significance for GHG emissions, the methodology for evaluating the Project's impacts related to GHG emissions focuses on its consistency with statewide, regional, and local plans adopted for the purpose of reducing and/or mitigating GHG emissions. This evaluation of consistency with such plans is the sole basis for determining the significance of the Project's GHG-related impacts on the environment. CARB's Climate Change Scoping Plan; the City's LA Green Plan; and Sustainable City pLAn all apply to the Project and are all intended to reduce GHG emissions to meet the statewide targets set forth in AB 32. Thus, the Lead Agency has determined that the Project would not have a significant effect on the environment if the Project is found to be consistent with the applicable regulatory plans and policies to reduce GHG emissions, including the emissions

reduction measures discussed within CARB's 2017 Climate Change Scoping Plan, the City's LA Green Plan, and Sustainable City pLAn.

However, for informational purposes, the analysis also calculates the amount of GHG emissions that would be attributable to the Project using recommended air quality models, as described below. The primary purpose of quantifying the Project's GHG emissions is to satisfy State CEQA Guidelines Section 15064.4(a), which calls for a good-faith effort to describe and calculate emissions. The significance of the Project's GHG emissions impacts is not based on the amount of GHG emissions resulting from the Project.

The Project is anticipated to generate GHG emissions from area sources, energy usage, mobile sources, waste, water/wastewater, and construction equipment. The following provides the methodology used to calculate the Project-related GHG emissions and the Project impacts.

CalEEMod Version 2020.4.0 was used to calculate the GHG emissions from the Project. The CalEEMod Annual Outputs for year 2024 for the proposed Project, are available in **Appendix C** of this document. Each source of GHG emissions is described in greater detail below.

(i) Area Sources

Area sources include emissions from consumer products, landscape equipment and architectural coatings. No changes were made to the default area source emissions.

(ii) Energy Usage

Energy usage includes emissions from the generation of electricity and natural gas used on-site. No changes were made to the default energy usage parameters.

(iii) Mobile Sources

Mobile sources include emissions from the additional vehicle miles generated from the Project. The emissions from the vehicle trips associated with the Project have been analyzed in the manner described above in the **Air Quality Section**.

Emissions of GHGs associated with mobile sources from operation of the Project are based on the average daily trip generation rate, trip distance, the GHG emission factors for the mobile sources, and the GWP values for the GHGs emitted. The types of vehicles that would visit the Project Site include all vehicle types including automobiles, light-duty trucks, delivery trucks, and waste haul trucks. Modeling for the Project was conducted using the vehicle fleet mix for the Los Angeles County portion of the South Coast Air Basin as provided in EMFAC2017 and CalEEMod.

"Annual mobile source GHG emissions in units of MTCO2e are generally calculated as follows:

Annual Emissions [MTCO2e] = (Σi (Units × ADT × DTRIP × Days × EF × GWP)i) ÷ 2204.6

Where:

Units = Number of vehicles (same vehicle model year and class)

ADT = Average daily trip rate [trips/day]

DTRIP = Trip distance [miles/trip]

Days = Number of days per year [days/year]

EF = GHG emission factor [pounds per mile]

GWP = Global warming potential [CO2 = 1, CH4 = 25, N2O = 298]

2204.6 = Conversion factor [pounds/MT]

i = Summation index""[40]

Per the Transportation Assessment, the Project would be expected to generate 246 daily trips. As the Project would generate fewer than 250 net daily trips, the Project would not require further VMT analysis. Therefore, no VMT analysis was conducted.

(iv) Waste

Waste includes the GHG emissions generated from the processing of waste from the Project as well as the GHG emissions from the waste once it is interred into a landfill. According to the City of Los Angeles Zero Waste Progress Report (March 2013), the City achieved a landfill diversion rate of approximately 76 percent by year 2012.[41] AB 341 requires that 75 percent of waste be diverted from landfills by 2020. No changes were made to the default waste parameters and no reductions were taken.

(v) Water/Wastewater

Water includes the water used for the interior of the building as well as for landscaping and is based on the GHG emissions associated with the energy associated with supplying and treating water and wastewater. California Green Building Standards require a 20 percent reduction in indoor water usage. No changes were made to the default water usage parameters and no reductions were taken.

(vi) Construction

The construction-related GHG emissions were also included in the analysis and were based on a 30-year amortization rate as recommended in the SCAQMD GHG Working Group meeting on November 19, 2009. The construction-related GHG emissions were calculated by CalEEMod.

The GHG emissions have been calculated based on the parameters as described above. A summary of the results is shown below in **Table III-12, Project-Related GHG Emissions,** and the CalEEMod Model runs for the Project are provided in **Appendix C** of this document. **Table**

[40] *Eyestone Environmental. 2016, Crossroads Hollywood Project, Greenhouse Gas Emissions Methodology, page 24, October 2016.*

[41] *City of Los Angeles, Department of Public Works, LA Sanitation, Zero Waste Progress Report, March 2013.*

III-12, Project-Related GHG Emissions, shows that the Project's emissions would be 570.07 MTCO2e per year.

Table III-12
Project-Related GHG Emissions

Emissions Source	Estimated Project Generated CO_2e Emissions (Metric Tons per Year)
Area Sources	10.80
Energy Usage (Electricity & Natural Gas)	147.39
Mobile Sources (Motor Vehicles)	359.89
Solid Waste Generation	10.64
Water/Wastewater	22.97
Construction Emissions	18.38
Project Total	**570.07**

*Calculation sheets are provided in **Appendix C** of this document.*
Source: CalEEMod Version 2020.4.0 for Opening Year 2024 for the Project.

As stated above, because there is no applicable adopted or accepted numerical threshold of significance for GHG emissions, the methodology for evaluating the Project's impacts related to GHG emissions focuses on its consistency with statewide, regional, and local plans adopted for the purpose of reducing and/or mitigating GHG emissions. This evaluation of consistency with such plans is the sole basis for determining the significance of the Project's GHG-related impacts on the environment.

As set forth above, the Project would generate incrementally increased GHG emissions over existing conditions. However, even a very large individual project would not generate enough GHG emissions on its own to significantly influence global climate change. As discussed below, the Project would be consistent with the Project would be consistent with the 2020–2045 RTP/SCS, the Climate Change Scoping Plan, and the *Sustainable City pLAn/L.A.'s Green New Deal*. The Project's consistency with these applicable regulatory plans and policies to reduce GHG emissions and compliance with regulatory requirements, would minimize the Project's GHG emissions. Therefore, the Project would not generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment, and impacts with respect to GHGs would be less than significant. No mitigation measures would be required.

(vii) Consistency with Scoping Plan (AB 32)

CARB's Scoping Plan identifies strategies to reduce California's GHG emissions in support of Assembly Bill (AB) 32 which requires the State to reduce its GHG emissions to 1990 levels by 2020. Many of the strategies identified in the Scoping Plan are not applicable at the project level, such as long-term technological improvements to reduce emissions from vehicles. Some measures are applicable and supported by the Project, such as energy efficiency. Finally, while some measures are not directly applicable, the Project would not conflict with their implementation.

Reduction measures are grouped into 18 action categories, as follows:

1. **California Cap-and-Trade Program Linked to Western Climate Initiative Partner Jurisdictions.** Implement a broad-based California cap-and-trade program to provide a firm limit on emissions. Link the California cap–and-trade program with other Western Climate Initiative Partner programs to create a regional market system to achieve greater environmental and economic benefits for California. Ensure California's program meets all applicable AB 32 requirements for market-based mechanisms.

2. **California Light-Duty Vehicle Greenhouse Gas Standards.** Implement adopted Pavley standards and planned second phase of the program. Align zero-emission vehicle, alternative and renewable fuel and vehicle technology programs with long-term climate change goals.

3. **Energy Efficiency.** Maximize energy efficiency building and appliance standards, and pursue additional efficiency efforts including new technologies, and new policy and implementation mechanisms. Pursue comparable investment in energy efficiency from all retail providers of electricity in California (including both investor-owned and publicly owned utilities).

4. **Renewables Portfolio Standards.** Achieve 33 percent renewable energy mix statewide.

5. **Low Carbon Fuel Standard.** Develop and adopt the Low Carbon Fuel Standard.

6. **Regional Transportation-Related GHG Targets.** Develop regional GHG emissions reduction targets for passenger vehicles.

7. **Vehicle Efficiency Measures.** Implement light-duty vehicle efficiency measures.

8. **Goods Movement.** Implement adopted regulations for the use of shore power for ships at berth. Improve efficiency in goods movement activities.

9. **Million Solar Roofs Program.** Install 3,000 megawatts of solar-electric capacity under California's existing solar programs.

10. **Medium- and Heavy-Duty Vehicles.** Adopt medium- (MD) and heavy-duty (HD) vehicle efficiencies. Aerodynamic efficiency measures for HD trucks pulling trailers 53-feet or longer that include improvements in trailer aerodynamics and use of rolling resistance tires were adopted in 2008 and went into effect in 2010.5 Future, yet to be determined improvements, includes hybridization of MD and HD trucks.

11. **Industrial Emissions.** Require assessment of large industrial sources to determine whether individual sources within a facility can cost-effectively reduce GHG emissions and provide other pollution reduction co-benefits. Reduce GHG emissions from fugitive emissions from oil and gas extraction and gas transmission. Adopt and implement regulations to control fugitive methane emissions and reduce flaring at refineries.

12. **High Speed Rail.** Support implementation of a high-speed rail system.

13. **Green Building Strategy.** Expand the use of green building practices to reduce the carbon footprint of California's new and existing inventory of buildings.

14. **High Global Warming Potential Gases.** Adopt measures to reduce high warming global potential gases.

15. **Recycling and Waste.** Reduce methane emissions at landfills. Increase waste diversion, composting and other beneficial uses of organic materials, and mandate commercial recycling. Move toward zero-waste.

16. **Sustainable Forests.** Preserve forest sequestration and encourage the use of forest biomass for sustainable energy generation. The 2020 target for carbon sequestration is 5 million MTCO2e/yr.

17. **Water.** Continue efficiency programs and use cleaner energy sources to move and treat water.

18. **Agriculture.** In the near-term, encourage investment in manure digesters and at the five-year Scoping Plan update determine if the program should be made mandatory by 2020.

Table III-13, Scoping Plan Consistency Summary, summarizes the Project's consistency with the State Scoping Plan. As summarized, the Project will not conflict with any of the provisions of the Scoping Plan and in fact supports seven of the action categories through energy efficiency, water conservation, recycling, and landscaping.

Table III-13
Scoping Plan Consistency Summary

Action	Supporting Measures	Consistency
Cap-and-Trade Program	--	**Not Applicable**. These programs involve capping emissions from electricity generation, industrial facilities, and broad scoped fuels. Caps do not directly affect commercial/residential projects.
Light-Duty Vehicle Standards	T-1	**Not Applicable**. This is a statewide measure establishing vehicle emissions standards.
Energy Efficiency	E-1 E-2 CR-1 CR-2	**No Conflict**. The Project will include a variety of building, water, and solid waste efficiencies consistent with current CALGREEN requirements.
Renewables Portfolio Standard	E-3	**Not Applicable**. Establishes the minimum statewide renewable energy mix.
Low Carbon Fuel Standard	T-2	**Not Applicable**. Establishes reduced carbon intensity of transportation fuels.
Regional Transportation-Related Greenhouse Gas Targets	T-3	Not Applicable. This is a statewide measure and is not within the purview of this Project.
Vehicle Efficiency Measures	T-4	**Not Applicable**. Identifies measures such as minimum tire-fuel efficiency, lower friction oil, and reduction in air conditioning use.
Goods Movement	T-5 T-6	**Not Applicable**. Identifies measures to improve goods movement efficiencies such as advanced combustion strategies, friction reduction, waste heat recovery, and

Table III-13
Scoping Plan Consistency Summary

Action	Supporting Measures	Consistency
		electrification of accessories. While these measures are yet to be implemented and will be voluntary, the Project would not interfere with their implementation.
Million Solar Roofs (MSR) Program	E-4	**Not Applicable**. The MSR program sets a goal for use of solar systems throughout the state as a whole. The Project includes solar thermal or voltaic systems.
Medium- & Heavy-Duty Vehicles	T-7 T-8	**Not Applicable**. MD and HD trucks and trailers accessing the Project will be subject to aerodynamic and hybridization requirements as established by ARB; no feature of the Project would interfere with implementation of these requirements and programs.
Industrial Emissions	I-1 I-2 I-3 I-4 I-5	**Not Applicable**. These measures are applicable to large industrial facilities (> 500,000 $MTCO_2e$/yr) and other intensive uses such as refineries.
High Speed Rail	T-9	**Not Applicable**. Supports increased mobility choice.
Green Building Strategy	GB-1	**No Conflict**. The Project will include a variety of building, water, and solid waste efficiencies consistent with CALGREEN requirements.
High Global Warming Potential Gases	H-1 H-2 H-3 H-4 H-5 H-6 H-7	**Not Applicable**. The Project is not a substantial source of high GWP emissions and will comply with any future changes in air conditioning, fire protection suppressant, and other requirements.
Recycling and Waste	RW-1 RW-2 RW-3	**No Conflict**. The Project will recycle a minimum of 75 percent diversion to recycling from construction activities and operations pursuant to AB 939, AB 341 and AB 75 requirements.
Sustainable Forests	F-1	**No Conflict**. The Project will increase carbon sequestration by increasing on-site trees per the Project landscaping plan.
Water	W-1 W-2 W-3 W-4 W-5 W-6	**No Conflict**. The Project will include use of low-flow fixtures and efficient landscaping pursuant to CalGreen requirements.
Agriculture	A-1	**Not Applicable**. The Project is not an agricultural use.

*NOTE: Supporting measures can be found in CARB, **Appendix C** Status of Initial Scoping Plan Measures.*
Table Source: EcoTierra Consulting, 2021.

As shown above, the Project would be consistent with the applicable measures established in the Scoping Plan.

(viii) Consistency with Scoping Plan

At the state level, Executive Orders S-3-05 and B-30-15 are orders from the State's Executive Branch for the purpose of reducing GHG emissions. The goal of Executive Order S-3-05, to reduce GHG emissions to 1990 levels by 2020 was codified by the Legislature as the 2006 Global Warming Solutions Act (AB 32). The Project, as analyzed above, is consistent with AB 32. Therefore, the Project does not conflict with this component of Executive Order S-3-05. The Executive Orders also establish goals to reduce GHG emissions to 40 percent below 1990 levels by 2030 and 80 percent below 1990 levels by 2050. However, studies have shown that, in order to meet the 2030 and 2050 targets, aggressive technologies in the transportation and energy sectors, including electrification and the decarbonization of fuel, will be required. In its Climate Change Scoping Plan, CARB acknowledged that the "measures needed to meet the 2050 are too far in the future to define in detail." In the First Scoping Plan Update, however, CARB generally described the type of activities required to achieve the 2050 target: "energy demand reduction through efficiency and activity changes; largescale electrification of on-road vehicles, buildings, and industrial machinery; decarbonizing electricity and fuel supplies; and rapid market penetration of efficiency and clean energy technologies that requires significant efforts to deploy and scale markets for the cleanest technologies immediately."

Unlike the 2020 and 2030 reduction targets of AB 32 and SB 32, respectively, the 2050 target of Executive Order S-3-05 has not been codified, so the 2050 reduction target has not been the subject of any analysis by CARB. For example, CARB has not prepared an update to the aforementioned Scoping Plan that provides guidance to local agencies as to how they may seek to contribute to the achievement of the 2050 reduction target.

In 2017, the California Supreme Court examined the need to use the Executive Order S-3-05 2050 reduction target in *Cleveland National Forest Foundation v. San Diego Association of Governments* (2017) 3 Cal.5th 497 (Cleveland National). The case arose from SANDAG's adoption of its 2050 Regional Transportation Plan, which included its Sustainable Communities Strategy, as required by SB 375. On review, the Supreme Court held that SANDAG did not violate CEQA by not considering the Executive Order S-3-05 2050 reduction target. Accordingly, since the Project is much smaller in size and scope in comparison to the Regional Transportation Plan examined in Cleveland National, assessing the Project's consistency with regard to the 2050 target of Executive Order S-3-05 is not necessary for determining compliance with CEQA.

The 2017 Scoping Plan builds on the 2008 Scoping Plan in order to achieve the 40 percent reduction from 1990 levels by 2030. Major elements of the 2017 Scoping Plan framework that will achieve the GHG reductions include:

- Implementing and/or increasing the standards of the Mobile Source Strategy, which include increasing Zero Emission Vehicle (ZEV) buses and trucks. When adopted, this measure would apply to all trucks accessing the Project site; this may include existing trucks or new trucks purchased by the project proponent, which could be eligible for incentives that expedite the Project's implementation of ZEVs.

- Low Carbon Fuel Standard (LCFS), with an increased stringency (20 percent by 2030). When adopted, this measure would apply to all fuel purchased and used by the Project in the state.

- Implementing SB 350, which expands RPS to 50 percent and doubles energy efficiency savings by 2030. When adopted, this measure would apply when electricity is provided to the Project by a utility company.

- California Sustainable Freight Action Plan, which improves freight system efficiency, utilizes near-zero emissions technology, and deployment of ZEV trucks. When adopted, this measure would apply to all trucks accessing the Project site, this may include existing trucks or new trucks that are part of the statewide goods movement sector.

- Implementing the proposed Short-Lived Climate Pollutant Strategy (SLPS), which focuses on reducing methane and hydrofluorocarbon emissions by 40 percent and anthropogenic black carbon emissions by 50 percent by year 2030.

- Continued implementation of SB 375. The Project is not within the purview of SB 375 and would therefore not conflict with this measure.

- Post-2020 Cap-and-Trade Program that includes declining caps. When adopted, the Project would be required to comply with the Cap-and-Trade Program if it generates emissions from sectors covered by Cap-and-Trade.

- 20 percent reduction in GHG emissions from refineries by 2030. When adopted, the Project would be required to comply with this measure if it were to utilize any fuel from refineries.

- Development of a Natural and Working Lands Action Plan to secure California's land base as a net carbon sink. This is a statewide measure that would not apply to the Project.

As shown above, the Project would not conflict with any of the 2017 Scoping Plan elements as any regulations adopted would apply directly or indirectly to the Project.

Further, recent studies show that the State's existing and proposed regulatory framework will allow the State to reduce its GHG emissions level to 40 percent below 1990 levels by 2030.[42]

(ix) City of Los Angeles Sustainable City pLAn

While not a plan adopted solely to reduce GHG emissions, within L.A.'s Green New Deal (Sustainable City pLAn 2019), climate mitigation is one of eight explicit benefits that help define its strategies and goals.

The 2019 L.A. New Green Deal is the first four-year update to the Sustainable City pLAn. It augments, expands, and elaborates in more detail the City's vision for a sustainable future and it addresses the climate emergency with accelerated targets and new aggressive goals. The Project

[42] *California Legislative Information, Senate Bill No. 32.*

will contribute towards the attainment of the aspirations and goals previously identified in the Regulatory Framework discussion above by:

- Obtaining power from a utility provider that supplies 55% renewable energy by 2025.
- Including components that will reduce building energy use per square foot 22% by 2025.
- Reducing Vehicle Miles Traveled per capita by at least 13% by 2025.
- Ensuring 57% of new housing units are built within 1,500 feet of transit.

The Proposed Project would use energy from the Los Angeles Department of Water and Power (LADWP), which currently provides 34 percent of electricity via renewable sources but has committed to providing an increasing percentage from renewable sources that exceed the RPS requirements by providing 50 percent by 2025, 55 percent by 2030, and 65 percent by 2036. The Proposed Project would be designed and constructed to meet LA Green Building Code standards, where applicable, by including several measures designed to reduce energy consumption. The Proposed Project would include Energy Star® appliances where applicable, and would be a modern development with energy efficient heaters and air conditioning systems. As such, the Proposed Project would be consistent with the goals and initiatives in the L.A. Green New Deal.

A discussion of the Project's consistency with the Sustainable City pLAn targets is provided below in **Table III-14, Project Consistency with the LA Sustainable City pLAn**.

Table III-14
Project Consistency with the LA Sustainable City pLAn

Targets	Project Consistency
Local Water. 20% reduction in water use per capita by 2017; 22.5% by 2025; and 25% by 2035.	**No conflict**. The Project would be consistent with the LAMC to reduce water consumption by 20 percent. The Project is required to follow CalGreen Standards which mandates a 20 percent reduction in indoor water use.
Solar Power. Increase cumulative total megawatts of local solar photovoltaic power to between 900-1,500 megawatts by 2025 and 1,500 to 1,800 megawatts by 2035 as well as increasing the cumulative total megawatts of energy storage capacity to at least 1,654 to 1,750 megawatts by 2025.	**No conflict**. Compliance with the LA Green Building Code and CALGreen Code would ensure energy efficiency. The Project would include the provision of conduit that is appropriate for future photovoltaic and solar thermal collectors.
Energy Efficient Buildings. Reduce energy use per square foot below 2013 baseline levels for all building types by at least 14% by 2025 and 30% by 2035 and use energy efficiency to deliver 15% of all of the City's projected electricity needs by 2020.	**No conflict**. Compliance with the LA Green Building Code and CALGreen Code would ensure energy efficiency. Project would include, but not be limited to: air-tight and insulated envelope, Low-E windows, low-water use plumbing fixtures, MERV 13 air filters, low water-use landscaping and weather-sensor controlled drip irrigation, and solar thermal or photovoltaic systems. Thirty percent of the parking spaces would be pre-wired for electric vehicle charging. Of these, ten

Table III-14
Project Consistency with the LA Sustainable City pLAn

Targets	Project Consistency
	percent of the total number of parking spaces will have chargers for electric vehicles.
Carbon and Climate Leadership. Reduce GHG emissions below 1990 baseline by at least 45 percent by 2025, 60 percent by 2035, and 80 percent by 2050. Improve GHG efficiency of the City from 2009 levels by 55 percent by 2025 and 75 percent by 2035.	**No conflict.** The Project would be designed to incorporate energy and water efficient design that meet or exceed the 2019 Title 24 Building Energy Efficiency Standards and CALGreen Code standards and incorporate energy and water efficiency measures. The Project includes design features and compliance with Code measures that will assist in the reduction of Project-related GHG emissions. Some of these design features and mitigation measures include: air-tight and insulated envelope, Low-E windows, low-water use plumbing fixtures, MERV 13 air filters, low water-use landscaping and weather-sensor controlled drip irrigation, and solar thermal or photovoltaic systems. Thirty percent of the parking spaces would be pre-wired for electric vehicle charging. Of these, ten percent of the total number of parking spaces will have chargers for electric vehicles.
Waste and Landfills. Increase land fill diversion rates to at least 90 percent by 2025 and 95 percent by 2035, as well as increasing proportion of waste products and recyclable commodities productively reused and repurposed within the County of Los Angeles to at least 25 percent by 2025 and 50 percent by 2035.	**No conflict**. the Project would be required to implement recycling programs that reduce waste to landfills by a minimum of 75 percent (per AB 341). The Project would be served by a solid waste collection and recycling service that may include mixed-waste processing, and that yields waste diversion results comparable to source separation and consistent with citywide recycling targets. The Project would also comply with the City of Los Angeles Space Allocation Ordinance (171,687) which requires that developments include a recycling area or a room of a specified size on the Project Site.
Housing and Development. Increase cumulative new housing unit construction to 100k by 2021, 150k by 2025, and 275k by 2035. Ensure proportion of new housing units built within 1,500 feet of transit is at least 57 percent by 2025 and 65 percent by 2035.	**Not applicable.** The Project includes construction of a new, 46 dwelling unit residential building (15 percent of which are being set-aside as very-low-income units). The Project is also an infill development located in close proximity to transit.
Mobility and Transit. Reduce daily VMT per capita by at least 5 percent by 2025 and 10 percent by 2035. Increase the percentage of all trips made by walking, biking, or transit to at	**No conflict.** The Project is an infill development located along Foothill Boulevard, which is well-served by existing transit service, including Metro Local Buses

Table III-14
Project Consistency with the LA Sustainable City pLAn

Targets	Project Consistency
least 35 percent by 2025 and 50 percent by 2035.	(Lines 90 and 91) and LADOT Transit Bus (Line 409). Foothill Boulevard is developed with a diversity of land uses, including commercial uses, that connects and serve the surrounding neighborhoods. The Project would include short- and long-term bicycle parking, including short-term bicycle parking spaces along Foothill Boulevard allowing direct access to the Project's residential uses. Pedestrians would access residential units from both Foothill Boulevard and the rear of the Project Site from a small surface parking area accessible from Wilsey Avenue. The removal of the two existing driveways on Foothill Boulevard would enhance pedestrian/bicycle access by minimizing potential conflicts with vehicles. Accordingly, the Project would facilitate pedestrian and bicycle access between the Site, existing transit, and nearby neighborhood-serving commercial uses along Foothill Boulevard.
Air Quality. Increase the percentage of electric and zero emissions vehicles in the city to 10 percent by 2025 and 25 percent by 2035 as well as increasing the percentage of port-related goods movement trips that use zero-emissions technology to at least 15 percent in 2025 and 25 percent in 2035.	**No conflict**. The Project will comply with applicable City of Los Angeles Building Codes pertaining to building code requirements for charging station prewiring and installation of charging stations for residential uses.
Note: This analysis focuses on the Sustainable City pLAn targets most applicable to the Project. *Source: City of Los Angles Sustainable City pLAn, April 2015 and L.A.'s Green New Deal Sustainable City pLAn 2019.*	

The analysis above describes the consistency of the Project with the City's *Sustainable City pLAn*. As discussed in Tables III-13 and III-14, generally the Project's consistency with the plans and policies should be demonstrated by a combination of regulatory compliance (green building code etc.) as well as Project-specific characteristics (water conservation, energy conservation, and other features consistent with these plans). Therefore, the Project would be consistent with the City's applicable plans, policies, or regulations for the reduction of GHG emissions.

The Project would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases. Impacts would be less than significant, and no mitigation is required.

(x) Greenhouse Gas Impact Summary

The Project would not result in any significant effects relating to greenhouse gases.

(e) Project-Specific Water Quality Impacts

(i) Groundwater

Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on groundwater level if it would change potable water levels sufficiently to:

- Reduce the ability of a water utility to use the groundwater basin for public water supplies, conjunctive use purposes, storage of imported water, summer/winter peaking, or respond to emergencies and drought;
- Reduce yields of adjacent wells or well fields (public or private);
- Adversely change the rate or direction of flow of groundwater; or
- Result in demonstrable and sustained reduction in groundwater recharge capacity.

The Project Site overlies the San Fernando Valley Groundwater Basin.[43] The historically highest groundwater level is greater than 40 feet below grade. It is anticipated that the proposed basement parking level would only extend up to a depth of 15 feet below the existing grade. Fluctuations in the level of groundwater may occur due to variations in rainfall, temperature, and other factors. However, due to the depth of the groundwater anticipated on the Project Site, the operation of the Project would not interfere with any groundwater recharge activities within the area. The Project Site is entirely developed in its existing condition and the degree to which any surface water infiltration and groundwater recharge occurs on-site is negligible. Moreover, the entire site would be redeveloped by the Project. Therefore, impacts to groundwater would be less than significant.

(ii) Surface Water

Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on surface water quality if discharges associated with a project would create pollution, contamination, or nuisance as defined in Section 13050 of the California Water Code (CWC) or that cause regulatory standards to be violated, as defined in the applicable National Pollution Discharge Elimination System (NPDES) stormwater permit or Water Quality Control Plan for the receiving water body. For the purpose of this issue, a significant impact may occur if a project would discharge water which does not meet the quality standards of agencies which regulate surface water quality and water discharge into stormwater drainage systems. Significant impacts would also occur if a project does not comply with all applicable regulations with regard to surface water quality as governed by the State Water Resources Control Board (SWRCB). These regulations include compliance with the Standard Urban Storm Water Mitigation Plan (SUSMP) requirements to reduce potential water quality impacts.

[43] *California Natural Resources Agency, Groundwater Basin Boundary Assessment Tool, Interactive Map Website, accessed February 2020.*

(a) Construction

Construction activities associated with the Project have the potential to degrade water quality through the exposure of surface runoff (primarily rainfall) to exposed soils, dust, and other debris, as well as from runoff from construction equipment. Construction associated with the Project would be subject to the requirements of Los Angeles Regional Water Quality Control Board (LARWQCB) Order No. R4-2012-0175-A01, NPDES No. CAS004001, effective December 28, 2012, Waste Discharge Requirements for Municipal Separate Storm Sewer System (MS4) Discharges within the Coastal Watersheds of Los Angeles County (the "Los Angeles County MS4 Permit"), which controls the quality of runoff entering municipal storm drains in Los Angeles County. Section VI.D.8 of the Los Angeles County MS4 Permit, Development Construction Program, requires permittees (which include the City) to enforce implementation of Best Management Practices (BMPs), including, but not limited to, approval of an Erosion and Sediment Control Plan (ESCP) for all construction activities within their jurisdiction.[44] ESCPs are required to include the elements of a Stormwater Pollution Prevention Plan. Accordingly, the construction contractor for the Project would be required to implement BMPs that would meet or exceed local, State, and federal mandated guidelines for stormwater treatment to control erosion and to protect the quality of surface water runoff during the construction period. BMPs utilized could include, without limitation: disposing of waste in accordance with all applicable laws and regulations; cleaning up leaks, drips, and spills immediately; conducting street sweeping during construction activities; limiting the amount of soil exposed at any given time; covering trucks; keeping construction equipment in good working order; and installing sediment filters during construction activities. Therefore, potential impacts during construction of the Project would be less than significant.

(b) Operation

With respect to water quality during operation of the Project, Los Angeles County and all incorporated cities within Los Angeles County (except the City of Long Beach) are permittees under the Los Angeles County MS4 Permit. Section VI.D.7 of the Los Angeles County MS4 Permit, Planning and Land Development Program, is applicable to, among others, land-disturbing activities that result in the creation or addition or replacement of 5,000 square feet or more of impervious surface area on an already developed site, which would apply to the Project.[45] This Program requires, among other things, that the Project runoff volume from the following be retained on-site: (a) the 0.75 inch, 24-hour rain event; or (b) the 85th percentile, 24-hour rain event, as determined from the Los Angeles County 85th percentile precipitation isohyetal map, whichever is greater. The Project would also be subject to the BMP requirements of the SUSMP adopted by LARWQCB. As a permittee, the City is responsible for implementing the requirements of the

[44] *California Regional Water Quality Control Board – Los Angeles Region, MS4 Discharges within the Coastal Watersheds of Los Angeles County Except those Discharges Originating from the City of Long Beach MS4, Order No. R4-2012-0175, as amended by Order WQ 2015-0075, NPDES No. CAS004001, page 116 et seq.*

[45] *California Regional Water Quality Control Board – Los Angeles Region, MS4 Discharges within the Coastal Watersheds of Los Angeles County Except those Discharges Originating from the City of Long Beach MS4, Order No. R4-2012-0175, as amended by Order WQ 2015-0075, NPDES No. CAS004001, page 97 et seq.*

County-wide SUSMP within its boundaries. In compliance with these regulatory requirements, a Project-specific SUSMP would be implemented during the operation of the Project. In compliance with the Los Angeles County MS4 Permit and SUSMP requirements, the Project would be required to retain, treat and/or filter stormwater runoff through biofiltration before it enters the City stormwater drain system. The system incorporated into the Project must follow design requirements set forth in the MS4 permit and must be approved by the City. Adherence to the requirements of the MS4 Permit and SUSMP would ensure that potential impacts associated with water quality would be less than significant. With appropriate Project design and compliance with the applicable federal, State, local regulations, and permit provisions, impacts of the Project related to stormwater runoff quality would be less than significant.

In addition, the Project would be subject to the provisions of the City's Low Impact Development (LID) Ordinance, which is designed to mitigate the impacts of increases in runoff and stormwater pollution as close to the source as possible. LID comprises a set of site design approaches and BMPs that promote the use of natural systems for infiltration, evapotranspiration and use of stormwater, as appropriate. The LID Ordinance would require the Project to incorporate LID standards and practices to encourage the beneficial use of rainwater and urban runoff and reduce stormwater runoff such as the installation of LID BMPs for, at a minimum, the first flush or the equivalent of the greater between the 85th percentile storm and first 0.75-inch of rainfall for any storm event. In this regard, the City has established review procedures to be implemented by the Department of City Planning, Department of Building and Safety (LADBS), and Department of Public Works that parallel the review of the SUSMP discussed above. Incorporation of these features would minimize the increase in stormwater runoff from the Project Site. The SUSMP consists of structural BMPs built, such as on-site filtration, capture and reuse of stormwater runoff, and biofiltration/bioretention of stormwater runoff_into the Project for ongoing water quality purposes over the life of the Project. Additionally, because the Project Site does not currently operate under a SUSMP, implementation of the Project with a SUSMP would improve water quality leaving the Project Site compared to existing conditions. Furthermore, in the existing condition, the Project Site is paved with impervious materials, and it appears stormwater discharges from the Project Site without filtration. Considering the Project Site would be developed with a residential building that incorporates exterior landscaping, the post-project condition would have an increase in the amount of pervious surfaces on-site. Accordingly, there would be an incremental decrease in the imperviousness of the Project Site and runoff volumes into the existing storm drain system would decrease. Therefore, impacts would be less than significant.

(iii) Summary

As the approval of the Project would not result in any significant effects relating to traffic, noise, air quality, greenhouse gases, or water quality, the Project meets this condition.

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

The following provides a Project-specific analysis of the impacts to utilities and public services that would serve the Project.

(a) Impacts to Project-Serving Utilities

(i) Water Treatment Facilities and Existing Infrastructure

The City of Los Angeles Department of Water and Power (LADWP) currently supplies water to the Project Site. LADWP is responsible for ensuring that water demand within the City is met and that State and federal water quality standards are achieved. The LADWP ensures the reliability and quality of its water supply through an extensive distribution system that includes more than 7,326 miles of pipes, and more than 117 storage tanks and reservoirs.[46] Much of the water flows north to south, entering Los Angeles at the Los Angeles Aqueduct Filtration Plant (LAAFP) in Sylmar, which is owned and operated by LADWP. Water entering the LAAFP undergoes treatment and disinfection before being distributed throughout the LADWP's Water Service Area. The LAAFP treats approximately 600 million gallons of water per day.[47]

The Project's estimated water consumption is presented on **Table III-15, Estimated Average Daily Water Consumption**. As shown, the Project would consume a total of approximately 9,269 gallons per day (gpd) (approximately 0.009 mgd), or approximately 9.88 acre-feet of water per year. Thus, implementation of the Project is not expected to measurably reduce LAAFP's capacity, and as such, no new or expanded water treatment facilities would be required. Further, the Project would be within the growth projections of the LADWP and it is, therefore, anticipated that LADWP would be able to meet the Project's water treatment demand. Therefore, with respect to water treatment facilities, impacts would be less than significant.

Table III-15
Estimated Average Daily Water Consumption

Land Use	Size	Consumption Rate[a]	Total Water Consumed (gpd)	Total Water Consumed (AF/Y)
One-bedroom apartments	13 du	132 gpd/du	1,716	1.83
Two-bedroom apartments	17 du	180 gpd/du	3,060	3.29
Three-bedroom apartments	16 du	228 gpd/du	3,648	4.02
Parking Area	23,187 sf	20 gpd/1,000 sf	464	0.37
Landscaped Area	6,345 sf	60 gpd/1,000 sf	381	0.37
		Project Total	**9,269**	**9.88**

Notes: sf = square feet; du = dwelling units; gpd = gallons per day; AF/Y = acre-feet per year. Estimated gallons per day have been rounded.
[a] *Based on 120% of rates provided in City of Los Angeles Bureau of Sanitation, Sewer Generation Rates Table, April 6, 2012.*
Source (table): EcoTierra Consulting, 2021.

In addition to supplying water for domestic uses, LADWP also supplies water for fire protection services, in accordance with the Fire Code. City of Los Angeles Fire Department (LAFD) requires a water flow of 6,000 to 9,000 gallons per minute (gpm). If water main or infrastructure upgrades

[46] *Los Angeles Department of Water and Power, 2018-2019 Briefing Book.*
[47] *Los Angeles Department of Water and Power, 2018-2019 Briefing Book.*

are required to serve the Project, the Code requires the Project Applicant to pay for such upgrades, which would be constructed by either the Project Applicant or LADWP. To the extent such upgrades result in a temporary disruption in service, proper notification to LADWP customers would take place, as is standard practice. In the event that water main and other infrastructure upgrades are required, it would not be expected to create a significant impact to the physical environment because: (1) any disruption of service would be of a short-term nature, (2) replacement of the water mains would be within public rights-of-way, and (3) any foreseeable infrastructure improvements would be limited to the immediate Project vicinity. Therefore, potential impacts resulting from water infrastructure improvements, if any are to be required, would be less than significant.

Furthermore, the Project would comply with the City's mandatory water conservation measures that, relative to the City's increase in population, have reduced the rate of water demand in recent years. LADWP's growth projections are based on conservation measures and adequate treatment capacity that is, or would be, available to treat LADWP's projected water supply, as well as the LADWP's expected water sources. Compliance with water conservation measures, including Title 20 and 24 of the California Administrative Code would serve to reduce the projected water demand. Chapter XII of LAMC comprises the City's Emergency Water Conservation Plan.

The Emergency Water Conservation Plan stipulates conservation measures pertaining to water closets, showers, landscaping, maintenance activities, and other uses. At the State level, Title 24 of the California Administrative Code contains the California Building Standards, including the California Plumbing Code (Part 5), which promotes water conservation. Title 20 of the California Administrative Code addresses Public Utilities and Energy and includes appliance efficiency standards that promote conservation. Various sections of the Health and Safety Code also regulate water use.

On April 7, 2017, following unprecedented water conservation averaging approximately 25 percent across the State and plentiful winter rain and snow, the governor ended the drought state of emergency in most of California (including Los Angeles County) through Executive Order B40-17. Executive Order B-40-17 builds on actions taken in Executive Order B-37-16, which remains in effect, to continue making water conservation a way of life in California.[48] Executive Order B-37-16 (Making Water Conservation a California Way of Life) directs the California Department of Water Resources to work with the State Water Resources Control Board (SWRCB) to make some of the requirements of the emergency conservation regulation permanent so as to build upon and exceed the existing State law requirements to achieve a 20 percent reduction in urban water usage by 2020. These water use targets shall be based on strengthened standards that were developed in response to the State's conservation mandate regarding indoor residential per capita water use; outdoor irrigation, in a manner that incorporates landscape area, local climate, and new satellite imagery data; commercial, industrial, and institutional water use; and water lost through leaks. Overall, the Project's water demand is expected to comprise a small percentage of LADWP's existing water supplies. Moreover, as discussed below, the Project's anticipated

[48] *State Water Resources Control Board, Press Room, Announcements, State Releases Plan to Make Water Conservation a Way of Life, April 7, 2017.*

water demand is consistent with demand projected under LADWP's UWMP. Therefore, the impact would be less than significant.

(ii) Wastewater Treatment Facilities and Existing Infrastructure

The City's Bureau of Sanitation provides sewer service to the Project area. The Project Site has existing sewer connections to the City's sewer system via a sewer lateral that conveys wastewater into a 10-inch sewer pipeline located along Foothill Boulevard where it is conveyed northward.[49] Sewage from the Project Site is ultimately conveyed via existing sewer infrastructure to the Hyperion Treatment Plant (HTP), which has the capacity to treat approximately 450 mgd of wastewater to full secondary treatment level and currently treats 260 mgd. The remaining capacity at the HTP is approximately 190 million gpd or approximately 42 percent of its total capacity.[50]

Estimated Project wastewater generation is presented below in **Table III-16, Estimated Average Daily Wastewater Generation**. As shown, the Project would generate approximately 7,020 net gpd (0.007 mgd) of wastewater. Therefore, the HTP would have adequate capacity to serve the Project. As such, with respect to the capacities of wastewater treatment facilities, impacts would be less than significant.

Table III-16
Estimated Average Daily Wastewater Generation

Land Use	Size	Generation Rate[a]	Total Wastewater Generated (gpd)
One-bedroom apartments	13 du	110 gpd/du	1,430
Two-bedroom apartments	17 du	150 gpd/du	2,550
Three-bedroom apartments	16 du	190 gpd/du	3,040
		Project Total	**7,020**

Notes: sf = square feet; du = dwelling units; gpd = gallons per day. Some numbers have been rounded.
[a] Based on rates provided in City of Los Angeles Bureau of Sanitation, Sewer Generation Rates Table, April 6, 2012.
Source (table): EcoTierra Consulting, 2021.

Based on the estimated net wastewater generation of approximately 7,020 gpd (0.007 mgd), and given the infill location of the Project Site surrounded by commercial and residential uses that are well-served by existing utility infrastructure, it is reasonably anticipated that the existing sewer lines have sufficient capacity to accommodate the additional flow. Nonetheless, as part of the building permit process, the City will require detailed gauging and evaluation of the Project's wastewater connection point at the time of connection to the system. If deficiencies are identified at that time, the Project Applicant would be required, at its own cost, to build secondary sewer

[49] *City of Los Angeles, Bureau of Engineering, Public Works Department, NavigateLA.*
[50] *City of Los Angeles, One Water LA 2040 Plan, Volume 2, Wastewater Facilities Plan, page 59.*

lines to a connection point in the sewer system with sufficient capacity, in accordance with standard City procedures. The installation of any such secondary lines, if needed, would require minimal trenching and pipeline installation in accordance with all City permitting requirements, which would be a temporary action and would not result in any adverse environmental impacts. Therefore, impacts would be less than significant.

(iii) Existing and Projected Water Supply

The City's water supply primarily comes from the Los Angeles-Owens River Aqueduct, State Water Project, and from the Metropolitan Water District of Southern California (MWD), which is obtained from the Colorado River Aqueduct, and to a lesser degree from local groundwater sources. MWD uses a land use-based planning tool that allocates projected demographic data from SCAG into water service areas for each of MWD's member agencies. These sources, along with recycled water, are expected to supply the City's water needs in the years to come. The LADWP *2015 Urban Water Management Plan* confirmed that the rate of water use in the City has remained relatively consistent over the previous five years and about the same as in the 1970s despite the fact that over 1.1 million more people now live in Los Angeles. The *2015 Urban Water Management Plan* water demand projection for 2040 is approximately 709,500 acre-feet. As shown in **Table III-15, Estimated Average Daily Water Consumption**, the Project is anticipated to consume a net total of approximately 9.88 af/y of water. This projected water demand from the Project falls within the UWMP's projected water supplies through 2040, representing less than approximately 0.001 percent of the projected water supply (709,500 af/y). The City is also making efforts to increase the availability of water supplies, including increasing recycled water use and identification of alternative water supplies, such as water transfer, desalination, and stormwater runoff reuse, as well as implementing management agreements for long-term groundwater use strategies to prevent overdraft. Consideration of existing sources of supply, coupled with the combined effect of these City efforts to increase available water supplies, it is expected to assure adequate water supplies for the LADWP service area through at least 2040. Therefore, the amount of new annual demand from the Project would be insignificant relative to available supplies through 2040, projected growth in Los Angeles, and planned water resource development by LADWP.

LADWP's Water System 10-Year Capital Improvement Program for the Fiscal Years 2010-2019 details LADWP's 10-year process of capital upgrades to the water infrastructure system of the City and increasing its water resources, enhance the quality of water it distributes, and improve the security of the water supply. These goals are accomplished by replacing and/or adding to the water system infrastructure, complying with and/or exceeding all state and federal water regulations, looking for new sources of water supply as well as conserving those already in existence, and adopting new and improved security measures to ensure the safety of the city's water. Through this program, LADWP can provide reliable sources of water to the residents of the City.[51] Thus, sufficient water supplies are anticipated to be available to serve the Project from existing entitlements and resources, and new or expanded entitlements would not be necessary. Moreover, the Project's housing and population increases are consistent with the RTP/SCS and

[51] *City of Los Angeles Department of Water and Power, Water System Ten-Year Capital Improvement Program for the Fiscal Years 2010-2019.*

UWMP (making the addition of 46 dwelling units resulting from the Project consistent with regional growth). Thus, the Project's estimated water usage is within applicable projections and would not exceed the amount anticipated by the City's long-range land use and planning efforts.

The Project would also comply with Ordinance No. 170,978 (Landscape Ordinance), which imposes numerous water conservation measures in landscaping, installation, and maintenance (e.g., use drip irrigation and soak hoses in lieu of sprinklers to lower the amount of water lost to evaporation and overspray, set automatic sprinkler systems to irrigate during the early morning or evening hours to minimize water loss due to evaporation, and water less in the cooler months and during the rainy season), therefore helping to reduce the Project's water demand.

Water demand would be further reduced through adherence to the City's existing regulatory compliance measures including the following:

- High-efficiency toilets (maximum 1.28 gallons per flush), including dual-flush water closets, and high-efficiency urinals (maximum 0.5 gallons per flush), including no-flush or waterless urinals, in all restrooms as appropriate.
- Restroom faucets with a maximum flow rate of 1.5 gallons per minute and self-closing design.
- High-efficiency Energy Star-rated dishwashers.
- Prohibiting the use of single-pass cooling equipment (single-pass cooling refers to the use of potable water to extract heat from process equipment, e.g. vacuum pump, ice machines, by passing the water through equipment and discharging the heated water to the sanitary wastewater system).
- Demand (tankless or instantaneous) water heater system sufficient to serve the anticipated needs of the dwellings.
- No more than one showerhead per shower stall, having a flow rate no greater than 2.0 gallons per minute.
- High-efficiency clothes washers (water factor of 6.0 or less), if provided in either individual units and/or in a common laundry room(s).
- Weather-based irrigation controller with rain shutoff.
- Matched precipitation (flow) rates for sprinkler heads.
- Drip/microspray/subsurface irrigation where appropriate.
- Minimum irrigation system distribution uniformity of 75 percent.
- Proper hydro-zoning, turf minimization and use of native/drought tolerant plan materials.
- Use of landscape contouring to minimize precipitation runoff.
- A separate water meter (or submeter), flow sensor, and master valve shutoff for irrigated landscape areas totaling 5,000 square feet and greater.

Thus, it is reasonably anticipated that the Project would not create any water system capacity issues, and sufficient reliable water supplies would be available to meet Project demands. Therefore, impacts would be less than significant.

(iv) Solid Waste Disposal

Solid waste generated within the City is disposed of at privately-owned landfill facilities throughout Los Angeles County. While the Bureau of Sanitation provides waste collection services to single-family and some small multi-family developments, private haulers provide waste collection services for most multi-family residential developments within the City. It is reasonably anticipated, then, that the Project Applicant would contract with a local commercial solid waste hauler following completion of the Project. As is typical for most solid waste haulers in the greater Los Angeles area, the hauler would be anticipated to separate and recycle all reusable material collected from the Project Site at a local materials recovery facility. The remaining solid waste would be disposed of at a variety of landfills, depending on with whom the hauler has contracts. Most commonly, the City is served by the Sunshine Canyon Landfill. This Class III landfill accepts non-hazardous solid waste including construction and demolition (C&D) waste. Moreover, as of 2019, Azusa Land Reclamation is the only permitted inert (i.e., unclassified and C&D waste which includes earth, rock, concrete rubble, asphalt paving fragments, etc.) in Los Angeles County that has a full solid waste facility permit.[52] **Table III-17, Current Landfill Capacity and Intake**, details the permitted daily intake and estimated remaining capacity at these landfills currently.

Table III-17
Current Landfill Capacity and Intake

Landfill Facility	Permitted Daily Intake (tpd)[a]	2019 Average Daily Intake (tpd)[a]	Estimated Total Remaining Permitting Capacity[a] (million tons)
Class III Landfill			
Sunshine Canyon	12,100	6,387	55
Inert Construction & Demolition Waste-Accepting Landfill			
Azusa Land Reclamation	6,500	1,038	59

Notes: tpd = tons per day
[a] Los Angeles County Department of Public Works, Countywide Integrated Waste Management Plan, 2019 Annual Report, published September 2020, pages 57 and 67.
Source (table): EcoTierra Consulting, 2021.

(a) Construction

Implementation of the Project would generate C&D waste. C&D debris includes concrete, asphalt, wood, drywall, metals, concrete rubble, and other miscellaneous and composite materials. **Table III-18, Estimated Project Construction and Demolition Solid Waste**, presents the Project's estimated C&D waste.

[52] *Los Angeles County Department of Public Works, Countywide Integrated Waste Management Plan, 2019 Annual Report, published September 2020, page 33.*

Table III-18
Estimated Project Construction and Demolition Solid Waste

Construction Activity	Size	Generation Rate[a]	Total Solid Waste Generated
Project Construction	67,822 sf[b]	4.39 lbs/sf	297,739 lbs (149 tons)
		Total	**297,739 lbs (149 tons)**

Notes: sf = square feet; lbs = pounds. Numbers have been rounded.
[a] *Source: U.S. Environmental Protection Agency, Estimating 2003 Building-Related Construction and Demolition Material Amounts, March 2009, Table 2-1 (Residential Construction).*
[b] *Gross building useable area square footage.*
Source (table): EcoTierra Consulting, 2021.

As shown in **Table III-18**, the Project would generate approximately 297,739 pounds or 149 tons of C&D debris. This forecasted solid waste generation is a conservative estimate as it assumes no reductions in solid waste generation would occur due to recycling. In order to help meet the landfill diversion goals, the City adopted the Citywide C&D Waste Recycling Ordinance (Ordinance No. 181,519). This ordinance, which became effective January 1, 2011, requires that all haulers and contractors responsible for handling C&D waste obtain a Private Solid Waste Hauler Permit from the Bureau of Sanitation prior to collecting, hauling, and transporting C&D waste. It requires that all C&D waste generated within City limits be taken to City-certified C&D waste processors, where the waste would be recycled to the extent feasible. Moreover, there are 148.40 million tons of remaining capacity available in Los Angeles County for the disposal of inert waste.[53] Some C&D waste may also be landfilled at the Sunshine Canyon Class III landfill. Thus, Project-generated C&D waste would represent a very small percentage of the waste disposal capacity in the region, and, as noted, the aggregate amount estimated in the above table would not all be landfilled since the Project would comply with City's recycling requirements. Therefore, solid waste impacts from C&D activities would be less than significant.

(b) Operation

The Project's estimated operational solid waste generation is presented in **Table III-19, Estimated Project Operational Solid Waste**.

Table III-19
Estimated Project Operational Solid Waste

Land Use	Size	Generation Rate[a]	Total Solid Waste Generated (lbs/day)
Residential	46 units	12.23 lbs/unit	563
		Project Total	**563**

Notes: sf = square feet; lbs = pounds
[a] *L.A. CEQA Thresholds Guide, 2006, page M.3-2.*
Source (table): EcoTierra Consulting, 2021.

AB 374 mandates a 75 percent landfill diversion rate by 2020.[54] Furthermore, the City's Solid Waste Integrated Resources Plan – A Zero Waste Master Plan, aims to achieve a goal of 90

[53] *County of Los Angeles Department of Public Works, Countywide Integrated Management Plan 2019 Annual Report, September 2020, page 32.*
[54] *California Department of Resources and Recycling, California's 75 Percent Initiative.*

percent diversion by 2025 within the City.[55] The Bureau of Sanitation's Solid Resources Citywide Recycling Division (SRCRD) develops and implements source reduction, recycling, and re-use programs in the City.[56] The SRCRD provides technical assistance to public and private recyclers, manages the collection and disposal programs for Household Hazardous Waste, and helps create markets for recycled materials.[57] At the State-mandated minimum diversion rate of 75 percent, approximately 422 pounds would be recycled and the remaining 141 pounds (0.07 tons) would be landfilled. At the City's goal of 90 percent diversion, approximately 507 pounds would be recycled and the remaining 56 pounds (0.03 tons) would be landfilled. In either scenario, there is adequate landfill capacity for the Project's operational impact (see **Table III-19**, above). Furthermore, AB 341 requires multi-family residential developments with five units or more to provide for recycling services on site. Therefore, solid waste impacts from operation of the Project would be less than significant.

(v) Natural Gas Existing Infrastructure

Southern California Gas Company (SCG) provides natural gas service to the City, including the Project Site. The *2020 California Gas Report* presents a comprehensive outlook for natural gas requirements and supplies for California through 2035. SCG expects its active meter growth to increase by an annual average of 0.58 percent from the period 2019 through 2035; however, SCG expects natural gas demand in its service area will decline at an annual rate of 1.0 percent during this same period. Specifically, the residential load in Southern California is expected to decline by 1.7 percent annually from 238 billion cubic feet in 2019 to 198 billion cubic feet in 2035. The decrease in gas demand results from a combination of continued decline in residential use per meter, increases in marginal gas rates, the impact of savings from SCG's Advanced Metering Infrastructure (AMI) project deployment which began in 2013, and CPUC authorized energy efficiency program savings in this market. These energy efficiency savings are forecasted to lead to very large reductions in residential gas use equaling a total of 18.8 billion cubic feet in year 2035.[58]

The Project's natural gas consumption would represent an extremely small percentage of SCG's total usage supplied to residential buildings. Also, as the Project would be infill redevelopment, there is already a natural gas connection point; expansion for distribution infrastructure would not be required and capacity-enhancing alterations to existing facilities would be highly unlikely. SCG is satisfactorily meeting its obligations to its current customers and projects to meet obligations of its future customers. As such, SCG's existing infrastructure and storage supplies are well-prepared for the long-term forecasts. However, in the event SCG cannot provide service from the existing infrastructure, a system analysis would be conducted by SCG to determine the best method to provide service and appropriate actions such as pressure betterments may be initiated to resolve the issue. Thus, any corrective action, albeit unlikely, would be minimal and temporary,

[55] *City of Los Angeles, Solid Waste Integrated Resources Plan – A Zero Waste Master Plan, October 2013.*
[56] *Los Angeles Bureau of Sanitation, Solid Resources, Construction and Demolition Recycling Guide.*
[57] *Los Angeles Bureau of Sanitation, Solid Resources, Construction and Demolition Recycling Guide.*
[58] *California Gas and Electric Utilities, 2020 California Gas Report, page 99.*

and would not result in any adverse environmental impacts. Therefore, impacts would be less than significant.

(vi) Electrical Power Existing Infrastructure

LADWP provides electrical service to the City, including the Project Site. On January 13, 2017, LADWP adopted the 2017 Power Integrated Resource Plan (IRP), which provides a 20-year roadmap to guide LADWP in meeting future energy needs by forecasting demand for energy and determine how that demand will be met by executing new projects and replacement projects and programs. In April 2018, LADWP approved the expansion of the IRP into the Power Strategic Long-Term Resource Plan (SLTRP),[59] which increased the planning horizon from 20 years ending in 2037 through 2050, in order to better align with Statewide GHG emissions goals and align with the City's 100 percent clean energy initiative. The SLTRP lays out alternative strategies for meeting LADWP's regulatory requirements and environmental policy goals for increasing renewable energy and reducing GHG emissions, while maintaining power reliability. The SLTRP provides detailed analysis and results of the updated Power SLTRP resource cases, which investigated the economic and environmental impact of increased Renewable Portfolio Standard (RPS), local solar, energy storage, and various levels of transportation electrification within a 20-year horizon. LADWP generates power from a variety of different sources that include renewable energy, hydroelectric, natural gas, nuclear energy, and other fuels. LADWP utilizes renewable energy sources and is committed to meeting the requirement of the RPS Enforcement Program to use at least 33 percent of the State's energy from renewables by 2020.[60] Current installed generation capacity is over 8,009 megawatts of power.[61]

The Project Site is currently served by LADWP for electrical power. LADWP routinely plans capacity additions and changes at existing and new facilities as needed to supply area load. The Project's electrical consumption would be part of the total load growth forecast for the City and has been accounted for in the planned growth of the City's power system. Furthermore, as the Project would be infill redevelopment, there is already an electrical power connection point, and expansion for distribution infrastructure would not be required, nor would capacity-enhancing alterations to existing facilities be required from Project implementation. Therefore, impacts would be less than significant.

(b) Impacts to Project-Serving Public Services

(i) Fire Protection

LAFD considers fire protection services for a project to be adequate if a project is within the maximum response distance for the land use proposed. Pursuant to LAMC Section 57.507.3.3, the maximum response distance between high-density residential land uses (which is likely the most appropriate land use category for the Project) and a LAFD fire station that houses an engine company is 1.5 miles, and two miles from a station that houses a truck company. If these

[59] *Los Angeles Department of Water and Power, 2017 Power Strategic Long-Term Resource Plan, December 2017.*
[60] *California Environmental Protection Agency, Air Resources Board, Renewable Portfolio Standard.*
[61] *Los Angeles Department of Water and Power website, Power, Facts & Figures.*

distances are exceeded, the project in question would be required to install automatic fire sprinkler systems.

The Project would be served primarily by Fire Station No. 74, located at 7777 Foothill Boulevard, approximately 0.4-roadway-mile to the northwest from the Project Site.[62] Fire Station No. 74 includes an assessment light force, which includes an engine and a ladder truck, paramedic rescue ambulance, BLS rescue ambulance, and brush patrol, and as such, is within the maximum response distance of a station with an engine company and a truck company.[63] Even so, the Project would include automatic fire sprinkler systems as required by the Fire Code. Furthermore, Fire Station No. 24, located at 9411 Wentworth Street, approximately 2.6-roadway-miles to the northwest from the Project Site, would also aid as needed. Fire Station No. 24 includes an assessment engine.[64]

The adequacy of fire protection is also based upon the required fire flow, equipment access, and LAFD's safety requirements regarding needs and service for the area. The required fire flow necessary for fire protection varies with the type of development, life hazard, occupancy, and the degree of fire hazard. Pursuant to LAMC Section 57.507.3.1, City-established fire flow requirements vary from 2,000 gpm in low-density residential areas to 12,000 gpm in high-density commercial or industrial areas. In any instance, a minimum residual water pressure of 20 pounds per square inch (PSI) is to remain in the water system while the required gpm is flowing. LAMC Section 57.507.3.3 identifies a fire flow requirement of 4,000 gpm for high density residential projects such as the Project as well as the maximum response distances to engine and truck companies discussed above. Moreover, as noted above, the Project would include automatic fire sprinkler systems as required by the Fire Code. The adequacy of existing water pressure and availability in the Project area with respect to required fire flow would be confirmed by LAFD during the plan check review process. As part of the normal building permit process, the Project would be required to upgrade water service laterals, meters, and related devices, as applicable, in order to provide required fire flow; however, no new water facilities are anticipated. Moreover, such improvements would be conducted as part of the Project either on-site or off-site within the right-of-way, and as such, the construction activities would be temporary and not result in any significant environmental impacts.

LAMC Section 57.507.3.2 addresses land use-based requirements for fire hydrant spacing and type. Land uses in the High Density Residential and Neighborhood Commercial category require one hydrant per 100,000 square feet of land with 300 to 450-foot distances between 2.5-inch by 4-inch or 4-inch by 4-inch double fire hydrants. Regardless of land use, every first story of a residential, commercial, and industrial building must be within 300 feet of an approved hydrant. The nearest fire hydrant is located approximately 70 feet west of the Project Site, directly across Plainview Avenue. An additional fire hydrant is located approximately 101 feet to the southwest of the Project Site and is located in the right-of-way of Foothill Boulevard near the southwest intersection of Foothill Boulevard and Plainview Avenue across from the Project Site.[65] The

[62] *City of Los Angeles Fire Department website, Find Your Station.*
[63] *City of Los Angeles Fire Department, Fire Station Directory, March 2014.*
[64] *City of Los Angeles Fire Department, Fire Station Directory, March 2014.*
[65] *City of Los Angeles Geo Hub, fire hydrant locations.*

Project would implement City Building and Fire Code requirements regarding Project components including, but not limited to, structural design, building materials, site access, clearance, hydrants, fire flow, storage and management of hazardous materials, alarm and communications systems, and building sprinkler systems. Compliance with these requirements would be demonstrated as part of a plot plan that would be submitted to LAFD for review and approval prior to issuance of a building permit in accordance with City regulations. Compliance with applicable City Building Code and Fire Code requirements would be demonstrated as part of LAFD's fire/life safety plan review and LAFD's fire/life safety inspection for new construction projects, as set forth in Section 57.118 of the LAMC, prior to the issuance of a building permit. Construction activities to install any new pipes or pumping infrastructure would be temporary and of short duration and would not result in any significant environmental impacts.

Emergency vehicle access to the Project Site would continue to be provided from local roadways. All improvements proposed would comply with the Fire Code, including any additional access requirements of LAFD. Additionally, emergency access to the Project Site would be maintained at all times during both Project construction and operation pursuant to the Worksite Traffic Control Plan that would be prepared for the Project and approved by the City.

Therefore, for the reasons stated above, impacts related to adequate proximity to a fire station, fire flow, fire hydrants, and emergency access would be less than significant.

(ii) Police Protection

The Project Site is served by the City of Los Angeles Police Department's (LAPD) Foothill Community Police Station, which is located at 12760 Osborne Street, approximately 7.8-roadway-mile to the west of the Project Site.[66] The Foothill Community Police Station's boundaries include more than 182,214 people and covers 46.13 square miles. The Foothill Community Police Station is under the jurisdiction of LAPD's Valley Bureau.[67] The Project Site is located in Reporting District 1657.[68]

(a) Construction

Construction sites, if not properly managed, have the potential to attract criminal activity (such as trespassing, theft, and vandalism) and can become a distraction for local law enforcement from more pressing matters that require their attention. However, as required by the City as a regulatory compliance measure, the Project would employ construction safety features including erecting temporary fencing along the periphery of the active construction areas to screen as much of the construction activity from view at the local street level and to deter trespassing, vandalism, short-cut attractions, potential criminal activity, and other nuisances. Therefore, potential impacts to police protection services during the construction of the Project would be less than significant.

[66] *City of Los Angeles Police Department website, Find Your Community.*
[67] *City of Los Angeles Police Department, Valley Bureau, Foothill Community Police Station.*
[68] *City of Los Angeles Department of City Planning, Zone Information & Map Access System.*

(b) Operation

Based on the residential generation factor currently used by the Department of City Planning, operation of the Project could result in an on-site population of approximately 111 residents.[69]

Responses to thefts, vehicle burglaries, vehicle damage, traffic-related incidents, and crimes against persons could be anticipated to increase as a result of the increased on-site activity and increased traffic on adjacent streets and arterials. The Project would include adequate and strategically positioned lighting to enhance public safety. Visually obstructed and infrequently accessed "dead zones" would be limited, and, where possible, security controlled to limit public access. The building and layout design of the Project would also include nighttime security lighting and secure parking facilities. Additionally, the continuous visible and non-visible presence of residents at all times of the day would provide a sense of security during evening and early morning hours. As such, the Project's residents would be able to monitor suspicious activity at the building entry points. These preventative and proactive security measures would decrease the amount of service calls that LAPD would otherwise receive. In light of these features, it is anticipated that any increase in demands upon police protection services would be relatively low, and not necessitate the construction of a new police station, the construction of which could potentially cause environmental impacts. Therefore, potential impacts to police protection services during the operation of the Project would be less than significant.

(iii) Schools

The Project is in an area that is currently served by the Los Angeles Unified School District (LAUSD) schools. The Project would construct up to 46 multi-family residential units. As shown in **Table III-20, Student Generation**, the Project is expected to increase the local student population by a total of 19 students.

Table III-20
Student Generation

Land Use	Size	Student Generation Rates[a]			Total Students
		Elementary School	Middle School	High School	
Residential	46 du	12	16	18	19
				Project Total	**19**

Notes: du = dwelling units; sf = square feet

[a] *Based on student generation factors provided in the 2018 Developer Fee Justification Study for Los Angeles Unified School District, March 2018. The following student generation rates are applied for residential uses: 0.2269 students per household (grades K-6) (46 x 0.2269=10.44), resulting in 10 (rounded) students, 0.0611 students per household (grades 7-8) (46 x 0.0611=2.81), resulting in 3 (rounded) students, and 0.1296 students per household (grades 9-12) (46 x 0.1296=5.96), resulting in 6 (rounded) students (Table 3).*

Source (table): EcoTierra Consulting, 2021.

[69] *Based on a Citywide factor of 2.41 residents per dwelling unit. Jack Tsao, Data Analyst II, Los Angeles Department of City Planning.*

The Project Site is currently served by the following LAUSD schools:[70]

- Plainview Academic Charter Academy, located at 10819 Plainview Avenue;
- Mount Gleason Middle School, located at 10965 Mount Gleason Avenue; and
- Verdugo Hills Senior High School, located at 10625 Plainview Avenue.

It should be noted that State-mandated open enrollment policy enables students anywhere in LAUSD to apply to any regular, grade-appropriate LAUSD school with designated "open enrollment" seats. The number of open enrollment seats is determined annually. Each individual school is assessed based on the principal's knowledge of new housing and other demographic trends in the attendance area. Open enrollment seats are granted through an application process that is completed before the school year begins. Students living in a particular school's attendance area are not displaced by a student requesting an open enrollment transfer to that school.

To reduce any potential population growth impacts on public schools, the governing board of any school district is authorized to levy a fee, charge, dedication, or other requirement against any construction within the boundaries of the district for the purpose of funding the construction or reconstruction of facilities (pursuant to California Education Code Section 17620(a)(1)). The Developer Fee Justification Study for LAUSD was prepared to support the school district's levy of the fees authorized by Section 17620 of the California Education Code.[71] The Project would be required to pay the appropriate fees, based on the square footage, to LAUSD.

The Leroy F. Greene School Facilities Act of 1998 (SB 50) sets a maximum level of fees a developer may be required to pay to address a project's impacts on school facilities. The maximum fees authorized under SB 50 apply to zone changes, general plan amendments, zoning permits, and subdivisions. SB 50 is deemed to fully address school facilities impacts, notwithstanding any contrary provisions in CEQA or other State or local law. Therefore, as payment of appropriate school fees to LAUSD is required by law and considered to fully address impacts, impacts would be less than significant.

(iv) Parks and Recreation

The City of Los Angeles Department of Recreation and Parks (LADRP) manages all municipal recreation and park facilities within the City. The following parks and recreational facilities are available to serve the Project Site:[72]

<u>Neighborhood Parks (between 5 and 10 acres in size) within a two-mile radius</u>

- Howard Finn Park, located at 7747 Foothill Boulevard
- Little Landers Park, located at 10110 Commerce Avenue

<u>Community Parks (between 15 and 20 acres in size) within a two-mile radius</u>

- McGroarty Park, located at 7570 McGroarty Terrace

[70] *Los Angeles Unified School District website, School Finder.*
[71] *Los Angeles Unified School District, Developer Fee Justification Study, March 2018.*
[72] *Los Angeles Department of Recreation and Parks website, Facility Map Locator.*

- Sunland Recreation Center, located at 8651 Foothill Boulevard

Regional Parks (50+ acres in size) within a two-mile radius

- Haines Canyon Park, located at 7021 Arama Avenue
- Verdugo Mountain Park, located at East of Sunland, South of La Tuna Canyon Road

The Project would construct 46 multi-family residential units, which is estimated to generate approximately 11 residents.[73] The Project is located in an area of the City that is below the City's recommended long-range ratio for neighborhood and community park acreage. Specifically, the City's Public Recreation Plan recommends achievement of a ratio of 2 acres of neighborhood parks per 1,000 people and 2 acres of community parks per 1,000 people. As described in the Public Recreation Plan, these guidelines are Citywide goals, and are not intended to be requirements for individual development projects.

Based on the standard minimum parkland-to-population ratio provided in the City's General Plan Framework Element (i.e., 2 acres per 1,000 residents), the Project would generate a need for approximately 0.22-acre of public parkland (neighborhood and community parks). Similarly, based on LADRP's long-range minimum parkland-to-population ratio provided in the Public Recreation Plan (i.e., 4 total acres of neighborhood and community parks per 1,000 residents), the Project would generate a need for approximately 0.44 acres of public parkland. Specifically, in the Sunland – Tujunga – Lake View Terrace – Shadow Hills – East La Tuna Canyon Community Plan Area, the Project's increase in on-site population would increase the demand on park and recreational facilities.

Consistent with the LADRP's recommended strategy to help alleviate the burden on existing park and recreational facilities, the Project would provide approximately 6,086 square feet of open space including a first-floor open-to-sky common area, a first floor courtyard common area with a fountain, landscaping, and seating, and a rooftop open deck area with landscaping and seating. These recreational amenities would help relieve stress on the City's existing park system. Even so, the Project would result in an increase in the use of parks and recreational facilities that may not have the capacity to serve residents. However, this impact would be reduced to a less than significant level through the payment of the park fees as required by LAMC Section 12.33. LADRP would collect these park fees based on their current rate and fee schedule. The City requires park fees to reduce the park- and open space-related impacts of new residential development projects, and requires these fees to be paid before a Certificate of Occupancy can be issued. Therefore, through provision of on-site open space and payment of required park fees, impacts to parks would be less than significant.

(v) Libraries

Los Angeles Public Library (LAPL) provides library services to the City. **Table III-21, Libraries Serving the Project Site**, lists the libraries located in the vicinity Project:

[73] *Based on a Citywide factor of 2.41 residents per dwelling unit. Jack Tsao, Data Analyst II, Los Angeles Department of City Planning.*

Table III-21
Libraries Serving the Project Site

	Sunland-Tujunga Branch Library	La Crescenta County Library
Address	7771 Foothill Boulevard	2809 Foothill Boulevard
Driving Distance to Project Site	0.3 mile	2.1 mile

sf = square feet
Source: EcoTierra Consulting, 2021.

On March 8, 2011, City voters approved ballot Measure L, which amends the City Charter to incrementally increase the amount the City is required to dedicate annually from its General Fund to LAPL to an amount equal to 0.03 percent of the assessed value of all property in the City, and incrementally increase LAPL's responsibility for its direct and indirect costs until it pays for all of its direct and indirect costs. The measure was intended to provide neighborhood public libraries with additional funding to help restore library service hours, purchase books, and support library programs, subject to audits, using existing funds with no new taxes.[74]

Essentially, the provision of library services is the responsibility of local government, which is typically financed through the City general funds. Regardless, the library's existing service level would be maintained without an additional library or alterations to the existing libraries. Therefore, combined with the LAPL standards for new development and the fees to help to pay for any improvements that the LAPL may do in the future impacts to library facilities would be less than significant.

(c) Summary

As demonstrated above, the Project can be adequately served by all required utilities and public services, the Project meets this condition.

(2) Conclusion of Class 32 Categorical Exemption Conditions Consistency

The Project meets all five conditions enumerated for a Class 32 Categorical Exemption under CEQA.

b) Exceptions to a Categorical Exemption

[State CEQA Guidelines Section] 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.

[74] *Los Angeles Office of the City Clerk, Interdepartmental Correspondence and Attachments Regarding Measure L.*

(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.

(3) Project Analysis

Exception (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.

This exception does not apply to the Project as the Project is seeking Class 32 Categorical Exemption. Nonetheless, the Project would not impact an environmental resource of hazardous or critical concern (see also the discussion for Exception [e]), below). As discussed under Condition (C), above, the Project Site does not contain any habitat capable of sustaining any species identified as endangered, rare, or threatened. Therefore, the exception is not applicable to the Project.

Exception (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.

Cumulative impacts are two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts (State CEQA Guidelines Section 15355). Cumulative impacts may be analyzed by considering a list of past, present, and probable future projects producing related or cumulative impacts (State CEQA Guidelines Section 15130[b][1][A]). An overview of each impact discussion is provided below, and

as shown, the Project would not result in any Project-specific significant impacts, and would not have any impacts that are individually limited but cumulatively considerable.

(a) Local Land Use Plans and Zoning

Development of related projects is reasonably anticipated to occur in accordance with adopted plans and regulations. It is also reasonably anticipated that most of related projects would be compatible with the zoning and land use designations of each related project site and its existing surrounding uses. In addition, it is reasonable to assume that related projects under consideration in the surrounding area would implement and support local and regional planning goals and policies. Therefore, cumulative land use impacts would be less than significant.

(b) Endangered, Rare, or Threatened Species

The Project Site is located in an urbanized area. However, it is unknown whether or not any of the properties on which related projects may be located contain biological resources, such as sensitive species that may be listed at the federal or State level as endangered, rare, or threatened. Nonetheless, as the Project would not result in a potentially significant impact to listed species or habitat, there is no potential for the Project to contribute to a cumulative impact.

(c) Transportation

With respect to construction traffic, it is unknown whether or not any related projects would have overlapping construction schedules with the Project. However, similar to the Project, and pursuant to existing City regulations and policies, related projects would be required to submit formal construction staging and traffic control plans for review and approval by the City prior to the issuance of construction permits. These plans, identified as a Work Area Traffic Control Plan herein, would identify all traffic control measures, signs, delineators, and work instructions through the duration of construction activities. It is reasonably anticipated that related projects would comply with this requirement, similar to the Project, and as such, cumulative construction traffic impacts would be less than significant.

With respect to cumulative operational traffic impacts, analyses should consider both short-term and long-term project effects on VMT. Short-term effects are evaluated in the project-level VMT analysis summarized above. Long-term, or cumulative, effects are determined through a consistency check with the 2020-2045 RTP/SCS. The 2020-2045 RTP/SCS is the regional plan that demonstrates compliance with air quality conformity requirements and greenhouse gas (GHG) reduction targets. As such, projects that are consistent with this plan, such as the proposed Project, in terms of development, location, density, and intensity, are part of the regional solution for meeting air pollution and GHG goals. Projects that are deemed to be consistent would have a less than significant cumulative impact on VMT. Furthermore, the Project is not expected to result in significant VMT impacts to the surrounding transportation system. Therefore, as no VMT analysis was required for the Project, the Project is not anticipated to make a cumulatively considerable contribution to operational traffic impacts. As such, cumulative operational transportation impacts would be less than significant.

(d) Noise

Development of the Project in combination with related projects in the vicinity of the Project Site could result in an increase in construction noise in an already urbanized area of the City. With respect to construction impacts, it is unknown whether any potential nearby projects would have overlapping construction schedules with the Project. However, as with the Project, any nearby project that could be built simultaneously with the Project would be required to meet the same LAMC requirements regarding construction noise levels. Specifically, construction of all projects would be subject to LAMC Section 41.40, which limits the hours of allowable construction activities. In addition, each project would be subject to LAMC Section 112.05, which prohibits any powered equipment or powered hand tool from producing noise levels that exceed 75 dBA at a distance of 50 feet from the noise source within 500 feet of a residential zone. To comply with this standard, nearby development projects, much like the Project, would implement best practices and/or project design features to reduce construction noise levels. Accordingly, while concurrent construction of nearby projects in the vicinity of the Project Site could potentially contribute to cumulative increases in ambient noise levels, because the Project would not result in any significant construction noise increases, it would not result in a cumulatively considerable contribution to any such increase. Therefore, potential construction-related noise impacts would not be significant.

Cumulative noise impacts would occur primarily as a result of increased traffic on local roadways due to the Project and related projects within the study area. As the Project would generate a total of 246 net daily trips, which is less than the VMT Screening Criteria threshold of 250 net daily vehicle trips, a Transportation Assessment was not required, and the Project would not result in any significant VMT transportation impacts. Therefore, as no VMT analysis was required for the Project, the Project is not anticipated to make a cumulatively considerable contribution to a cumulative noise impact associated traffic noise sources.

In addition to cumulative mobile source noise levels, operation of the Project in combination with other projects that could potentially be developed nearby could result in an increase in operational noise in this urbanized area of the City. However, as described above, long-term noise impacts from Project operations would be negligible, as building operations and human activities inside and outside the Project would generate minimal noise impacts. Moreover, as with the Project, other developments in the vicinity of the Project would be required to comply with the City's extensive regulatory requirements that limit operational noise sources to minimal levels. Accordingly, as the Project would not produce any significant operational noise impacts, it would not result in a cumulatively considerable contribution to any significant operational noise impacts. As such, cumulative on-site operational noise impacts would be less than significant.

(e) Air Quality

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. Individual projects that generate emissions not in excess of SCAQMD's significance thresholds would not contribute considerably to any potential cumulative impact. 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 described above, the Project does not generate any regional or localized emissions that exceed SCAQMD's thresholds; therefore, the Project would not contribute a cumulatively considerable increase in emissions for the pollutants which the Basin is in nonattainment, and cumulative air quality impacts would be less than significant.

(f) Greenhouse Gases

Although the Project is expected to emit GHGs, the emission of GHGs by a single project into the atmosphere is not necessarily an adverse environmental effect. As discussed in CEQA case law,[75] the global scope of climate change and the fact that carbon dioxide and other GHGs, once released into the atmosphere, are not contained in the local area of their emission means that the impacts to be evaluated are also global rather than local. For many air pollutants, the significance of their environmental impact may depend greatly on where they are emitted; for GHGs, it does not.

For individual developments, like the Project, this fact gives rise to an argument that a certain amount of GHG emissions is as inevitable as population growth. Under this view, a significance criterion framed in terms of efficiency is superior to a simple numerical threshold because CEQA is not intended as a population control measure. Meeting statewide reduction goals does not preclude all new development. Rather, the Scoping Plan, the State's roadmap for meeting AB 32's target, assumes continued growth and depends on increased efficiency and conservation in land use and transportation from all Californians. To the extent a project incorporates efficiency and conservation measures sufficient to contribute its portion of the overall GHG reductions necessary, one can reasonably argue that the Project's impact is not cumulatively considerable, because it is helping to solve the cumulative problem of GHG emissions as envisioned by California law.

As discussed above, the Project would reduce GHGs in a manner consistent with applicable regulatory plans and policies to reduce GHG emissions, including: AB 32 Scoping Plan, SCAG's 2020-2045 RTP/SCS, Green LA Plan, and the Green New Deal.

Similar to the Project, all future projects in the State would be reviewed for consistency with applicable State, regional and local plans, policies, or regulations for the reduction of GHGs. Therefore, based on the discussion above, and consistent with *State CEQA Guidelines* Section 15064(h)(3), the Project's generation of GHG emissions would not be cumulatively considerable because the Project would not conflict with an applicable plan, policy, or regulation for the purposes of reducing the emissions of GHGs. Therefore, the Project's contribution to cumulative impacts to GHGs would not be cumulative considerable, and cumulative impacts would be less than significant.

[75] *Supreme Court of California, Center for Biological Diversity et al. v. California Department of Fish and Wildlife (2015), S217763, 11-13.*

(g) Water Quality

With respect to construction impacts, it is unknown whether or not any related projects would have overlapping construction schedules with the Project. However, similar to the Project, related projects would be required to comply with the City Building Code, NPDES requirements, etc. Assuming compliance with these regulatory requirements, similar to the Project, the cumulative water quality impact during construction would be less than significant.

With respect to operational impacts, development of the Project in combination with related projects would result in the further infilling in an already developed area. The Project Site and the surrounding area are served by the existing City storm drain system. Runoff from the Project Site and the adjacent land uses is typically directed into the adjacent streets, where it flows to the drainage system. It is likely that most, if not all, related projects would also drain to the surrounding street system or otherwise retain stormwater on-site as all projects would comply with existing stormwater/LID requirements, which would ensure impacts are less than significant.

The runoff associated with related projects would either be directed in non-erosive drainage devices to landscaped areas or directed to an existing storm drain system and would not encounter exposed soils. Related projects would include a drainage system with pipes that would adequately convey surface water runoff into the existing storm drain or the on-site cisterns. Additionally, related projects would be required to implement BMPs and to conform to the existing NPDES water quality program. Therefore, cumulative hydrology and water quality impacts during operation would be less than significant.

(h) Utilities

(i) Water

Implementation of the Project in combination with related projects within the service area of LADWP would generate demand for additional water supplies. In terms of the City's overall water supply condition, the water demand for any project that is consistent with the City's General Plan and long-range SCAG growth projections has been accounted for in the adopted 2015 UWMP. The 2015 UWMP anticipates that the future water supplies would be sufficient to meeting existing and planned growth in the City to the year 2040 (the planning horizon required of 2015 UWMPs) under wet and dry year scenarios. The Project would be consistent with the site's Community Plan land use designation as well as SCAG growth projections, and therefore, has been accounted for in the 2015 UWMP and its water demand would not be cumulatively considerable. Related projects as well as other development in the LADWP service area will be required to comply with current Green Building Code requirements to conserve water, and in addition, larger projects with over 500 residential units would have to prepare a Water Supply Assessment (pursuant to SB 610) to be reviewed and certified by LADWP to demonstrate adequate water supply. Therefore, because the 2015 UWMP forecasts adequate water supplies to meet all projected water demands in the City through the year 2040, cumulative impacts with respect to water supply are not anticipated from the development of the Project and related projects.

With respect to water treatment facilities, the remaining daily treating capacity of the LAAFP is 600 mgd. Therefore, the LAAFP would have adequate capacity to serve the additional water

demanded by the Project (which would consume 0.009 mgd) and, as such, the Project's demand would not be cumulatively considerable.

Development of the Project and future new development in the vicinity of the Project Site would cumulatively increase demands on the existing water infrastructure system. Similar to the Project, related projects would be subject to LADWP review to assure the existing public infrastructure would be adequate to meet the domestic and fire water demands of each project and individual projects would be subject to LADWP and City requirements regarding infrastructure improvements needed to meet respective water demands, flow and pressure requirements. Furthermore, LADWP through the five year updates of the LADWP 2015 UWMP, Los Angeles Department of Public Works, and the LAFD project specific checks would conduct on-going evaluations of its infrastructure. Therefore, the cumulative impact would be less than significant.

(ii) Wastewater

Implementation of the Project in combination with related projects within the service area of the HTP would generate additional wastewater that would be treated at HTP. Currently, the HTP has an average daily flow of 260 mgd; however, the HTP has capacity to treat a maximum daily flow of 450 mgd. This equals a typical remaining capacity of 190 mgd of wastewater able to be treated at the HTP. Therefore, the HTP would have adequate capacity to serve the additional wastewater demanded by the Project (0.007 mgd) and, as such, the Project's demand would not be cumulatively considerable.

With respect to wastewater infrastructure in the City, under the rules and regulations established in the City's Sewer Allocation Ordinance (Ordinance No. 166,060), the Bureau of Sanitation assesses the anticipated wastewater flows from development projects at the time of connection, and makes the appropriate decisions on how best to connect to the local sewer lines at the time of construction. The applicants of related projects will be required to submit a Sewer Capacity Availability Request to verify the anticipated sewer flows and points of connection and to assess the condition and capacity of the sewer lines receiving additional sewer flows from the Project and other cumulative development projects. If it is determined that the sewer system in the local area has insufficient capacity to serve a particular development, the developer of that project would be required to replace or build new sewer lines to a point in the sewer system with sufficient capacity to accommodate that project's increased flows. Each project would be evaluated on a case-by-case basis and would be required to consult with the Bureau of Sanitation (for projects within the City) and comply with all applicable City and State water conservation programs and sewer allocation ordinances. Therefore, the cumulative impact would be less than significant.

(iii) Solid Waste

Implementation of the Project in combination with related projects within the Southern California region that are serviced by area landfills will increase regional demands on landfill capacities. Construction of the Project and related projects generate C&D waste, resulting in a cumulative increase in the demand for inert (unclassified) landfill capacity. Given the requirements of the Citywide C&D Debris Recycling Ordinance (Ordinance No. 181,519), which requires all mixed C&D waste generated within City limits be taken to a City-certified C&D waste processor, it is anticipated that future cumulative development within the City would also implement similar

measures to divert C&D waste from landfills. Furthermore, as described above, the Sunshine Canyon Landfill and the Azusa Land Reclamation Landfill both have sufficient capacity to accommodate the Project, and, as such, the Project's demand would not be cumulatively considerable. Therefore, cumulative impacts from the C&D waste would be less than significant.

Operation of the Project in conjunction with related projects would generate municipal solid waste and result in a cumulative increase in the demand for waste disposal capacity at Class III landfills. The countywide demand for landfill capacity is continually evaluated by Los Angeles County through preparation of the County Integrated Waste Management Plan Annual Reports. Each Annual Report assesses future landfill disposal needs over a 15-year planning horizon. As such, the 2019 Annual Report (published September 2020) projects waste generation and available landfill capacity through 2034. Based on the 2019 Annual Report, Los Angeles County has the projected disposal capacity through 2034.[76] The Project's estimated increase in operational solid waste generation, in conjunction with related projects, would represent an insignificant portion of the estimated approximately 31.7 million tons that is anticipated to be generated in 2024 (Project build-out year).[77] The County will continually address landfill capacity through the preparation of Annual Reports. The preparation of each Annual Report provides sufficient lead time (15 years) to address potential future shortfalls in landfill capacity. Moreover, a State-mandated 75 percent landfill diversion rate is required by 2020, which would reduce the amount of solid waste being landfilled for related projects. Therefore, cumulative impacts from operational solid waste would be less than significant.

(iv) Natural Gas

Implementation of the Project, in conjunction with related projects, would increase demands for natural gas. Energy consumption by new buildings in California is regulated by the State Building Energy Efficiency Standards, embodied in Title 24 of the California Code of Regulations. The efficiency standards apply to new construction of both residential and non-residential buildings and regulate insulation, glazing, lighting, shading, and water- and space-heating systems. Building efficiency standards are enforced through the local building permit process. The City has adopted green building standards consistent with Title 24 as the LA Green Building Code. Similar to the Project, related projects and future development must also abide by the same statues, regulations, and programs that mandate or encourage energy conservation. SCG is also required to plan for necessary upgrades and expansion to its systems to ensure that adequate service will be provided for other projects. Specifically, SCG regularly updates its infrastructure reports as required by law. Development projects within its service area would also be anticipated to incorporate site-specific infrastructure improvements, as appropriate. Therefore, cumulative impacts are less than significant.

[76] *Los Angeles County Department of Public Works, Countywide Integrated Waste Management Plan, 2019 Annual Report, published September 2020*.

[77] *Los Angeles County Department of Public Works, Countywide Integrated Waste Management Plan, 2019 Annual Report, published September 2020.*

(v) Electrical Power

Implementation of the Project, in conjunction with related projects, would increase demands for electrical power. As discussed above, LADWP utilizes renewable energy sources and is committed to meeting the requirement of the RPS Enforcement Program to use at least 33 percent of the State's energy from renewables by 2020. All new development in California is required to be designed and constructed in conformance with State Building Energy Efficiency Standards outlined in Title 24. It is possible that implementation of related projects could require the removal of older structures that were not designed and constructed to conform with the more recent and stringent energy efficiency standards. Thus, it is possible that with implementation of related projects that the resulting demand for electricity supply could be the same or less than the existing condition. Nonetheless, the SLTRP considers a planning horizon through 2050 to guide LADWP as it executes major new and replacement projects and programs. The estimated power requirement for related projects would be part of the total load growth forecast for the City and would be accounted for in the planned growth of power system. LADWP undertakes expansion or modification of electrical service infrastructure and distribution systems to serve future growth in the City as required in the normal process of providing electrical service. Any potential cumulative impacts related to electric power service would be addressed through this process. Electrical service to related projects would be provided in accordance with the LADWP Power Rules and Regulations. Therefore, cumulative impacts related to electricity supply and infrastructure would be less than significant.

(i) Public Services

(i) Fire Protection

Development of the Project in combination with related projects would cumulatively increase the demand for fire protection services. Over time, LAFD would continue to monitor population growth and land development throughout the City and identify additional resource needs including staffing, equipment, trucks and engines, ambulances, other special apparatuses, and possibly station expansions or new station construction that may become necessary to achieve the desired level of service. Through the City's regular budgeting efforts, LAFD's resource needs would be identified and monies allocated according to the priorities at the time. Any new or expanded fire station would be funded via existing mechanisms (e.g., property and sales taxes, government funding, and developer fees) to which the Project and cumulative growth would contribute. .

Moreover, all of the cumulative development would be reviewed by LAFD in order to ensure adequate fire flow capabilities and adequate emergency access. Compliance with LAFD, City Building Code, and Fire Code requirements related to fire safety, access, and fire flow would ensure that cumulative impacts to fire protection would be less than significant.

(ii) Police Protection

It is anticipated that the Project in combination with related projects would increase the demand for police protection services. This cumulative increase in demand for police protection services would increase demand for additional LAPD staffing, equipment, and facilities over time. Similar to the Project, other projects served by LAPD would implement safety and security features

according to LAPD recommendations. LAPD would continue to monitor population growth and land development throughout the City and identify additional resource needs including staffing, equipment, vehicles, and possibly station expansions or new station construction that may become necessary to achieve the desired level of service. Through the City's regular budgeting efforts, LAPD's resource needs would be identified and monies allocated according to the priorities at the time. Any new or expanded police station would be funded via existing mechanisms (e.g., property and sales taxes, government funding, and developer fees) to which the Project and cumulative growth would contribute. Therefore, the cumulative impact on police protection services would be less than significant.

(iii) Schools

As discussed above, payment of developer impact fees in accordance with SB 50 and pursuant to Section 65995 of the California Government Code would ensure that the impacts of the Project on school facilities would be less than significant. Similar to the Project, related projects would be required to pay school fees to the appropriate school district wherein their site is located. The payment of school fees would fully address any potential impacts to school facilities. Therefore, cumulative impacts would be less than significant.

(iv) Parks and Recreation

As discussed above, the Project would result in a less than significant impact on parks and recreational facilities. Similar to the Project, the related projects would be required to pay Parks and Recreation Fees to the City for the construction of residential dwelling units pursuant to LAMC Section 12.33. The payment of fees would address potential impacts to park and recreational facilities. Moreover, as with the Project, related projects containing residential uses would be required to comply with the City's open space requirements which would help offset new residential demand for park and recreational facilities. Therefore, the cumulative impact would be less than significant.

(v) Libraries

Related projects within the City and with a residential component could generate additional residents who could increase the demand upon library services. Essentially, the provision of library services is the responsibility of local government, which is typically financed through the City general funds. Regardless, the library's existing service level would be maintained without an additional library or alterations to the existing libraries. Therefore, combined with the LAPL standards for new development and the fees to help to pay for any improvements that the LAPL may do in the future impacts to library facilities would be less than significant.

Therefore, the cumulative impact would be less than significant.

(j) Historical Resources

See the analysis under Exception (f), below, for Project-specific impacts to historic resources.

The Project would not result in a significant impact to historical resources. It is unknown whether or not any of the properties on which related projects may be located contain historical resources.

Any related project sites that contain historical resources would be required to comply with existing regulations and/or safeguard measures as appropriate for that project, including required compliance with CEQA's provisions regarding historical resources. As the Project would not result in a significant impact to historical resources, there is no potential for the Project to contribute to a cumulative impact, and thus, the cumulative impact would be less than significant.

(k) Summary

As no cumulatively significant impacts would result from the Project, the exception is not applicable to the Project.

Exception (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 with the Project Site or the proposed Project that would create a reasonable possibility of significant effects to the environment. The Project Site is located within a highly urbanized setting, and the site would be redeveloped from a vacant site to a multi-family residential building, which is a typical urban land use appropriate for the area. Moreover, the Lead Agency has not determined an unusual circumstance is applicable to the Project. By deed-restricting 15 percent (7 dwelling units) of the proposed 46 dwelling units for Very-Low Income Households, the Project is consistent with the underlying zoning, as well as the City's Affordable Housing Incentive Program. Moreover, as analyzed in Exception (b), above, the Project would not result in any Project-specific or cumulative traffic, noise, air quality, greenhouse gas, or water quality impacts. The proposed land uses are consistent and compatible with the Project Site's urban setting and are typical for an infill development located near transit and on a major City thoroughfare. Therefore, as there are no unusual circumstances regarding the proposed Project or Project Site, the exception is not applicable to the Project.

Exception (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.

There are no State-designated scenic highways or highways eligible for scenic designation in the Project Site vicinity.[78] There are also no locally-designated scenic highways in the Project Site vicinity.[79] Therefore, as the Project Site is not located along a State- or City-designated scenic highway, the exception is not applicable to the Project.

[78] *CalTrans website, Scenic Highways.*

[79] *City of Los Angeles Department of City Planning, Mobility Plan 2035, Citywide General Plan Circulation System, Map A2– Valley Subarea, September 2016.*

Exception (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.

California Government Code Section 65962.5 requires various State agencies to compile lists of hazardous waste disposal facilities, unauthorized releases from underground storage tanks, contaminated drinking water wells, and solid waste facilities where there is known migration of hazardous waste, and submit such information to the Secretary for Environmental Protection on at least an annual basis. A significant impact may occur if a project site is included on any of the above lists and poses an environmental hazard to surrounding sensitive uses.

A Phase I Environmental Site Assessment (ESA) was performed by Rincon Consultants, Inc., in February 2015 (this report is available in **Appendix D**). The ESA was completed while the Project Site was still developed with a restaurant use. The ESA was performed in conformance with the scope and limitations of ASTM Practice E1527-13. The purpose of the ESA is to identify existing or potential recognized environmental conditions ("RECs") affecting the Project Site. A REC is the presence or likely presence or any hazardous substances or petroleum products in, on, or at the property due to release to the environment; under conditions indicative of a release to the environment; or under conditions that pose a material threat of a future release to the environment.

The ESA also categorizes RECs as controlled RECs, and historical RECs. A controlled REC is an REC resulting from a past release of hazardous substances or petroleum products that has been addressed to the satisfaction of the applicable regulatory authority, and a historic REC is a past release of any hazardous substances or petroleum products that has occurred in connection with the property and has been addressed to the satisfaction of the applicable regulatory authority or meeting unrestricted use criteria established by a regulatory authority, without subjecting the property to any required controls.

The Project Site, which is currently vacant, was previously developed with a Denny's restaurant and associated parking; the building was constructed in 1946 and was occupied by Denny's since at least 2006. During the site reconnaissance, above-ground storage tanks or evidence of underground storage tanks were not observed and no storage drums were observed. While the Denny's restaurant was in operation small quantities of various cleaning products were observed and two pole-mounted transformers, one located along Plainview Avenue and one located along Wilsey Avenue. However, there was no indication of releases in the vicinity of the transformers. There was staining observed on the pavement in the parking lot area, which was attributed from vehicles using the lot. Overall, no RECs were identified through Project Site inspection observations.

A records search of multiple Federal, State, and local environmental databases was completed by Environmental Data Resources, Inc (EDR). As a follow-up to the database search, regulatory information was reviewed for facilities within the specified search radii that were interpreted to have the potential to impact the Project Site, based on one or more factors (e.g., distance, open case status, up-gradient location, soil vapor migration). The following is a summary of the regulatory information obtained from review of online sources (e.g., SWRCB GeoTracker

database, DTSC Envirostor database) and/or files requested from the applicable regulatory agency, as described below:

Project Site

The Project Site was not listed in any of the databases searched by EDR.

Adjacent Properties

One adjacent property was listed in one of databases searched by EDR:

- ***NS Auto -7572 Foothill Blvd.:*** NS Auto was formerly located about 100 feet south of the subject property (across Foothill Boulevard) and was listed in the EDR Historical Auto Stations database. The EDR Historical Auto Stations database listings are obtained from EDR's review of city directory and business directory listings. According to the EDR report, NS Auto occupied this adjacent property in at least 2003. No releases were reported by EDR for this adjacent site. The listing of this adjacent property in the EDR Historical Auto Stations database is not indicative of a release of hazardous materials on the adjacent property. However, even if a hazardous material release has occurred at this adjacent site, based on the distance from the subject property (about 100 feet across Foothill Boulevard), and the anticipated groundwater flow direction to the west (hydrologically cross-gradient to the subject property), this adjacent site is not expected to be adversely affecting soil or groundwater beneath the subject property.

Nearby or Up-gradient Release Sites

One nearby property was listed in one or more of the databases searched by EDR:

- ***76 Products Station #4595/TOSCO Corporation #30681/Union Oil #4595 - 7545 Foothill Blvd.:*** The 76 Products station was located about 150 feet southeast of the subject property and was listed in the leaking underground storage tank (UST) database. According to the EDR report and GeoTracker, a release of gasoline affected soil beneath the 76 Products site. Reportedly groundwater was not impacted. The release was reportedly discovered in 1993 and the case was closed by the Los Angeles Regional Water Quality Control Board (RWQCB) in 1999. According to the EDR report, Pete's Union 76 occupied the site through at least 2003 and Pete's Complete Auto Repair occupied the site from 2004 through at least 2012. Based on the anticipated groundwater flow direction to the west, this site is located hydrologically cross gradient to the subject property. Based on the fact that this site was a "soil-only" case, the case was closed by the RWQCB and the anticipated groundwater flow direction (cross-gradient to the subject property), this nearby leaking UST site is not expected to be adversely affecting soil or groundwater beneath the subject property.

The EDR report was reviewed to identify nearby known or suspect contaminated sites that have the potential for contaminated vapor originating from the nearby site to be migrating beneath the Project Site. Based on the ASTM E 2600-10, *Standard Guide for Vapor Encroachment Screening on Property Involved in Real Estate Transactions,* the following minimum search distances were

initially used to determine if contaminated soil vapors from a nearby known or suspect contaminated site have the potential to be migrating beneath the Project Site:

- 1/10 mile (528 feet) for petroleum hydrocarbons
- 1/3 mile (1,760 feet) for other contaminants of concern (COCs)

Based on the review of the EDR report information, there are no adjacent or up-gradient known or suspect petroleum hydrocarbon impacted soil or groundwater plumes located within 30 feet of the Project Site and there are no adjacent or up-gradient known or suspect contaminated soil or groundwater plumes located within 100 feet of the Project Site.

In conclusion, construction and operation of the Project would not pose an environmental hazard to surrounding sensitive uses or the environment in regards to siting the Project on a known hazardous waste site or any other type of site appearing on a list compiled pursuant to Section 65962.5 of the Government Code, and a less than significant impact would occur.

Furthermore, the Project Site is not located within a Methane Zone or Methane Buffer Zone as designed by the City of Los Angeles.[80] Therefore, potentially hazardous impacts associated with methane would be less than significant.

Exception (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.

Section 15064.5 of the *State CEQA Guidelines* defines a historical resource as:

1. a resource listed in or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources;

2. a resource listed in a local register of historical resources or identified as significant in an historical resource survey meeting certain state guidelines; or

3. an object, building, structure, site, area, place, record or manuscript which a lead agency determines to be significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California, provided that the lead agency's determination is supported by substantial evidence in light of the whole record.

A significant adverse effect would occur if a project were to adversely affect an historical resource meeting one of the above definitions. A substantial adverse change in the significance of a historic resource means demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired.

According to ESA (this report is available in **Appendix E**), the Project Site was vacant land from at least 1900 through at least 1938 (with possible former agricultural in at least 1928) and was developed with a restaurant structure since at least 1946. A 1928 aerial photograph depicted

[80] *City of Los Angeles Department of City Planning, Zone Information & Map Access System.*

smaller trees in a pattern similar to an orchard on the Project Site. According to the Los Angeles County Office of the Assessor website, the original on-site structure was constructed in 1946, with an "effective year built" noted as 1950, indicating that either original construction was finalized or that a reconstruction occurred at that time. The Project Site was listed as Murphy's Drive-In in the 1950 city directory. Denny's occupied the Project Site since at least 2006.[81] The Project Site is currently vacant.

The Project Site does is not within a Historic Preservation Review area, nor is the Project Site within a Historical Preservation Overlay Zone.[82] The Project Site is not identified as an eligible resource by Survey LA, the City's office historic resources survey;[83] or as a City Historic-Cultural Monument.[84] Moreover, the Project Site is not listed as an historical resource in national or State registries.[85]

Therefore, implementation of the Project would not result in a substantial adverse change to a historic resource. This exception is not applicable to the Project.

(4) Conclusion

None of the six exceptions to a Categorical Exemption is applicable to this Project. As the Project meets all five conditions enumerated for a Class 32 Categorical Exemption under CEQA and no exceptions are applicable, the Project therefore qualifies for a Categorical Exemption under CEQA. No further analysis is required.

---

81 *Phase I Environmental Site Assessment Report, 7577 Foothill Boulevard, Tujunga, California, by Rincon Consultants, Inc., February 18, 2015. Refer to* ***Appendix E****.*

82 *City of Los Angeles Department of City Planning, Zone Information & Map Access System.*

83 *City of Los Angeles Department of City Planning, Office of Historic Resources, Historic Places LA online map.*

84 *City of Los Angeles Department of City Planning, Historic-Cultural Monument (HCM) List, August 22, 2019.*

85 *City of Los Angeles Department of City Planning, Office of Historic Resources, Historic Places LA online map.*

APPENDICES

Appendix A	Tree Report
Appendix B.1	Trip Generation Assessment
Appendix B.2	LADOT Assessment Letter
Appendix B.3	LADOT Approval Letter
Appendix C	Noise Data
Appendix D	Air Quality and Greenhouse Gas Data
Appendix E	Phase I

APPENDIX A: TREE REPORT

PROTECTED TREE REPORT
FOR
MULTI-UNIT DEVELOPMENT
AT

7577 W. FOOTHILL BLVD.
LOS ANGELES, CA 91042

(APN: 2558-032-004 AND 2558-032-005, 2558-032-008 TO 2558-032-018 AND 2558-032-021)

Prepared for:

Mr. Varoujan Keosseian
7577 Foothill LLC
7577 W. Foothill Blvd.
Los Angeles, CA 91042
818 281 0625
sadecovk@gmail.com

July 7, 2020

Prepared by:

Arsen Margossian, Consulting Arborist
Bardez Landscape Services, Inc.
International Society of Arboriculture (ISA) Certified Arborist # WE-7233
Member, American Society of Consulting Arborists (ASCA)
ISA Tree Risk Assessment Qualified (TRAQ)
California Licensed Pest Control Adviser #071429
California Licensed Forestry Pesticide Applicator #121525
3512 Rosemary Avenue
Glendale, CA 91208
818 669 6469
arsenm@pacbell.net

Table of Contents

SUMMARY

I was retained by 7577 Foothill LLC, to write a Protected Tree Report (PTR), and assess the impact of a residential land development project to the existing trees, at a property located at 7577 W. Foothill Blvd., in Los Angeles, CA.

The reason for this report is the construction of a multi-unit apartment building on the combined lots.

As surveyed, there are various ornamental trees on the lots, and two City of Los Angeles protected oak trees. There are also three City of Los Angeles trees on the Right Of Way planter along Plainview Ave.

As observed, the trees on site are in various conditions.

And based on the proposed site plan, one oak tree and all the ornamental trees must be removed, to allow for the development of the project. The three City of Los Angeles trees in the public Right Of Way will not be impacted and will be preserved.

Replacement trees will be planted within the proposed new landscape areas.

INTRODUCTION

Background

Mr. Varoujan Keosseian inquired if I would be interested in preparing a Protected Tree Report (PTR) for a site development project.
He indicated that a three-story and 63-units apartment building will be built on sixteen combined lots. The majority of the lots were parking area for a demolished restaurant that existed on site. And because there are City of Los Angeles protected trees on site, he requested that I assess the impact of the construction to the trees.

After discussing my fees, I agreed to visit the site, assess the trees and prepare the PTR, giving my professional opinion and evaluating the subject trees.

Assignment

I agreed to perform the following:

- Inspect and evaluate the trees on site.
- Submit a written report of my observations and findings.
- Make appropriate recommendations if needed, based on my findings.

Limits of the Assignment

This report and the observations included herein are based on my visit to the site on June 26, 2020

This PTR was performed entirely at ground level. The inspection and evaluation of the trees were limited to visual examination of accessible items without dissection, probing or coring. There is no warranty or guarantee, expressed or implied, that problems or deficiencies of the trees or property in question may not arise in the future.

Purpose and Use of the Report

Mr. Varoujan Keosseian, on behalf of 7577 Foothill, LLC, owner of the combined vacant lots assigned to 7577 W. Foothill Blvd. address, in Los Angeles, California, informed me that a site development project has been planned, and a three-story multi-unit apartment building will be built on the lots.

The purpose of this report is to present the evaluation of all the trees on the lots and the impact of the proposed construction project on these trees.

This report is intended for the exclusive use of Mr. Varoujan Keosseian, 7577 Foothill, LLC and their representatives. Upon submission, this report will become their property and its use will be at their discretion.

OBSERVATIONS

General Site Observations

As planned, the sixteen adjacent lots are being combined to build a three-story and 63-unit apartment building on site. The address for the new building will be 7577 W. Foothill Blvd., Los Angeles, California, 91042.

The lots are located in the Tujunga area of City of Los Angeles, County of Los Angeles, California, 91042.

The sixteen lots have the following Assessor's Parcel Numbers (APN):
2558-032-004, **2558-032-005**, **2558-032-008** to **2558-032-018** and **2558-032-021**, in commercial and residential restricted density zoning areas.

Most of the lots are rectangular in shape and with frontage on three different roads: Foothill Blvd., Plainview Ave. and Wilsey Ave. Thirteen of the lots are on land with very little grade decrease in the north to the south directions, while the remaining three lots are on a slope in the northeast to southeast direction.

Access to the site is from the Foothill (210) Freeway, off from Lowell Ave. and Sunland Ave exits. Other than Foothill Blvd., the other nearest major roads are Apperson St., Mt. Gleason Ave. and Tujunga Canyon Blvd.

The combined area of all the lots is 39,934 sq. ft. and the proposed total gross floor area for the three-story and sixty-three units is 71,944 sq. ft.

As mentioned earlier, there are various ornamental and some fruit trees on site. And there are two City of Los Angeles protected trees on site, which are Coast Live oak (*Quercus agrifolia*) trees. All the trees are included in the Tree Survey (**Appendix I**) and are located on the Site Plan (**Appendix III**). There are also three City of Los Angeles protected trees on the Right Of Way planter along Plainview Ave. These trees should not be impacted but they have to be protected. There are no other off-site protected trees which would be impacted by the proposed construction project.

I took photographs of the trees and the lot (**Appendix II**), took measurements and used the surveyor's and architect's plans for the location of the trees. I installed numbered tags #827 to #839 on all the on-site trees, except for the Right Of Way trees.

Canopy spread of only the oak trees is drawn to scale on the Site Plan.

Tree Evaluation.

The City of Los Angeles Ordinance # 177404 defines a protected tree as …"any of the Southern California native tree species, which measures four inches or more in cumulative diameter, four and one half feet above the ground level at the base of the tree (known also as **DBH**, Diameter at Breast Height): a) any tree of the oak genus indigenous to California, b) Southern California Black Walnut, c) Western Sycamore and d) California Bay."

According to this ordinance, as surveyed, there are only two mature Coast Live oak (*Quercus agrifolia*) trees on site (Trees #836 and #838). These two trees must be naturally occurring, because they are the dominant tree species in the area and are found also on many of the neighboring properties.

The height of the trees was estimated. Trunk diameters were measured with a Lufkin diameter tape and Drescher Tree Caliper. Other dimensions, such as canopy spread, were measured with a Stanley measuring tape.

Trees #827 - #832

These are six Carrotwood (*Cupaniopsis anacardiodes*) trees, located in the middle of the parking lot toward the north side.
These trees are in various structural and health conditions, and their characteristics are included in the Tree Survey.
All six trees will have to be removed, because they are in conflict with the proposed construction footprint.

Tree #833

This is a Tree of Heaven (*Ailanthus altissima*) tree, located in a very narrow strip of soil above the retaining wall along a section of the east property line.
This could be a volunteer tree, germinated from air dispersed seed or is a **sucker** from root of a nearby tree.
The main trunk divides to two at a foot above grade, and each further divide to two, and the resulting four stems have respectively 5, 5, 6 and 7 inches DBH. The cumulative DBH of this tree is 25 inches.
The four stems have been cut back to about 10 feet height.
Given all of the above, the **vigor** of this tree is poor.
On a 0 to 5 scale (0 being dead and 5 being excellent), the **condition rating** for this tree is 1 (Poor).
This tree is in conflict with the proposed construction footprint; therefore, it should be removed.

Tree #834

This is a Brazilian pepper (*Schinus terebinthifolia)* tree, also located in the same area as Tree #833, on its south side.
This is a multi-stem tree, with 15 stems, ranging in girth between two and five inches DBH.
This tree also is within the footprint of the proposed construction; therefore, it should be removed.

Tree #835

Close to Tree #834, this is a California pepper (*Schinus molle*) tree.
It has two stems, one erect, and one leaning toward the ground.
This tree also is within the construction footprint and it should be removed.

Tree #836

This is a Coast Live oak (Quercus agrifolia) tree, located on the slope at the far east side, near Wilsey Ave.
It has a single erect trunk, that divides to two at about five and a half feet above grade.
The DBH of this tree is 26 inches.
The tree has well-spaced **scaffold branches**, which extend into all directions. Overall, the **crown** of the tree is somehow evenly spread, with branches reaching distances of 16 to 25 feet in various directions. The resulting longest canopy spread is of 50 feet, in the north-south directions.
Foliage is of characteristic dark-green color, but damage from insects is observed on the leaves. The tree's height reaches almost 28 feet.
There is almost no **dieback** and **deadwood** in the upper crown.
Buttress roots are not visible at the **trunk flare**.
No **decay cavities** are observed on the trunk, stems and scaffold branches.
There is no **included bark** at the **crotch** of the main stems and scaffold branches, an indication that the union between them is structurally strong and not prone to storm damage.
Given all of the above, the vigor of this tree is Good.
On a 0 to 5 scale (0 being dead and 5 being excellent), the condition rating for this tree is 4 (Good).
This tree is within the footprint of one of the proposed entry driveways; therefore, it should be removed.

Tree #837

Tree #837 is another California Pepper tree. It is a mature tree, with one main 20 inches DBH trunk and another smaller one.
This tree also is in conflict with the proposed site development, and therefore, it should be removed.

Tree #838

This is the second Coast Live oak tree on the property.
As surveyed, the base of the tree trunk is located on the property line and therefore, it is a common tree with the City of Los Angeles.
It has a single west leaning trunk, with a DBH of 21.5 inches.
At five feet above grade, the main trunk divides to five secondary stems, which

extend into different directions.
The crown of the tree is uneven, with branches reaching distances from 10 to 20 feet from the trunk base. The resulting longest canopy spread is of 36 feet, in the north-south directions.
Foliage on this tree also is of the characteristic dark-green color, but damage from insects or bacteria are observed on the leaves.
The tree's height is about 25 feet.
No dieback and deadwood are present in the upper crown.
Buttress roots are not visible at the trunk flare also.
No decay cavities are observed on the trunk, stems and scaffold branches.
There is no included bark at the crotch of the main stems and scaffold branches, an indication that the union between them is structurally strong and not prone to storm damage.
Given all of the above, the vigor of this tree is average.
On a 0 to 5 scale (0 being dead and 5 being excellent), the condition rating for this tree is 4 (Good).
This tree is close to the footprint of the building; however, it can be preserved and protected, with minor impact. It is possible that roots of this tree be discovered when excavating for the foundations and underground garage. However, the distance is quite significant not to cause any substantial damage to the **root plate** of this tree.

Tree #839

This is a young Jacaranda (*Jacaranda mimosifolia*) tree, located between Trees #837 and #838.
It has nine small trunks, ranging in one to three inches DBH.
This tree also will be removed.

Off-Site Trees

As indicated earlier, there are three trees in the parkway planter along Plainview Ave. Two of the trees are planted Jacaranda trees, while the third appears to be a Pecan tree, a volunteer tree with its trunk base skirting the sidewalk concrete.

These three trees will not be encroached upon, and they can be preserved in place.

CONSTRUCTION IMPACT AND HEALTH MITIGATION OF THE SUBJECT TREE

As discussed above, this site development project will be possible with the removal of all the trees on site, except for one oak tree (Tree #838). The three Right Of Way trees also will be preserved.

And to secure that Tree #838 is preserved and protected in place, and that it will not be impacted by any construction activity, the following guidelines should be adopted and executed during the entire period of the construction, with assistance from a certified arborist:

- **Tree Protection Zone (TPZ)**: During the construction phase, a Tree Protection Zone (TPZ) should be established as far possible away from the trunk of the tree. Plastic orange fencing must be erected, as illustrated on the Site Plan.

- **Storage and Disposal**: Supplies and materials, including paint, lumber, concrete overflow, etc., shall not be stored or discarded within the tree protection zone. All foreign debris within the protection zone should be removed; it is important to leave duff, mulch, chips, and leaves around the retained tree for water retention and nutrients. Draining or leakage of equipment fluids, i.e. oils, hydraulics, gasoline, paint, paint thinners, etc… shall be avoided.

- **Grade Changes:** Grade changes, including adding fill, shall not be permitted within the tree protection zone, without special written authorization and under supervision by the certified arborist. Lowering the grade would necessitate cutting main support and feeder roots, jeopardizing the health and structural integrity of the tree. Adding soil, even temporarily, on top of the existing grade, would compact the soil further, and decrease both water and air availability to the tree's roots.

- **Pruning**: Unless unavoidable, the trees should not be pruned until all construction is completed. All pruning shall be done under the direction of an ISA Certified Arborist and using ISA guidelines.

- **Root Pruning**: All trenching should be done by hand or an air spade. If root pruning will be necessary, they should be pruned using a Dosko root pruner or equivalent. All cuts shall be clean and sharp, to minimize ripping, tearing, and fracturing of the root system. If trenching within the tree protection zone is unavoidable, an air spade shall be used rather than mechanical trenching equipment. Any underground line within the tree protection zone shall curve so that no roots are impacted.

- **Irrigation:** Approximately 48 hours before root pruning, the soil shall be irrigated to a depth of three feet. The liquid root stimulant "Root Concentrate" shall be added to the irrigation water prior to root pruning. This product helps the tree to regenerate root growth.

- **Chemical Treatment**: If insects or other organisms are present, a licensed pest control adviser should direct the treatment by a licensed applicator.

- **Inspection**: During construction, an ISA Certified Arborist shall inspect the trees on a monthly basis. A report comparing tree health and condition to the original, pre – construction baseline shall be submitted following each inspection. The inclusion of photographs is advised. After construction is done, the inspection of the tree should continue for at least the next six months and even more, if the tree shows signs of stress.

Any mitigation procedures proposed by the Certified Arborist, i.e. fertilizing, spraying, washing the foliage, mulching, etc., should be performed without any delay.

MITIGATION FOR REMOVED TREES

As discussed above, for this site development project, one native oak tree and eleven other trees will have to be removed.
For the removal of the oak tree, City of Los Angeles Tree Ordinance mandates mitigation on a 4:1 replacement ratio. Therefore, four mitigation trees have to be planted on site.
For the remaining eleven non-protected trees, a 1:1 replacement ratio would be mandated.
This protected tree report will be reviewed by the Urban Forestry Department of the City of Los Angeles. The Department will decide the size of the mitigation trees.

CONCLUSION

As designed for this site development project, one native protected oak tree and eleven mature non-protected trees will have to be removed. One native mature oak tree will be preserved and protected in place.

Retaining the services of a Certified Arborist to monitor the construction impact on the preserved-in-place tree will ensure the survival of this tree.

This Protected Tree Report will be reviewed by the Urban Forestry Department of the City of Los Angeles, and the Department could have additional input for the preservation of the tree.

Appendix I

TREE SURVEY

Tree #	Species	Diameter (DBH) (Inches)	Height (Feet)	Spread (Feet)	Condition Rating	Status
827	Carrotwood (*Cupaniopsis anacardiodes)*	21 (6 & 15x1)	12	16	1	Impacted/Remove
828	Carrotwood (*Cupaniopsis anacardiodes)*	6.5 (1.5, 2 & 3)	8	9	2	Impacted/Remove
829	Carrotwood (*Cupaniopsis anacardiodes)*	20 (6 & 2x7)	15	22	2	Impacted/Remove
830	Carrotwood (*Cupaniopsis anacardiodes)*	10	12	20	3	Impacted/Remove
831	Carrotwood (*Cupaniopsis anacardiodes)*	10 (1, 2x2 & 5)	10	13	2	Impacted/Remove
832	Carrotwood (*Cupaniopsis anacardiodes)*	12	20	30	4	Impacted/Remove
833	Tree of Heaven (*Ailanthus altissima)*	23 (2x5, 6 & 7)	15	11	1	Impacted/Remove
834	Brazilian Pepper (*Schinus terebinthifolia)*	44 (15 stems) (2”-5”)	25	30	3	Impacted/Remove
835	California Pepper (*Schinus molle)*	11 (4 & 7)	15	17	2	Impacted/Remove
836	Coast Live Oak (*quercus agrifolia)*	26	28	50	4	Impacted/Remove
837	California Pepper (*Schinus molle)*	20 (20 & 7)	30	27	3	Impacted/Remove
838	Coast Live Oak (*quercus agrifolia)*	21.5	25	36	4	Impacted/Preserve
839	Jacaranda (*Jacaranda mimosifolia)*	18 (3x1, 3x2 & 3x3)	18	18	3	Impacted/Remove

Condition Rating: 5=Excellent, 4=Good, 3=Average, 2=Fair, 1=Poor, 0=Dead

Appendix I

TREE SURVEY

(OFF SITE TREES)

Tree #	Species	Diameter (DBH) (Inches)	Height (Feet)	Spread (Feet)	Condition Rating	Status
OS1	Jacaranda (*Jacaranda mimosifolia)*	11.5 (2x1, 4.5 & 5)	12	15	3	Not Impacted/Preserve
OS2	Jacaranda (*Jacaranda mimosifolia)*	10 (4 & 6)	12	12	2	Not Impacted/Preserve
OS3	Pecan (?) (*Carya spp.)*	25.5 (3x3.5 & 3x5)	12	15	3	Not Impacted/Preserve

Condition Rating: 5=Excellent, 4=Good, 3=Average, 2=Fair, 1=Poor, 0=Dead

Appendix II

PHOTOGRAPHS

Partial view of the property from the street.
(This and the following photographs were taken on June 26, 2020.)

Trees #827- #832 in the middle of the parking.

Trees #833 (left side), #834 (middle) and #835 (right side).

Tree #836.

Tree #837.

Tree #838.

Tree #839.

View of the three Off-Site Trees.

Appendix III

SITE PLAN

(See in back pocket.)

Glossary

Buttress Root	Roots at the base of the trunk; trunk flare.
Canopy	The cover formed by the leafy upper branches of a tree.
Cavity	An open wound or hollow within a tree, associated usually with decay.
Condition Rating	The condition of a tree expressed as percentage of ideal for that species.
Crotch	The area of a tree at which a main branch joins the trunk.
Crown	The above ground portion of a tree.
Deadwood	Dead branches remaining attached within the canopy of the tree.
Decay	The gradual decomposition of organic matter.
Diameter at Breast Height (DBH)	Basic measure of tree girth usually at 4.5 feet above ground level.
Dieback	Condition in which the ends of the branches are dying.
Foliage	The live leaves or needles of the tree; the plant part primarily responsible for photosynthesis.
Included Bark	Bark that becomes embedded in a crotch between branch and trunk or between co-dominant stems and causes a weak structure.
Root Plate	That part of the root system (excluding the small outermost roots) needed to keep a tree windfirm.
Scaffold Branch	The permanent or structural branches of a tree.
Sucker	Shoot arising from the roots.
Trunk Flare	Region where the trunk meets the underground roots.
Vigor	Overall health of a tree; the capacity to grow and resist physiological stress.

Assumptions and Limiting Conditions

This arborist report and any values expressed herein represent my personal opinion and my fee is in no way contingent upon the reporting of a specified value, a stipulated result, the occurrence of a subsequent event, nor upon any finding to be reported.

The information contained in this report covers only those items that were examined and reflects the condition of those items at the time of inspection.

I certify that I have no personal interest in or bias with respect to the subject matter of this report. I have inspected the subject trees, and to my knowledge and belief, all statements and information in this report are true and correct.

This arborist report was performed entirely at ground level. The inspection and evaluation of the trees were limited to visual examination of accessible items without dissection, probing or coring. There is no warranty or guarantee, expressed or implied, that problems or deficiencies of the tree or property in question may not arise in the future.

Certification of Performance

I, **Arsen Margossian**, certify:

- That I have personally inspected the trees and/or property referred to in the report, and have stated my findings accurately. The extent of the evaluation is stated in the attached report and the Terms of Assignment;

- That I have no current or prospective interest in the vegetation on the property that is the subject of this report and have no personal interest or bias with respect to the parties involved;

- That the analysis, opinions and conclusions stated herein are my own and are based on current scientific procedures and facts;

- That my analysis, opinions and conclusions were developed and this report has been prepared according to commonly accepted arboricultural practices;

- That no one provided significant professional assistance to me, except as indicated within the report;

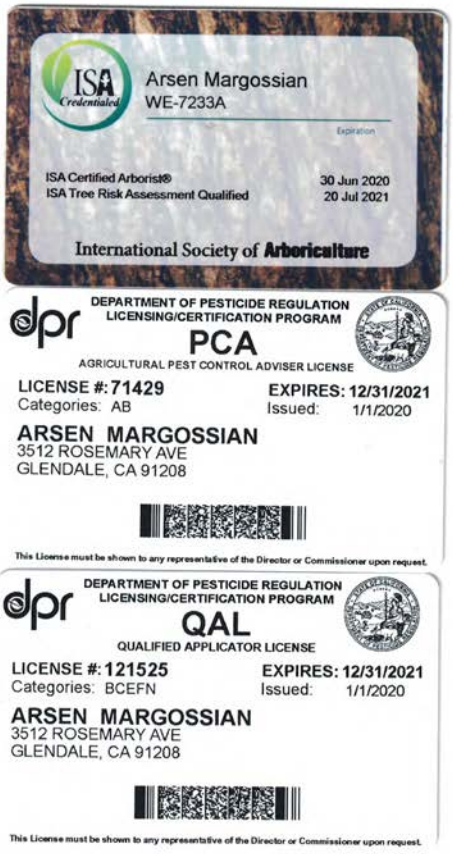
- That my compensation is not contingent upon the reporting of a predetermined conclusion that favors the cause of the client or any other party nor upon the results if the assignment, the attainment of stipulated results, or the occurrence of any subsequent events.

I further certify that I am a member in good standing of the American Society of Consulting Arborists (ASCA), International Society of Arboriculture (ISA) and Tree Care Industry Association (TCIA),
I am an ISA Certified Arborist (#WE-7233), ISA Tree Risk Assessment Qualified (TRAQ), California Licensed Pest Control Adviser (#71429) and California Licensed Forestry Pesticide Applicator (#121525).

Signed: 

Date: July 7, 2020

Copies of Licenses



ISA Credentialed

Arsen Margossian
WE-7233A

Expiration

ISA Certified Arborist® 30 Jun 2020
ISA Tree Risk Assessment Qualified 20 Jul 2021

International Society of Arboriculture

dpr DEPARTMENT OF PESTICIDE REGULATION
LICENSING/CERTIFICATION PROGRAM

PCA
AGRICULTURAL PEST CONTROL ADVISER LICENSE

LICENSE #: 71429 EXPIRES: 12/31/2021
Categories: AB Issued: 1/1/2020

ARSEN MARGOSSIAN
3512 ROSEMARY AVE
GLENDALE, CA 91208

This License must be shown to any representative of the Director or Commissioner upon request.

dpr DEPARTMENT OF PESTICIDE REGULATION
LICENSING/CERTIFICATION PROGRAM

QAL
QUALIFIED APPLICATOR LICENSE

LICENSE #: 121525 EXPIRES: 12/31/2021
Categories: BCEFN Issued: 1/1/2020

ARSEN MARGOSSIAN
3512 ROSEMARY AVE
GLENDALE, CA 91208

This License must be shown to any representative of the Director or Commissioner upon request.

APPENDIX B.1: TRIP GENERATION ASSESSMENT

LINSCOTT LAW & GREENSPAN engineers

TRANSPORTATION ASSESSMENT

7577 FOOTHILL BOULEVARD RESIDENTIAL PROJECT

City of Los Angeles, California
May 18, 2021

Prepared for:
7577 Foothill LLC.
2441 Risa Drive
Glendale, CA 92108

LLG Ref. 5-20-0531-1

Prepared by:
Amrita Shankar
Transportation Engineer I

Under the Supervision of:
David S. Shender, P.E.
Principal

20931 Burbank Boulevard
Suite C
Woodland Hills, CA 91367
818.835.8648 T
818.835.8649 F

TABLE OF CONTENTS

TABLE OF CONTENTS *(continued)*

LIST OF TABLES

TABLE OF CONTENTS *(continued)*

LIST OF FIGURES

TABLE OF CONTENTS *(continued)*

APPENDICES

APPENDIX

TRANSPORTATION ASSESSMENT

7577 FOOTHILL BOULEVARD RESIDENTIAL PROJECT

City of Los Angeles, California
May 18, 2021

1.0 INTRODUCTION

1.1 Transportation Assessment Overview

This transportation assessment has been conducted to identify and evaluate the potential transportation impacts of the proposed residential project (the "Project") located at 7577 Foothill Boulevard (the "Project Site") on the surrounding street system. The Project Site is located in the Sunland-Tujunga-Lake View Terrace-Shadow Hills-East La Tuna Canyon Community Plan Area of the City of Los Angeles, California (the "City"). Additionally, the Project Site is located within the City's Foothill Boulevard Corridor Specific Plan area. The Project Site is generally bounded by existing multi-family residential developments to the north, Foothill Boulevard and Day Street (East Leg) to the south, Wilsey Avenue to the east, and Plainview Avenue to the west. The Project Site location and general vicinity are shown in ***Figure 1–1***.

The transportation analysis follows City of Los Angeles (the "City") transportation assessment guidelines[1] (TAG). The City's TAG are focused on transportation metrics that promote: the reduction of greenhouse gas emissions, the development of multimodal networks and access to diverse land uses, as well as safety, sustainability and smart growth. In compliance with the California Environmental Quality Act (CEQA), the City's TAG identifies vehicle miles traveled (VMT) as the primary metric for evaluating a project's transportation impacts along with whether the proposed project conflicts or is inconsistent with local plans and policies. In addition, the City's TAG require evaluation of non-CEQA mobility elements such as pedestrian, bicycle and transit access, project access and circulation, project construction, and the potential for residential street intrusion.

This transportation assessment presents (i) a CEQA assessment of whether the Project conflicts or is inconsistent with local transportation-related plans and policies, (ii) a CEQA assessment of Project-related VMT, (iii) a CEQA assessment of whether the Project increases hazards due to a geometric design feature or incompatible use, (iv) a CEQA freeway safety analysis, (v) a non-CEQA assessment of pedestrian, bicycle and transit access, (v) a non-CEQA evaluation of Project access, safety and circulation, and (vi) a non-CEQA review of Project construction activities.

[1] *Los Angeles Department of Transportation (LADOT) Transportation Assessment Guidelines,* LADOT, July 2020.

N

NOT TO SCALE

MAP SOURCE: GOOGLE MAPS
★ PROJECT SITE
Ⓧ STUDY INTERSECTION

FIGURE 1-1
VICINITY MAP

LINSCOTT, LAW & GREENSPAN, engineers

7577 FOOTHILL BOULEVARD RESIDENTIAL PROJECT

1.2 Study Area

The CEQA and non-CEQA analysis criteria for this transportation assessment were identified in consultation with City of Los Angeles Department of Transportation (LADOT) staff. The analysis criteria were determined based on the City's TAG, the proposed Project description and location, and the characteristics of the surrounding transportation system. As defined by the City as Lead Agency under CEQA, LADOT confirmed the appropriateness of the analysis criteria when it entered into a transportation assessment Memorandum of Understanding (MOU) for the Project on January 22, 2021. The approved MOU is contained in ***Appendix A***.

2.0 PROJECT DESCRIPTION

2.1 Project Site Location

The Project Site is located at 7577 Foothill Boulevard in the Sunland-Tujunga-Lake View Terrace-Shadow Hills-East La Tuna Canyon Community Plan Area of the City. Additionally, the Project Site is located within the City's Foothill Boulevard Corridor Specific Plan area. The Project Site is generally bounded by existing multi-family residential developments to the north, Foothill Boulevard and Day Street (East Leg) to the south, Wilsey Avenue to the east, and Plainview Avenue to the west. The Project Site location and general vicinity are shown in *Figure 1–1*.

The Project Site is currently served by many local and regional/commuter public transit lines via stops located within convenient walking distance along Foothill Boulevard. The transit lines include: Metro Local Lines 90 and 222, and Commuter Express 409.

2.2 Existing Project Site

The Project Site comprises approximately 0.92 acres and is currently vacant. The perimeter of the site is currently fenced off, including two existing driveways located along the north side of Foothill Boulevard (i.e., along the Project Site's southerly frontage), and an existing driveway located along the east side of Plainview Avenue (i.e., along the Project Site's westerly frontage). The Project Site is highlighted in an aerial photograph presented in ***Figure 2–1***.

2.3 Project Description

As currently proposed, the Project consists of the development of 41 residential apartment dwelling units and five affordable family housing dwelling units (total of 46 residential units). The Project proposes to provide a total of 92 parking spaces, with 88 parking spaces provided within an on-site parking garage and four (4) parking spaces provided within an on-site surface parking lot. Construction and occupancy of the Project is proposed to be completed by the year 2024. The site plan for the Project is illustrated in ***Figure 2–2***.

2.4 Vehicular Project Site Access

Vehicular access to the Project Site will be provided via the existing driveway along the east side of Plainview Avenue and a new driveway along the west side of Wilsey Avenue. The Plainview Avenue driveway will provide access to the parking garage and the Wilsey Avenue driveway will provide access to the surface parking lot. Both driveways will provide full vehicular access (i.e., left-turn and right-turn ingress and egress movements).

2.5 Pedestrian and Bicycle Project Site Access

Proposed pedestrian access to the Project Site will be provided via Plainview Avenue, Foothill Boulevard, and Day Street (East Leg). Specifically, the Project includes a walkway connecting the residential building to the sidewalk along the Project Site's Day Street (East Leg) frontage and a pedestrian entrance along the Project Site's Plainview Avenue frontage. Additionally, the

N

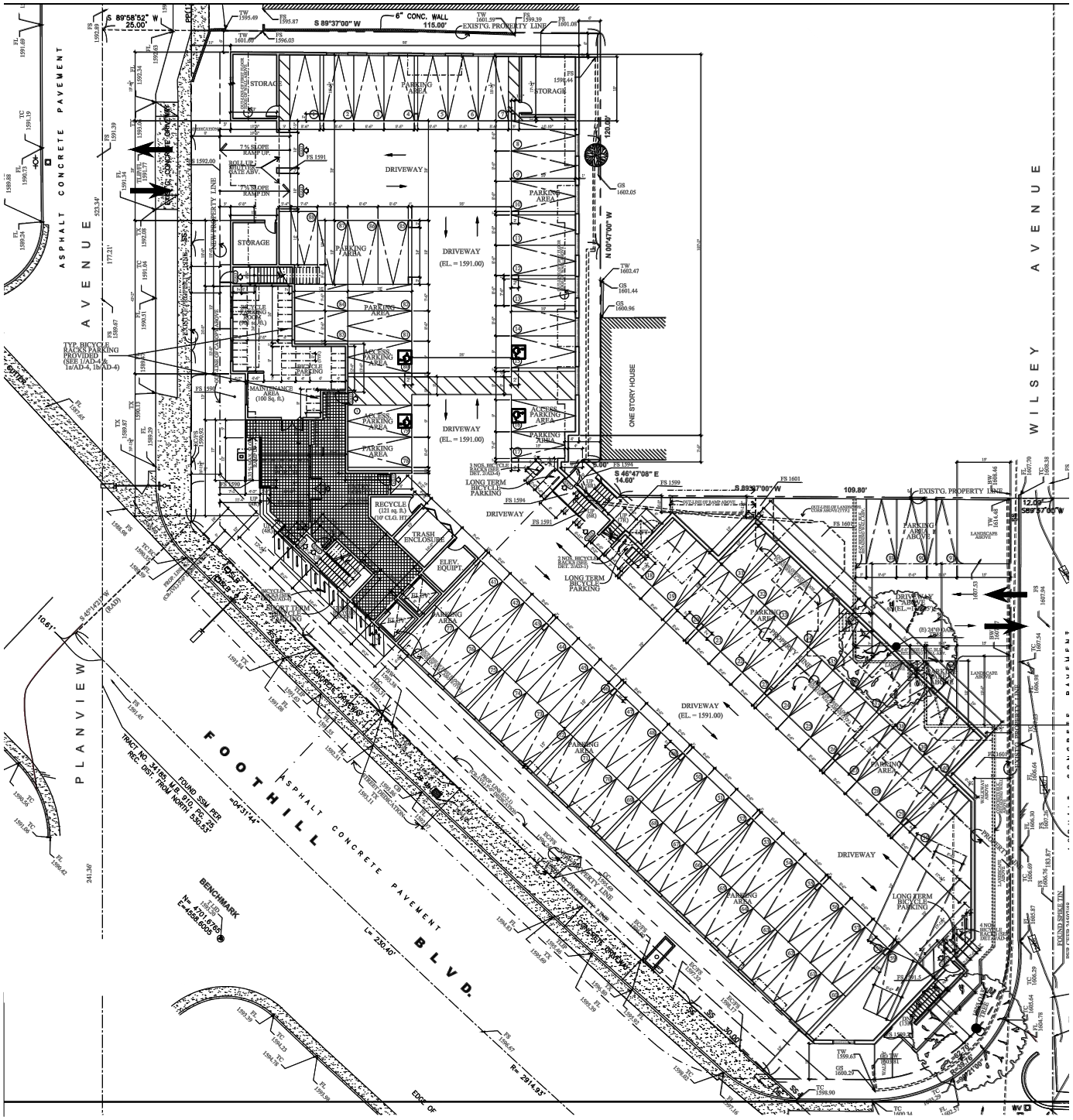
NOT TO SCALE

MAP SOURCE: GOOGLE MAPS
PROJECT SITE

FIGURE 2-1
PROJECT SITE AERIAL

LINSCOTT, LAW & GREENSPAN, engineers

7577 FOOTHILL BOULEVARD RESIDENTIAL PROJECT



NOT TO SCALE

SOURCE: VJ AND ASSOCIATES

FIGURE 2-2
PROJECT SITE PLAN

LINSCOTT, LAW & GREENSPAN, engineers

7577 FOOTHILL BOULEVARD RESIDENTIAL PROJECT

o:\0531\dwg\f2-2.dwg 05/17/2021 18:16:16 shankar llg exhibits color.ctb

Project includes a pedestrian entrance along the Project Site's Foothill Boulevard frontage (i.e., at the corner of Plainview Avenue and Foothill Boulevard). It is noted that sidewalks are also provided along Foothill Boulevard, Plainview Avenue, and Wilsey Avenue. Separate pedestrian entrances would provide access from nearby public transit stops, as well as other amenities along major corridors.

Proposed bicycle access to the Project Site will be provided via Foothill Boulevard and Plainview Avenue. The Project will provide bicycle parking on-site for residents of the Project. Bicycle parking spaces will be installed in compliance with the Los Angeles Municipal Code (LAMC). The location of the Project's on-site bicycle parking is shown in *Figure 2-2*.

2.6 Project Parking

The Project proposes to provide a total of 92 parking spaces, with 88 parking spaces provided within an on-site parking garage and four (4) parking spaces provided within an on-site surface parking lot.

2.7 Project Service Area

Loading activities associated with service and delivery operations, trash collection and waste management for the Project will utilize the driveway located along the east side of Plainview Avenue (i.e., along the Project Site's westerly frontage). The driveway will lead into the Project's parking garage and loading areas. Therefore, all loading activities will occur off-street and internal to the Project Site.

2.8 Project Traffic Generation and Distribution

2.8.1 *Project Traffic Generation*

Traffic generation is expressed in vehicle trip ends, defined as one-way vehicular movements, either entering or exiting the generating land use. Traffic volumes expected to be generated by the Project during the weekday AM and PM peak hours were estimated using rates provided in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*.[2] The following trip generation rates were used to forecast the traffic volumes expected to be generated by the Project:

- Apartments: ITE Land Use Code 220 (Multifamily Housing [Low-Rise]) trip generation average rates were used to forecast the traffic volumes expected to be generated by the residential apartment component of the Project.

- Affordable Family Housing: LADOT Affordable Housing (Family) trip generation average rates were used to forecast the traffic volumes expected to be generated by the affordable family housing component of the Project.

[2] Institute of Transportation Engineers, *Trip Generation Manual,* 10th Edition, Washington, D.C., 2017.

In addition to the trip generation forecasts for the Project (which are essentially an estimate of the number of vehicles that could be expected to enter and exit the Project Site access points), a forecast was also made of the transit trips that will be generated by the Project in lieu of trips by the private automobile. The Project Site is currently served by many local lines and regional/commuter lines via stops located within convenient walking distance along Foothill Boulevard. The transit lines include: Metro Local Lines 90 and 222, and Commuter Express 409. Further discussion of the transit framework is provided in Section 3.2 herein. A transit adjustment of 10 percent (10%) has been utilized due to the Project's proximity to nearby transit lines, consistent with guidance provided in the TAG.

The trip generation forecast for the Project was submitted for review and approval by LADOT staff. As presented in ***Table 2–1***, the Project is expected to generate 20 net new vehicle trips (5 inbound trips and 15 outbound trips) during the AM peak hour. During the PM peak hour, the Project is expected to generate 23 net new vehicle trips (14 inbound trips and 9 outbound trips). Over a 24-hour period, the proposed Project is forecast to generate 291 daily trip ends (approximately 146 inbound trips and 145 outbound trips) during a typical weekday.

The daily vehicle trips expected to be generated by the Project were also estimated using Version 1.3 of the City's VMT Calculator. Copies of the detailed VMT Calculator worksheets for the Project are contained in ***Appendix B.*** As indicated in the summary VMT Calculator worksheet, the Project is forecasted to generate 246 net new daily vehicle trips.

2.8.2 *Project Traffic Distribution and Assignment*

Project traffic volumes both entering and exiting the Project Site have been distributed and assigned to the adjacent street system based on the following considerations:

- The Project Site's proximity to major traffic corridors (Foothill Boulevard, Apperson Street, I-210 Freeway, etc.);
- Expected localized traffic flow patterns based on adjacent roadway channelization and presence of traffic signals;
- Existing intersection traffic volumes;
- Ingress/egress availability at the Project Site assuming the site access and circulation scheme described in Section 2.4;
- The location of proposed parking areas;
- Nearby population and employment; and
- Input from LADOT staff.

Table 2-1
PROJECT TRIP GENERATION [1]

18-Dec-20

LAND USE	SIZE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2] IN	AM PEAK HOUR VOLUMES [2] OUT	AM PEAK HOUR VOLUMES [2] TOTAL	PM PEAK HOUR VOLUMES [2] IN	PM PEAK HOUR VOLUMES [2] OUT	PM PEAK HOUR VOLUMES [2] TOTAL
Proposed Project								
Apartments [3]	41 DU	300	4	15	19	14	9	23
Affordable Family Housing [4]	5 DU	21	1	2	3	1	1	2
Subtotal		321	5	17	22	15	10	25
Transit Trips [5]								
Apartments (10%)		(30)	0	(2)	(2)	(1)	(1)	(2)
NET PROJECT TRIPS		**291**	**5**	**15**	**20**	**14**	**9**	**23**

[1] Source: ITE "Trip Generation Manual", 10th Edition, 2017.
[2] Trips are one-way traffic movements, entering or leaving.
[3] ITE Land Use Code 220 (Multifamily Housing [Low-Rise]) trip generation average rates.
- Daily Trip Rate: 7.32 trips/dwelling unit; 50% inbound and 50% outbound
- AM Peak Hour Trip Rate: 0.46 trips/dwelling unit; 23% inbound/77% outbound
- PM Peak Hour Trip Rate: 0.56 trips/dwelling unit; 63% inbound/37% outbound

[4] City of Los Angeles Affordable Housing (Family) trip generation average rates.
- Daily Trip Rate: 4.16 trips/dwelling unit; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.52 trips/dwelling unit; 38% inbound/62% outbound
- PM Peak Hour Trip Rate: 0.38 trips/dwelling unit; 55% inbound/45% outbound

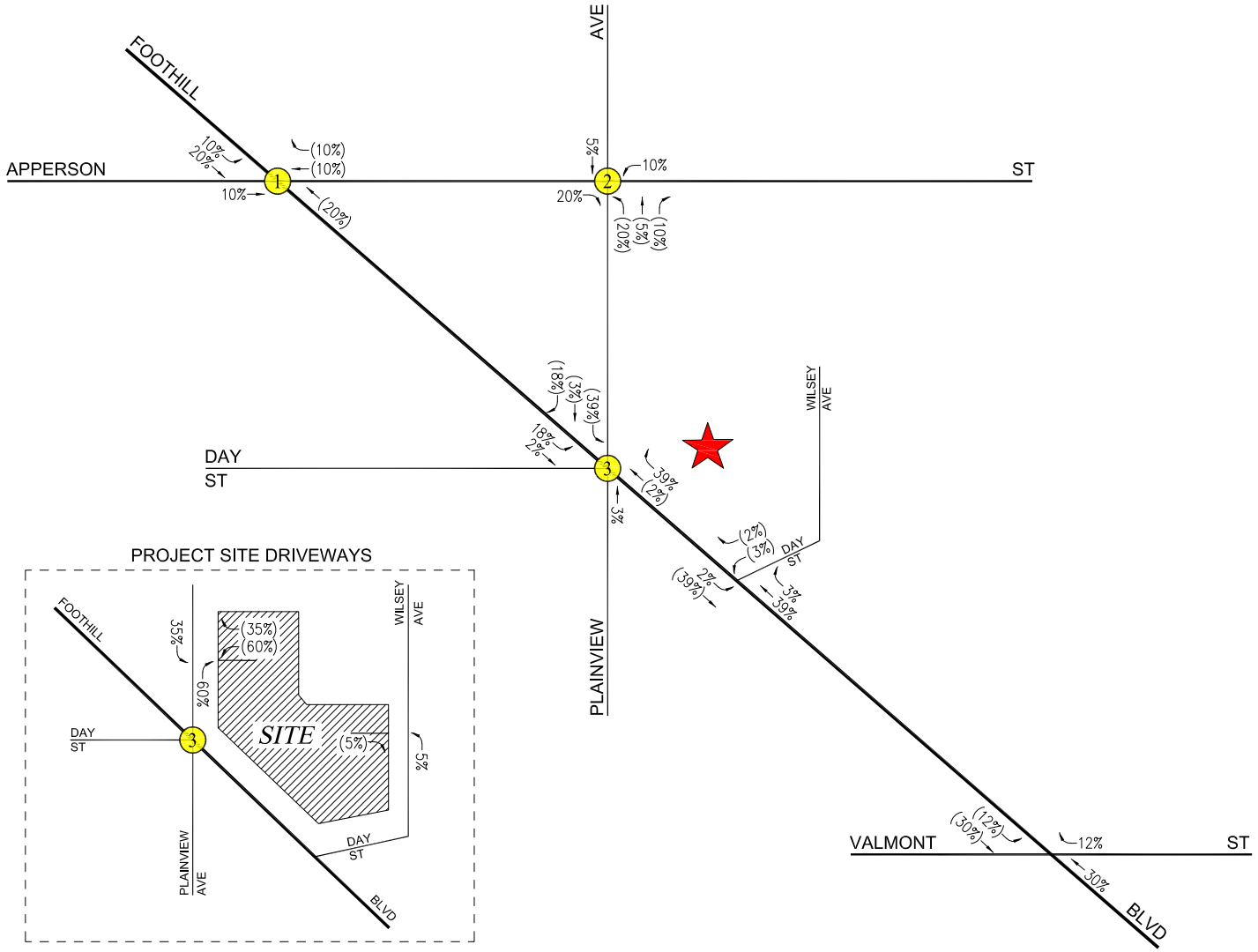
[5] The transit reduction is based on the site's proximity to Metro bus stops and various bus lines as well as the land use characteristics of the project.

The general, directional traffic distribution patterns for Project-related trips bound to the Project Site are presented in ***Figure 2–3***. The forecast net new weekday AM and PM peak hour Project traffic volumes at the study intersections associated with the proposed Project are presented in ***Figure 2–4***. The traffic volume assignments presented in *Figure 2–4* reflect the traffic distribution characteristics shown in *Figure 2–3*, and the Project traffic generation forecast presented in *Table 2–1*.

2.9 Project Transportation Demand Management

The City's existing transportation demand management (TDM) Ordinance in LAMC Section 12.26.J is applicable only to the construction of new non-residential gross floor area. As the Project proposes the development of 41 residential apartment dwelling units and five affordable family housing dwelling units, the City's existing TDM Ordinance in LAMC Section 12.26.J is not applicable to the Project.[3] However, the Applicant will comply with other existing applicable City ordinances and other requirements pursuant to the LAMC.

[3] Further, as discussed in Section 4.2, the Project as proposed results in a less than significant VMT impact. Therefore, no additional TDM measures are proposed in conjunction with the Project as proposed since mitigation is not required.



N

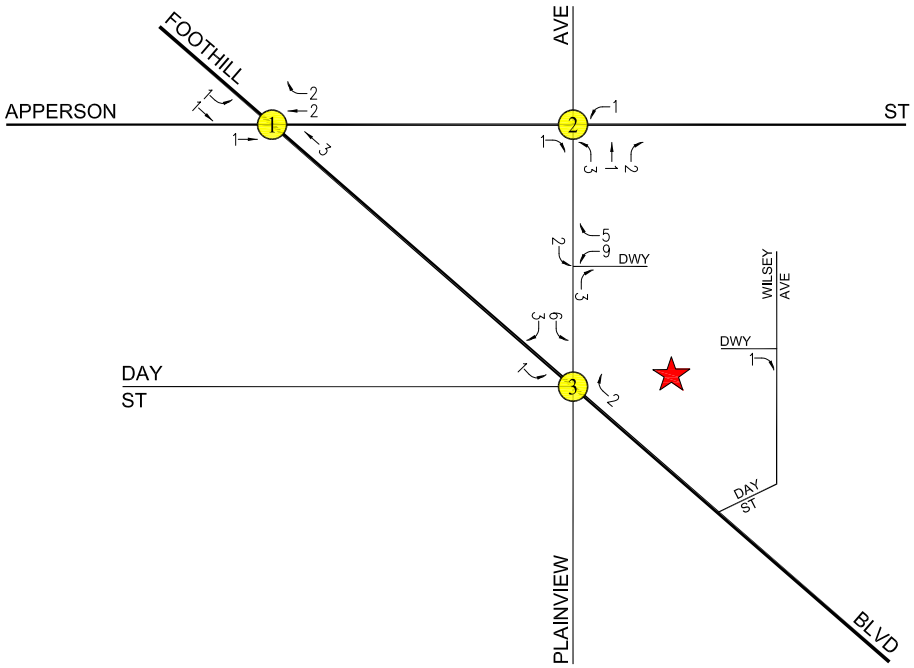
NOT TO SCALE

★ PROJECT SITE
Ⓧ STUDY INTERSECTION
= INBOUND PERCENTAGES
(##) = OUTBOUND PERCENTAGES

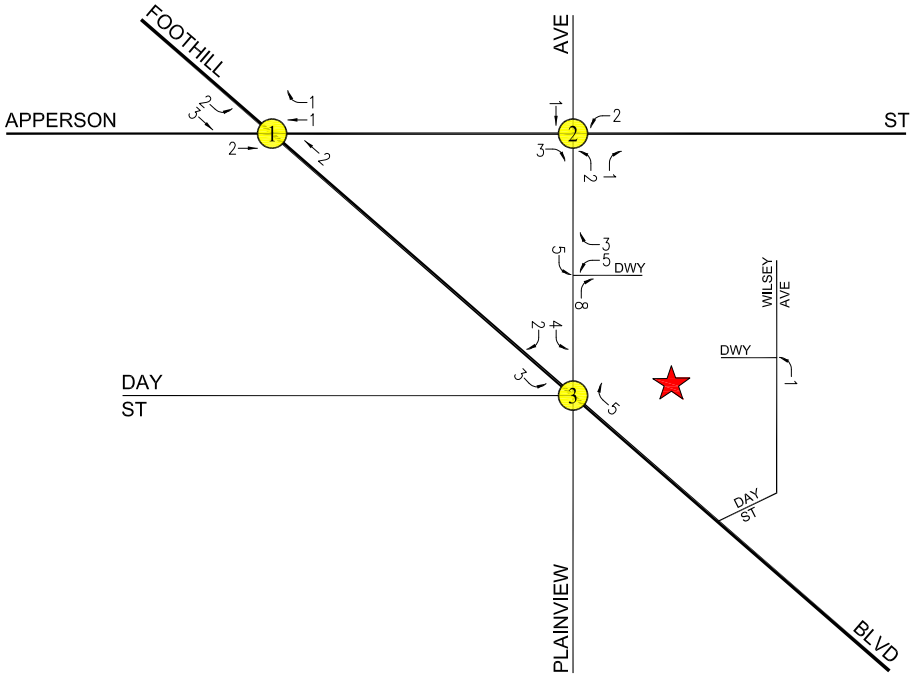
FIGURE 2-3
PROJECT TRIP DISTRIBUTION

LINSCOTT, LAW & GREENSPAN, engineers

7577 FOOTHILL BOULEVARD RESIDENTIAL PROJECT



AM PEAK HOUR



PM PEAK HOUR

N

NOT TO SCALE

★ PROJECT SITE

Ⓧ STUDY INTERSECTION

FIGURE 2-4
NET NEW PROJECT TRAFFIC VOLUMES

LINSCOTT, LAW & GREENSPAN, engineers

7577 FOOTHILL BOULEVARD RESIDENTIAL PROJECT

o:\0531\dwg\f2-4.dwg 03/17/2021 14:03:03 shankar llg exhibits color.ctb

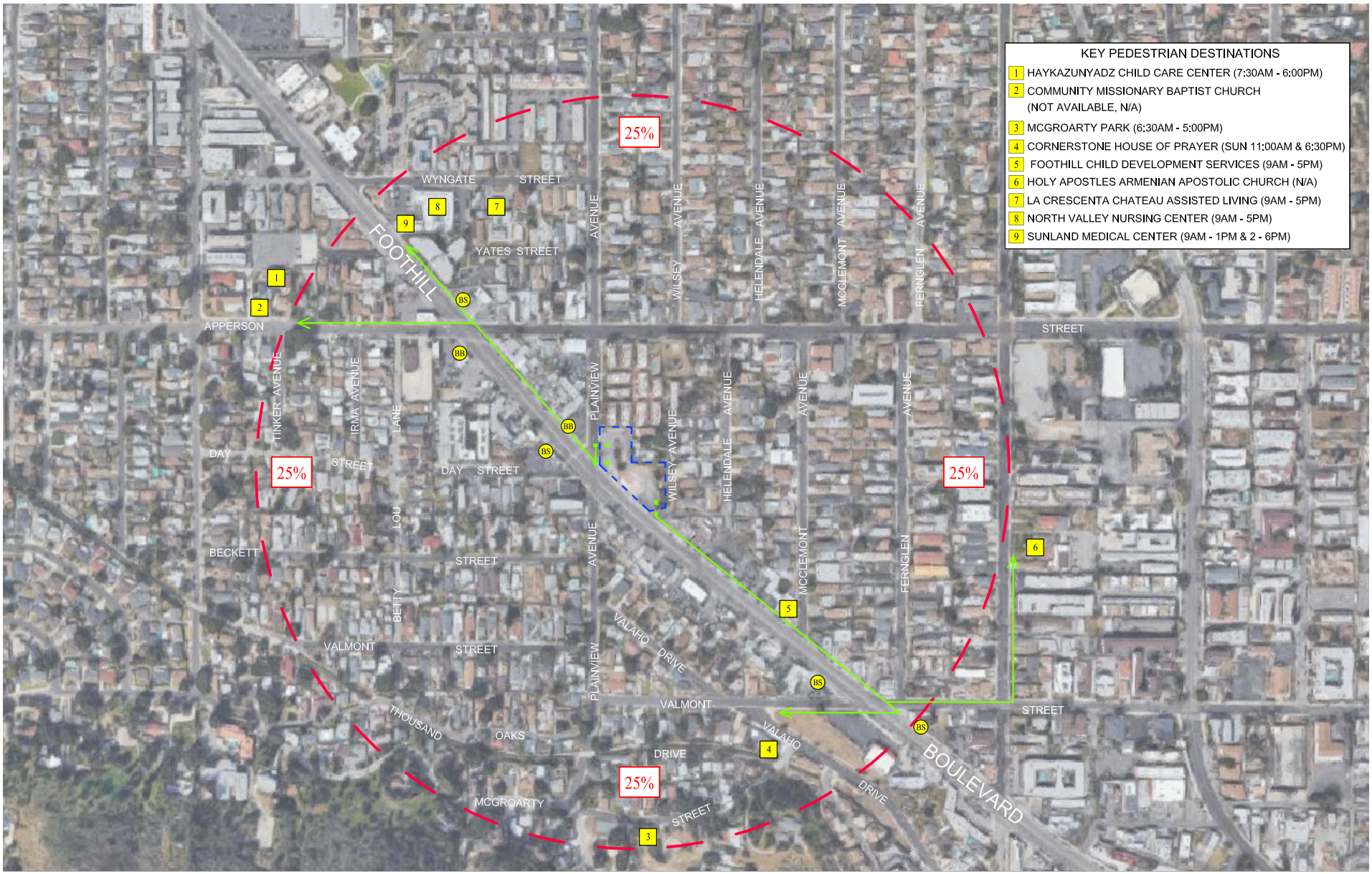
3.0 PROJECT CONTEXT

3.1 Non-Vehicle Transport System

3.1.1 *Pedestrian Framework*

Public sidewalks and pedestrian facilities are provided on most streets within the Project vicinity. Specifically, public sidewalks approximately ten feet in width are provided along the Project Site's Foothill Boulevard and Plainview Avenue frontages. Potential pedestrian destinations located within an approximately one-quarter mile radius (i.e., 1,320 feet) from the Project Site are noted in ***Figure 3–1***, per Section 3.2.4 of the TAG. ***Figure 3–2*** shows the existing pedestrian and transit facilities within an approximately one-quarter mile radius (i.e., 1,320 feet) from the Project Site. As presented in *Figure 3–2*, the following pedestrian facilities currently are provided in the direct vicinity of the Project Site:

- American With Disabilities Act (ADA) access ramps are provided at the following intersections in the direct vicinity of the Project Site:
  - Irma Avenue / Apperson Street
  - Foothill Boulevard / Apperson Street
  - Foothill Boulevard / Day Street (East Leg)
  - Foothill Boulevard / Valmont Street
  - Plainview Avenue / Wyngate Street
  - Plainview Avenue / Yates Street
  - Plainview Avenue / Apperson Street
  - Plainview Avenue / Foothill Boulevard – Day Street (West Leg)
  - Wilsey Avenue / Apperson Street
  - Helendale Avenue / Apperson Street
  - Helendale Avenue / Topley Lane
  - McClemont Avenue / Apperson Street
  - McClemont Avenue / Foothill Boulevard
  - Fernglen Avenue / Apperson Street



MAP SOURCE: GOOGLE MAPS
PROJECT SITE
QUARTER-MILE RADIUS
PROJECT SITE PEDESTRIAN ENTRANCES
PEDESTRIAN ROUTES TO KEY DESTINATIONS FROM PROJECT SITE
XX% GEOGRAPHIC DISTRIBUTION

BS BUS STOP
BB BUS STOP WITH BENCH

N
NOT TO SCALE

FIGURE 3-1
PEDESTRIAN ATTRACTORS INVENTORY

LINSCOTT, LAW & GREENSPAN, engineers

7577 FOOTHILL BOULEVARD RESIDENTIAL PROJECT

MAP SOURCE: GOOGLE MAPS
PROJECT SITE
QUARTER-MILE RADIUS
SIGNAL
STOP SIGN

ADA CURB RAMP
CROSSWALK
BIKE ROUTE

BS BUS STOP
BB BUS STOP WITH BENCH

N
NOT TO SCALE

FIGURE 3-2
FACILITIES INVENTORY

LINSCOTT, LAW & GREENSPAN, engineers

7577 FOOTHILL BOULEVARD RESIDENTIAL PROJECT

- Traditional parallel bar or continental style pedestrian crosswalks with varying widths of between approximately 15 feet and 20 feet are provided at the following intersections in the direct vicinity of the Project Site:
    - Foothill Boulevard / Apperson Street
    - Foothill Boulevard / Valmont Street
    - Plainview Avenue / Foothill Boulevard – Day Street (West Leg)
- Pedestrian crossing signals and push buttons are presently included as part of the traffic signal controls at the nearby signalized intersections that are noted in *Figure 3–2*.

The Project has been designed to encourage pedestrian activity and walking as a transportation mode. Walkways and entrances for pedestrians are planned for the Project and will connect to adjacent sidewalks in a manner that promotes walkability.

The City's Mobility Plan 2035[4] identifies a collection of arterial streets, known as Pedestrian Enhanced Districts (PEDs), where pedestrian improvements could be prioritized to provide enhanced walking connections to and from the major destinations within communities. As presented in ***Figure 3–3***, Foothill Boulevard west of Plainview Avenue and the segment of Apperson Street between Foothill Boulevard and Plainview Avenue have been designated as PEDs. Mobility Plan 2035 also identifies a collection of streets, known as the Neighborhood Enhanced Network (NEN), that provide comfortable and safe routes for non-motorized modes of travel such as walking. Roadways within the NEN in close proximity to the Project Site are presented in ***Figure 3-4***.

3.1.2 *Bicycle Network*

Bicycle access to the Project Site is facilitated by the City's bicycle roadway network. Existing bicycle facilities (e.g., Class I Bicycle Path, Class II Bicycle Lanes, Class III Bicycle Routes, Bicycle Friendly Streets, etc.) identified in the City's 2010 Bicycle Plan are located within the immediate vicinity of the Project Site.[5] The 2010 Bicycle Plan goals and policies have been folded into Mobility Plan 2035 to reflect a commitment to a balanced, multi-modal viewpoint.

Within the immediate Project Site vicinity, Foothill Boulevard has been designated as an LADOT Existing Bicycle Lane and as a Bicycle Lane Network. Roadways designated within the City's Bicycle Network in close proximity to the Project Site are shown in ***Figure 3–5***.

3.2 Transit Framework

The Project Site is currently served by many local lines and regional/commuter lines via stops located within convenient walking distance along Foothill Boulevard. Public transit service in the Project Site area is currently provided by the Los Angeles County Metropolitan Transit

[4] *Mobility Plan 2035,* Los Angeles Department of City Planning, December 2015.
[5] *2010 Bicycle Plan,* Los Angeles Department of City Planning, Adopted March 1, 2011.

N

NOT TO SCALE

MAP SOURCE: GOOGLE MAPS
PROJECT SITE
PEDESTRIAN ENHANCED DISTRICT

FIGURE 3-3
PEDESTRIAN ENHANCED DISTRICTS

LINSCOTT, LAW & GREENSPAN, engineers

7577 FOOTHILL BOULEVARD RESIDENTIAL PROJECT

N

NOT TO SCALE

MAP SOURCE: GOOGLE MAPS
PROJECT SITE
TIER 2 NEIGHBORHOOD ENHANCED NETWORK

FIGURE 3-4
NEIGHBORHOOD ENHANCED NETWORK

LINSCOTT, LAW & GREENSPAN, engineers

7577 FOOTHILL BOULEVARD RESIDENTIAL PROJECT

N

NOT TO SCALE

MAP SOURCE: GOOGLE MAPS
PROJECT SITE
LADOT EXISTING BICYCLE LANE
TIER 2 (BICYCLE LANE NETWORK)

FIGURE 3-5
BICYCLE NETWORK

LINSCOTT, LAW & GREENSPAN, engineers

7577 FOOTHILL BOULEVARD RESIDENTIAL PROJECT

Authority (Metro) and LADOT. A summary of the existing transit service, including the transit route, destinations and peak hour headways is presented in ***Table 3–1***. The existing public transit routes in the Project Site vicinity are illustrated in ***Figure 3–6***.

The City's Mobility Plan 2035 identifies a collection of streets, known as the Transit Enhanced Network (TEN), where improvements, in collaboration with transit operators, aim to provide reliable and frequent service that is convenient and safe, increase transit ridership, reduce single-occupancy vehicle trips and integrate transit infrastructure improvements with the identity of the surrounding street. Potential enhancements range from streetscape improvements, installation of transit shelters, or installation of dedicated transit lanes. There are no roadways within the TEN in close proximity to the Project Site. However, the location of public transit facilities in the Project study area is noted in *Figure 3-2*.

3.3 Vehicle Network

3.3.1 *Regional Highway Access*

Regional vehicular access to the Project Site is primarily provided by the I-210 (Foothill) Freeway. A brief description of the I-210 Freeway is provided in the following paragraph.

I-210 (Foothill) Freeway is an east-west freeway that extends from San Bernardino to Sylmar. In the Project vicinity, four mixed-flow freeway lanes are provided in each direction on the I-210 Freeway. Eastbound and westbound ramps are provided at Sunland Boulevard and are located approximately 1.90 miles northwest of the Project Site.

3.3.2 *Local Roadway System*

The following intersections were selected in consultation with LADOT staff for analysis of potential traffic operations deficiencies due to the Project:

1. Foothill Boulevard / Apperson Street
2. Plainview Avenue / Apperson Street
3. Plainview Avenue / Foothill Boulevard – Day Street (West Leg)

Two of the three study intersections are presently controlled by traffic signals. The Plainview Avenue / Apperson Street intersection is presently all-way stop-controlled (i.e., stop signs face all street approaches). The existing lane configurations at the three study intersections are displayed in ***Figure 3–7***.

3.3.3 *Roadway Descriptions*

Immediate access to the Project Site is provided via Plainview Avenue and Wilsey Avenue. A brief description[6] of the roadways in the Project vicinity is provided in the following paragraphs.

[6] For reference, the street descriptions provided include designations per the City's *Mobility Plan 2035*.

Table 3-1
EXISTING PUBLIC TRANSIT ROUTES [1]

03-Feb-21

ROUTE	DESTINATIONS	ROADWAY(S) NEAR SITE	NO. OF BUSES DURING PEAK HOUR		
			DIR	AM	PM
Metro 90/91	Sylmar to Downtown Los Angeles (via Foothill Boulevard, Glendale Avenue and Hill Street)	Foothill Boulevard	NB SB	2 2	2 2
Metro 222	Sunland to Hollywood (via Foothill Boulevard, Sunland Boulevard, Hollywood Way and Barham Boulevard)	Foothill Boulevard	NB SB	1 1	1 1
Commuter Express 409	Sylmar to Downtown Los Angeles (via Foothill Boulevard, SR-2 Freeway, I-5 Freeway and Broadway)	Foothill Boulevard	NB SB	0 1	2 0
			Total	**7**	**8**

[1] Sources: Los Angeles County Metropolitan Transportation Authority (Metro) website, 2021.
Los Angeles Department of Transportation (Commuter Express) website, 2021.

N

NOT TO SCALE

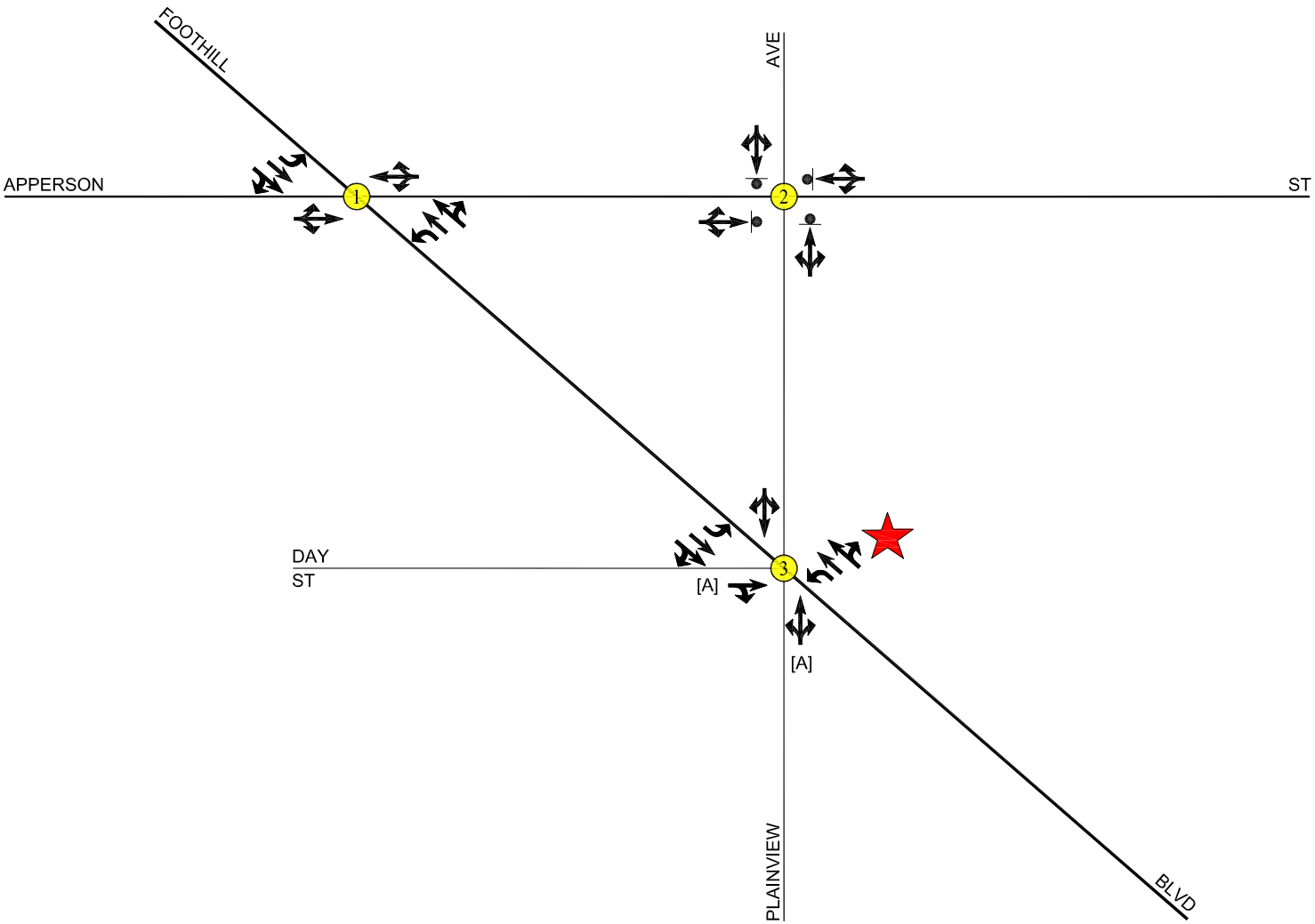
MAP SOURCE: METROPOLITAN TRANSPORTATION AUTHORITY

★ PROJECT SITE

FIGURE 3-6
EXISTING PUBLIC TRANSIT ROUTES

LINSCOTT, LAW & GREENSPAN, engineers

7577 FOOTHILL BOULEVARD RESIDENTIAL PROJECT



N

NOT TO SCALE

★ PROJECT SITE
Ⓧ STUDY INTERSECTION
STOP SIGN
[A] NO RIGHT-TURN ON RED

FIGURE 3-7
EXISTING LANE CONFIGURATIONS

LINSCOTT, LAW & GREENSPAN, engineers

7577 FOOTHILL BOULEVARD RESIDENTIAL PROJECT

Plainview Avenue is a north-south oriented roadway that borders the Project Site to the west. Within the Project study area, Plainview Avenue is designated as a Collector Street by the City. One through travel lane is provided in each direction on Plainview Avenue within the Project study area. There is no speed limit posted on Plainview Avenue within the Project study area, thus a prima facie speed limit of 25 miles per hour is assumed, consistent with California Vehicle Code Section 22352(b)(1).

Wilsey Avenue is a north-south oriented roadway that borders the Project Site to the east. Within the Project study area, Wilsey Avenue is designated as a Local Street – Standard by the City. One through travel lane is provided in each direction on Wilsey Avenue within the Project study area. There is no speed limit posted on Wilsey Avenue within the Project study area, thus a prima facie speed limit of 25 miles per hour is assumed, consistent with California Vehicle Code Section 22352(b)(1).

Foothill Boulevard is an east-west oriented roadway that borders the Project Site to the south. Within the Project Study area, Foothill Boulevard is designated as an Avenue I by the City. Two through travel lanes are provided in each direction on Foothill Boulevard within the Project study area. Separate exclusive left-turn lanes are provided in each direction on Foothill Boulevard at major intersections. Foothill Boulevard is posted for a speed limit of 40 miles per hour within the Project study area.

Apperson Street is an east-west oriented roadway located north of the Project Site. West of Foothill Boulevard, Apperson Street is designated as a Collector Street by the City. East of Foothill Boulevard, Apperson Street is designated as an Avenue II by the City. One through travel lane is provided in each direction on Apperson Street within the Project study area. Apperson Street is posted for a speed limit of 30 miles per hour within the Project study area.

Day Street is an east-west oriented roadway that borders the Project Site to the south. Within the Project Study area, Day Street is designated as a Local Street – Standard by the City. One through travel lane is provided in each direction on Day Street within the Project study area. There is no speed limit posted on Day Street within the Project study area, thus a prima facie speed limit of 25 miles per hour is assumed, consistent with California Vehicle Code Section 22352(b)(1).

3.3.4 *City of Los Angeles High Injury Network*

Vision Zero[7] is a citywide initiative which prioritizes the safety of pedestrians and bicyclists on public streets, with the understanding that roads which are safe for vulnerable users will be safer for all users, in an effort to eliminate traffic fatalities. Key elements of the policy, such as reducing traffic speeds, are founded on the principles of engineering, education, enforcement, evaluation, and equity. Originating in Sweden, the policy has been adopted in numerous other North American cities, including California cities such as San Francisco and San Diego.

[7] Vision Zero Los Angeles 2015-2025, August 2015.

Mayor Eric Garcetti issued Executive Directive No. 10 in August 2015, formally launching the Vision Zero initiative in Los Angeles. Vision Zero is also a stated safety objective in the Mobility Plan 2035, which sets the goal of zero traffic deaths by 2035. Jointly directed by LADOT and the Police Department, Vision Zero takes a multi-disciplinary approach to identifying safety risk factors and implementing solutions on a citywide scale. Using a methodology originally developed by the San Francisco Public Health Department, the Vision Zero Task Force has identified streets where investments in safety will have the most impact in reducing severe injuries and traffic fatalities in the City. These roads are collectively known as the High Injury Network (HIN). The HIN will be reviewed by the LADOT's Vision Zero group for potential engineering re-design as well as educational and enforcement campaigns.

As shown in ***Figure 3-8***, Foothill Boulevard has been identified on the HIN. If a proposed project results in significant transportation impacts, LADOT's Vision Zero group will review those specific locations and immediate vicinity for potential safety enhancements that are consistent with the City's Vision Zero initiative.

3.4 Traffic Counts

In response to the COVID-19 pandemic, in April 2020, LADOT issued guidance[8] to transportation consultants related to traffic count data to be used in transportation assessments prepared in accordance with the City's TAG. Because traffic count data could not be collected at the study intersections due to the COVID-19 pandemic, LADOT has directed transportation consultants to use historical data, with appropriate modifications to represent current (pre-pandemic) traffic volume conditions. For this transportation assessment, the following techniques were used to estimate current year (2021) peak hour turning movement traffic volumes at the study intersections:

- Foothill Boulevard / Apperson Street: Peak hour traffic volume data collected at this intersection in 2017 were increased by a 1.0% annual traffic growth rate through the year 2021 to estimate current year traffic volumes. Further discussion of the annual traffic growth rate is provided in Subsection 3.5.2.

- Plainview Avenue / Apperson Street: The traffic volume data and subsequent adjustments to year 2021 conditions at the Foothill Boulevard / Apperson Street intersection and Plainview Avenue / Foothill Boulevard – Day Street (West Leg) intersection were used to forecast through traffic volumes at the Plainview Avenue / Apperson Street intersection. Turning movements at the intersection were estimated from the through volumes.

- Plainview Avenue / Foothill Boulevard – Day Street (West Leg): Peak hour traffic volume data collected at this intersection in 2016 were increased by a 1.0% annual traffic growth rate through the year 2021 to estimate current year traffic volumes.

[8] *Pandemic-related updates to LADOT's Transportation Assessment Requirements,* LADOT, April 17, 2020.

N

NOT TO SCALE

MAP SOURCE: GOOGLE MAPS
PROJECT SITE
HIGH INJURY NETWORK

FIGURE 3-8
HIGH INJURY NETWORK

LINSCOTT, LAW & GREENSPAN, engineers

7577 FOOTHILL BOULEVARD RESIDENTIAL PROJECT

The existing traffic volumes at the study intersections during the weekday AM and PM peak hours are shown in ***Figure 3–9***. Summary data worksheets of the manual traffic counts at the study intersections are contained in ***Appendix C***.

3.5 Cumulative Development Projects

3.5.1 *Related Projects*

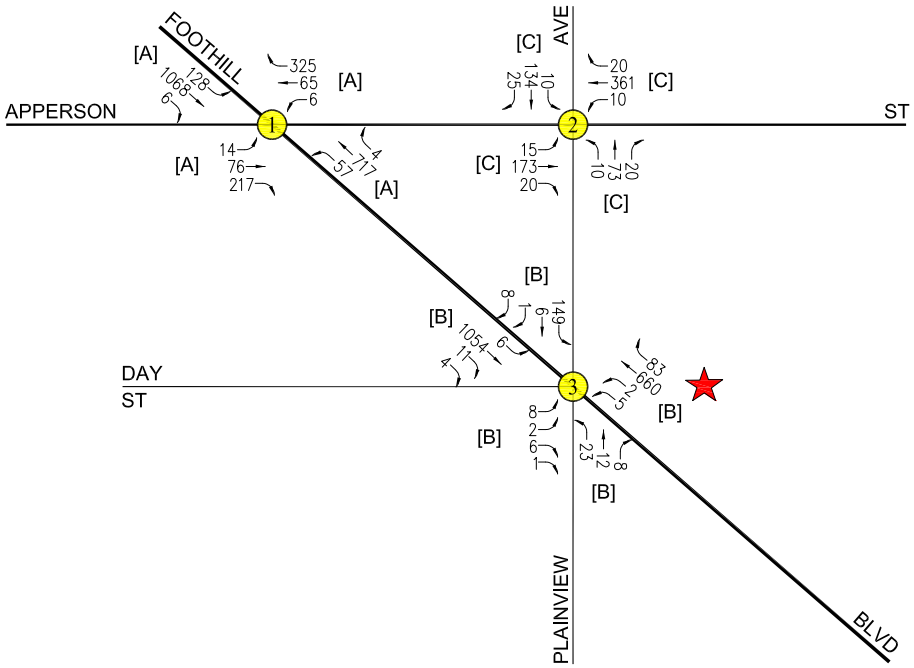
A forecast of on-street traffic conditions prior to occupancy of the Project was prepared by incorporating the potential trips associated with other known development projects (related projects) in the area. With this information, the potential impact of the Project can be evaluated within the context of the cumulative impact of all ongoing development. The related projects research was based on information on file at LADOT and the City of Los Angeles Department of City Planning within a 0.5-mile radius of the Project Site. The list of related projects in the Project Site area is presented in ***Table 3–2***. The location of the related projects is shown in ***Figure 3–10***.

Traffic volumes expected to be generated by the related projects were calculated using rates provided in the ITE *Trip Generation Manual*. The related projects' respective traffic generation for the weekday AM and PM peak hours, as well as on a daily basis for a typical weekday, is summarized in *Table 3–2*. The distribution of the related projects traffic volumes to the study intersections during the weekday AM and PM peak hours are displayed in ***Figure 3–11***.

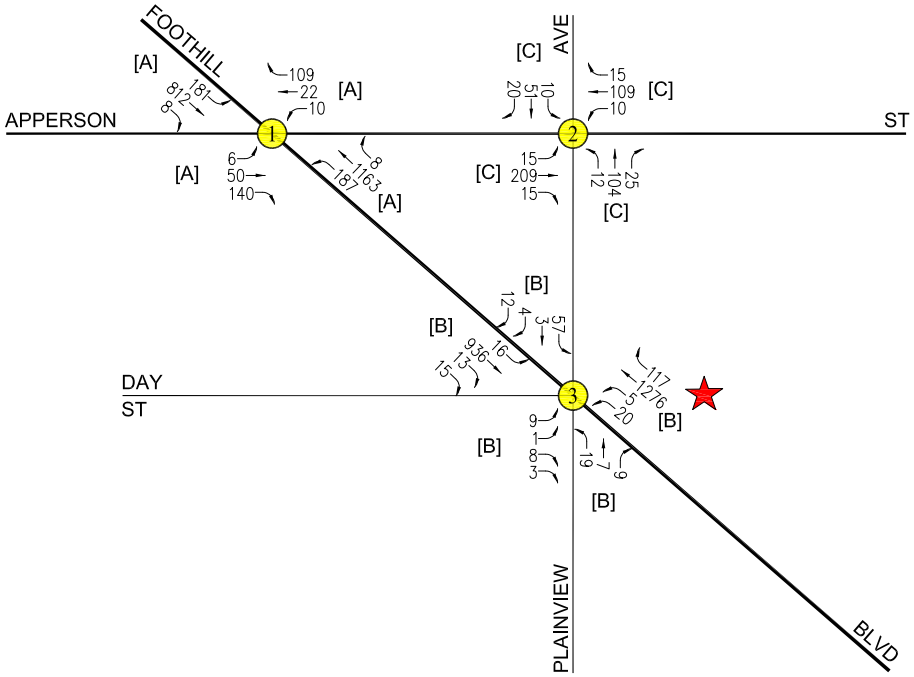
3.5.2 *Ambient Traffic Growth*

In order to account for unknown related projects not included in this analysis, the existing traffic volumes were increased at an annual rate of 1.0 percent (1.0%) per year up to and including the year 2024, which is the anticipated year of Project buildout. The ambient growth factor was based on general traffic growth factors provided in the *2010 Congestion Management Program for Los Angeles County (*"CMP manual") and determined in consultation with LADOT staff. Based on review of the general traffic growth factors provided in the CMP manual for the Project Site area (i.e., Regional Statistical Area [RSA] 14, Sylmar which includes the Project Site), the existing traffic volumes are expected to increase at an annual rate of approximately 0.42% per year between the years 2020 and 2025. Thus, application of an annual growth factor of 1.0% annual growth results in a conservative, worst-case forecast of future traffic volumes in the area as it substantially exceeds the annual traffic growth rate published in the CMP manual. Furthermore, the CMP manual's traffic growth rate is intended to anticipate future traffic generated by development projects in the Project vicinity.

Therefore, the inclusion in this traffic analysis of both a forecast of traffic generated by known related projects plus the use of an ambient growth traffic factor based on CMP traffic model data results in an even more conservative estimate of future traffic volumes at the study intersections.



AM PEAK HOUR



PM PEAK HOUR

o:\0531\dwg\f3-9.dwg 02/18/2021 18:51:05 shankar llg exhibits color.ctb

NOT TO SCALE

★ PROJECT SITE
Ⓧ STUDY INTERSECTION
[A] 2017 TURNING MOVEMENT COUNTS WITH 1.0% GROWTH FACTOR THROUGH 2021
[B] 2016 TURNING MOVEMENT COUNTS WITH 1.0% GROWTH FACTOR THROUGH 2021
[C] TRAFFIC VOLUMES DERIVED FROM ADJACENT INTERSECTION COUNTS

FIGURE 3-9
EXISTING TRAFFIC VOLUMES

LINSCOTT, LAW & GREENSPAN, engineers

7577 FOOTHILL BOULEVARD RESIDENTIAL PROJECT

Table 3-2
RELATED PROJECTS LIST AND TRIP GENERATION [1]

26-Feb-21

MAP NO.	PROJECT NAME/ PROJECT NUMBER	PROJECT STATUS	ADDRESS/ LOCATION	LAND USE DATA		PROJECT DATA SOURCE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
				LAND-USE	SIZE			IN	OUT	TOTAL	IN	OUT	TOTAL
1	7636 Foothill Boulevard Carwash Project	Proposed	7636 Foothill Boulevard	Carwash Convenience Store	4,895 GSF 3,016 GSF		3,016	79	74	153	87	88	175
2	10140 N. Hillhaven Avenue Residential Project	Under Construction	10140 N. Hillhaven Avenue	Apartments	35 DU	[3]	256	4	12	16	13	7	20
3	10247 N. Hillhaven Avenue Residential Project	Proposed	10247 N. Hillhaven Avenue	Apartments Affordable Housing Single-Family Homes	12 DU 2 DU (2) DU	[3] [4] [5]	88 8 (19)	1 0 0	5 1 (1)	6 1 (1)	4 1 (1)	3 0 (1)	7 1 (2)
4	10220 N. Fernglen Avenue Residential Project	Proposed	10220 N. Fernglen Avenue	Apartments	10 DU (1) DU	[3] [5]	73 (9)	1 0	4 (1)	5 (1)	4 (1)	2 0	6 (1)
5	10132 N. Commerce Avenue Residential Project	Proposed	10132 N. Commerce Avenue	Apartments Affordable Housing Apartments	33 DU 4 DU (8) DU	[3] [4] [3]	242 17 (59)	3 1 (1)	12 1 (3)	15 2 (4)	11 1 (3)	7 1 (1)	18 2 (4)
TOTAL							3,272	83	86	169	100	95	195

[1] Source: City of Los Angeles Department of Transportation Related Projects List and City of Los Angeles Department of City Planning Related Projects List.
[2] Trips are one-way traffic movements, entering or leaving.
[3] ITE Land Use Code 220 (Multifamily Housing [Low-Rise]) trip generation average rates.
[4] City of Los Angeles Affordable Housing (Family) trip generation average rates.
[5] ITE Land Use Code 210 (Single-Family Detached Housing) trip generation average rates.

N

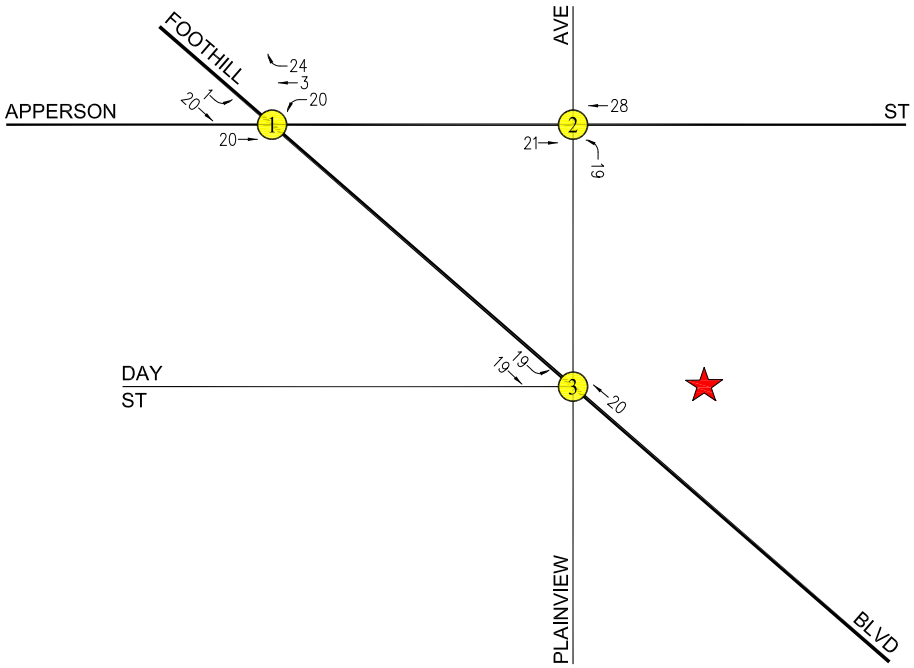
NOT TO SCALE

MAP SOURCE: GOOGLE MAPS
★ PROJECT SITE
(X) RELATED PROJECT

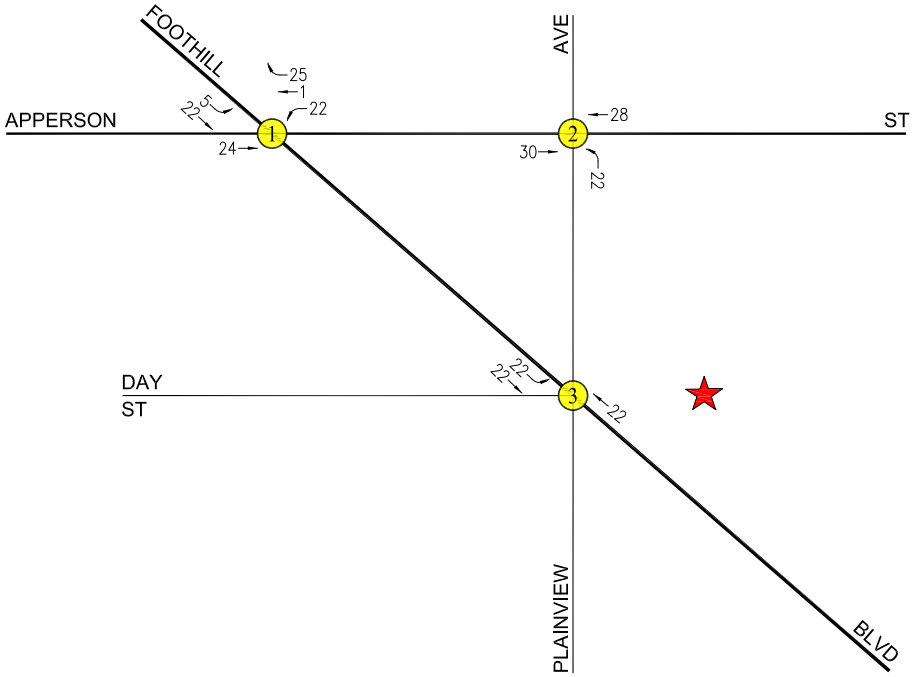
FIGURE 3-10
LOCATION OF RELATED PROJECTS

LINSCOTT, LAW & GREENSPAN, engineers

7577 FOOTHILL BOULEVARD RESIDENTIAL PROJECT



AM PEAK HOUR



PM PEAK HOUR

N

NOT TO SCALE

★ PROJECT SITE

Ⓧ STUDY INTERSECTION

FIGURE 3-11
RELATED PROJECTS TRAFFIC VOLUMES

LINSCOTT, LAW & GREENSPAN, engineers

7577 FOOTHILL BOULEVARD RESIDENTIAL PROJECT

o:\0531\dwg\f3-11.dwg 03/17/2021 13:58:58 shankar llg exhibits color.ctb

4.0 CEQA ANALYSIS OF TRANSPORTATION IMPACTS

4.1 Conflicting with Plans, Programs, Ordinances, or Policies (Threshold T-1)

The City aims to achieve an accessible and sustainable transportation system that meets the needs of all users. The City's adopted transportation-related plans and policies affirm that streets should be safe and convenient for all users of the transportation system, including pedestrians, bicyclists, motorists, public transit riders, disabled persons, senior citizens, children, and movers of commercial goods. Therefore, the transportation requirements for proposed developments should be generally consistent with the City's transportation-related plans and policies.

As stated in Section 2.1.1 of the TAG, proposed projects shall be analyzed to identify potential conflicts with adopted City plans and policies and, if there is a conflict, improvements that prioritize access for and improve the comfort of people walking, bicycling, and riding transit in order to provide safe and convenient streets for all users should be identified. Projects designed to encourage sustainable travel help to reduce vehicle miles traveled. This section provides a review of the screening criteria and a summary of the Project's consistency with the City's adopted transportation-related plans and policies.

4.1.1 *Screening Criteria*

Per Section 2.1.2 of the TAG, if the Project requires a discretionary action, and the answer is "yes" to any of the following questions, further analysis is required to assess whether the Project would conflict with adopted City plans, programs, ordinances, or policies that establish the transportation planning framework for all travel modes:

- Does the project require a discretionary action that requires the decision maker to find that the decision substantially conforms to the purpose, intent, and provisions of the General Plan?
    - Yes, the Project requires a discretionary action.
- Is the project known to directly conflict with a transportation plan, policy, or program adopted to support multimodal transportation options or public safety?
    - No, the Project is not known to directly conflict with a transportation plan, policy, or program adopted to support multimodal transportation options or public safety.
- Is the project proposing to, or required to make any voluntary or required modifications to the public right-of-way (i.e., street dedications, reconfigurations of curb line, etc.)?
    - Yes, a five-foot street dedication is required for Foothill Boulevard along the Project Site.

As the answer is "yes" to two of the screening criteria questions, further analysis is required to assess whether the Project would conflict with adopted City plans, programs, ordinances, or policies.

4.1.2 *Impact Criteria and Methodology*

The impact criteria set forth in Appendix G to the State CEQA Guidelines, as well as Section 2.1.3 of the City's TAG, regarding conflicts with plans, programs, ordinances, or policies (referred to as Threshold T-1 in the TAG) are as follows:

- Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities?

The threshold test is to assess whether a project would conflict with an adopted program, policy, plan, or ordinance that is adopted to protect the environment. In general, transportation policies or standards adopted to protect the environment are those that support multimodal transportation options and a reduction in VMT. Conversely, a project would not always have a significant impact merely based on whether or not it would implement a particular transportation-related program, plan, policy, or ordinance. Many of these programs must be implemented by the City itself over time, and over a broad area, and it is the intention of this threshold test to ensure that proposed development projects and plans do not preclude the City from implementing adopted programs, plans and policies.

The methodology for determining a project's transportation impact associated with conflicts with plans, programs, ordinances, or policies is described in the TAG as follows:

- A project that generally conforms with and does not obstruct the City's development policies and standards will generally be considered to be consistent. The Project Applicant should review the documents and ordinances identified in the TAG (refer to Table 2.1-1 on Page 2-3) for City plans, policies, programs, ordinances and standards relevant to determining project consistency. TAG Attachment D: Plan Consistency Worksheet provides questions that must be answered in order to help guide whether the project conflicts with City circulation system policies. A "yes" or "no" answer to these questions does not determine a conflict. Rather, as indicated in TAG Attachment D, the Project Applicant must provide substantiating information to help determine whether the proposed project precludes the City's implementation of any adopted policy and/or program that was adopted to protect the environment. A mere conflict with adopted transportation related policies, or standards that require administrative relief or legislative change does not in itself constitute an impact.

- If vacation of a public right-of-way, or relief from a required street dedication is sought as part of a proposed project, an assessment should be made as to whether the right-of-way in question is necessary to serve a long-term mobility need, as defined in Mobility Plan 2035, transportation specific plan, or other planned improvement in the future.

Per Section 2.1.4 of the TAG, the analysis of cumulative impacts may be quantitative or qualitative. Each of the plans, ordinances, and policies reviewed to assess potential conflicts with proposed projects should be reviewed to assess cumulative impacts that may result from the proposed project in combination with other development projects in the study area. In addition,

the cumulative analysis should also consider planned transportation system improvements within the study area as identified in consultation with LADOT.

Related projects to be considered in the cumulative analysis are known development projects located within a one-half mile radius of the Project Site. The list of related projects and location of related projects in relation to the Project Site are identified in *Table 3–2* and *Figure 3–10*.

4.1.3 *Review of Project Consistency*

This section provides a summary of the consistency review that compares the characteristics of the Project and site design features (i.e., including the site access and circulation scheme) with the City's relevant plans and policies. ***Appendix D*** provides the Plans, Policies, and Programs Worksheet from the TAG, and provides additional detail regarding the plans, programs, ordinances, and policies review.

As confirmed in *Appendix D*, the Project would not conflict with the relevant City plans, policies and programs and does not include any features that would preclude the City from completing and complying with these guiding documents and policy objectives. The Project will make the required modifications to the public right-of-way and would therefore be consistent with the dedication and improvement requirements that are needed to comply with the Mobility Plan 2035 Street Designations and Standard Roadway Dimensions. The Project will not conflict with plans or policies such as LADOT's Manual of Policy and Procedures (MPP) Section 321, Driveway Design, and the Citywide Design Guidelines – Guideline 2. The Project has been found to be consistent with the greenhouse gas (GHG) reduction targets forecasted in the Southern California Association of Governments (SCAG) Region Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Additionally, the Project has been found to be consistent with the transportation-related elements of the Plan for a Healthy Los Angeles (Healthy LA), Vision Zero, the Sunland-Tujunga-Lake View Terrace-Shadow Hills-East La Tuna Canyon Community Plan, and the Foothill Boulevard Corridor Specific Plan.

Therefore, the Project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities, and the impact would therefore be "less than significant". Furthermore, the Applicant will comply with existing applicable City ordinances and other requirements pursuant to the LAMC.

4.1.4 *Review of Cumulative Consistency*

Per Section 2.1.4 of the TAG, the analysis of cumulative consistency requires consultation and confirmation with LADOT and the City's Department of City Planning (LADCP).

Based on the discussion and conclusion in the preceding Subsection 4.1.3, the guiding language contained in the City's TAG, and review of related projects in the Project vicinity, this documentation is sufficient to demonstrate that there is also no cumulative inconsistency with the City's plans, policies, ordinances and programs, and therefore, the Project's cumulative impact would be less than significant. In addition, since the Project does not include any features that

would preclude the City from completing and complying with these guiding documents and policy objectives, there is no cumulative inconsistency that can be determined.

4.2 VMT Analysis (Threshold T-2.1)

The State of California Governor's Office of Planning and Research (OPR) issued proposed updates to the CEQA Guidelines in November 2017 and an accompanying technical advisory guidance in April 2018 (*OPR Technical Advisory*) that amends the Appendix G question for transportation impacts to delete reference to vehicle delay and level of service and instead refer to Section 15064.3, subdivision (b)(1) of the CEQA Guidelines asking if the project will result in a substantial increase in vehicle miles traveled (VMT). Section 15064.3, subdivision (b)(1) states the following:

- Land Use Projects. Vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high-quality transit corridor should be presumed to cause a less than significant transportation impact. Projects that decrease vehicle miles traveled in the project area compared to existing conditions should be considered to have a less than significant transportation impact.

Comprehensive updates to the State CEQA Guidelines were certified and adopted by the California Natural Resources Agency in December 2018. Accordingly, the City adopted significance criteria for transportation impacts based on VMT for land use projects and plans in accordance with the amended Appendix G question:

- Threshold T-2.1: For a land use project, would the project conflict or be inconsistent with CEQA guidelines section 15064.3, subdivision (b)(1)?

For land use projects, the intent of this threshold is to assess whether a land use project causes substantial VMT impacts. The City has developed the following screening and impact criteria to address this question. The criteria below are based on the OPR technical advisory but reflect local considerations.

If the project requires discretionary action, and the answer is no to either T-2.1-1 or T-2.1-2, further analysis will not be required for CEQA Threshold T-2.1, and a "no impact" determination can be made for that threshold:

- T-2.1-1: Would the land use project generate a net increase of 250 or more daily vehicle trips?

For purposes of screening the daily vehicle trips, a proposed project's daily vehicle trips should be estimated using the City's VMT Calculator tool or the most recent edition of the ITE *Trip Generation Manual*. TDM strategies should not be considered for the purposes of screening. If existing land uses are present on the project site or there were previously terminated land uses that meet the criteria for trip credits described in the trip generation methodology discussion

(refer to Subsection 3.3.4.1 of the TAG), the daily vehicle trips generated by the existing or qualified terminated land uses can be estimated using the VMT Calculator tool and subtracted from the proposed project's daily vehicle trips to determine the net increase in daily vehicle trips.

- T-2.1-2: Would the project generate a net increase in daily VMT?

For the purpose of screening the VMT, a project's daily VMT should be estimated using the City's VMT Calculator tool or the City's Travel Demand Forecasting (TDF) model. TDM strategies should not be considered for the purpose of screening. If existing land uses are present on the project site or there were previously terminated land uses that meet the criteria for trip credits description in the trip generation methodology discussion (refer to Subsection 3.3.4.1 of the TAG), the daily VMT generated by the existing or qualified terminated land uses can be estimated using the City VMT Calculator tool and subtracted from the project's daily VMT to determine the net increase in daily VMT.

4.2.1 *Impact Criteria and Methodology*

Per Section 2.2.3 of the TAG, a development project will have a potential VMT impact if the project meets the following:

- For residential projects, the project would generate household VMT per capita exceeding 15% below the existing average household VMT per capita for the Area Planning Commission (APC) area in which the project is located.

Different VMT significance thresholds have been established for each APC boundary area as the characteristics of each are distinct in terms of land use, density, transit availability, employment, etc. The City's significance thresholds (i.e., provided on a daily household VMT per capita basis and a daily work VMT per employee basis) for each of the seven APC boundary areas are presented in ***Table 4–1***. As the Project Site is located within the North Valley Planning Commission (APC), the VMT impact criteria (i.e., 15% below the APC average) applicable to the Project is 9.2 Daily Household VMT per Capita.

The impact methodology set forth in the TAG for residential projects such as the Project is as follows:

- Residential Projects. Daily vehicle trips, daily VMT, and daily household VMT per capita for residential projects should be estimated using the VMT calculator tool. TDM strategies to be included as project design features should be considered in the estimation of a project's daily vehicle trips and VMT.

4.2.2 *Summary of Project VMT Analysis*

The daily vehicle trips and VMT expected to be generated by the Project were forecast using Version 1.3 of the City's VMT Calculator tool. Copies of the detailed City of Los Angeles VMT Calculator worksheets for the proposed Project are contained in *Appendix B*. As indicated on the Screening Tab of the VMT Calculator, the Project would generate 246 net new daily vehicle

Table 4-1
CITY OF LOS ANGELES VMT IMPACT CRITERIA [1]

AREA PLANNING COMMISSION	15% BELOW APC CRITERIA [2]	
	DAILY HOUSEHOLD VMT PER CAPITA	DAILY WORK VMT PER EMPLOYEE
Central	6.0	7.6
East Los Angeles	7.2	12.7
Harbor	9.2	12.3
North Valley	**9.2**	**15.0**
South Los Angeles	6.0	11.6
South Valley	9.4	11.6
West Los Angeles	7.4	11.1

[1] Source: *LADOT Transportation Assessment Guidelines,* July 2020.

[2] The development project will have a potential impact if the project meets the following:
- For residential projects, the project would generate household VMT per capita exceeding 15% below the existing average household VMT per capita for the APC area in which the project (refer to above [source: Table 2.2-1 of the TAG]).
- For office projects, the project would generate work VMT per employee exceeding 15% below the existing average work VMT per employee for the APC in which the project is located (refer to above [source: Table 2.2-1 of the TAG]).
- For retail projects, the project would result in a net increase in VMT.
- For other land use types, measure VMT impacts for the work trip element using the criteria for office project above (source: Table 2.2-1 of the TAG).

trips. As the Project will not generate a net increase of 250 or more daily vehicle trips, the answer is "no" to Threshold T2.1-1. Therefore a "no impact" determination can be made as it relates to the VMT analysis, and no mitigation is necessary as it relates to VMT.

4.2.3 *Summary of Cumulative VMT Analysis*

As stated in Section 2.2.4 of the City's TAG document, analyses should consider both short-term and long-term project effects on VMT. Short-term effects are evaluated in the detailed Project-level VMT analysis summarized above. Long-term, or cumulative, effects are determined through a consistency check with the SCAG RTP/SCS. The RTP/SCS is the regional plan that demonstrates compliance with air quality conformity requirements and GHG reduction targets. As such, projects that are consistent with this plan in terms of development, location, density, and intensity, are part of the regional solution for meeting air pollution and GHG goals. Projects that are deemed to be consistent would have a less than significant cumulative impact on VMT. Development in a location where the RTP/SCS does not specify any development may indicate a significant impact on transportation. However, as noted in the City's TAG document, for projects that do not demonstrate a project impact by applying an efficiency-based impact threshold (i.e., VMT per capita or VMT per employee) in the analysis, a less than significant project impact conclusion is sufficient in demonstrating there is no cumulative VMT impact. Projects that fall under the City's efficiency-based impact thresholds are already shown to align with the long-term VMT and GHG reduction goals of SCAG's RTP/SCS.

Based on the above Project-related VMT analysis and the conclusions reported in Subsection 4.2.2 (i.e., which conclude that the Project falls under the City's efficiency-based impact thresholds and thus are already shown to align with the long-term VMT and GHG reduction goals of SCAG's RTP/SCS), no cumulative VMT impacts are anticipated. Therefore, a "no impact" determination can be made as it relates to the Project's cumulative VMT impact.

4.3 Geometric Design (Threshold T-3)

As stated in the City's TAG (refer to Section 2.4.1 thereof), impacts regarding the potential increase of hazards due to a geometric design feature generally relate to the design of access points to and from the project site, and may include safety, operational, or capacity impacts. Impacts can be related to vehicle/vehicle, vehicle/bicycle, or vehicle/pedestrian conflicts as well as to operational delays caused by vehicles slowing and/or queuing to access a project site. These conflicts may be created by the driveway configuration or through the placement of project driveway(s) in areas of inadequate visibility, adjacent to bicycle or pedestrian facilities, or too close to busy or congested intersections. Evaluation of access impacts require details relative to project land use, size, design, location of access points, etc. These impacts are typically evaluated for permanent conditions after project completion but can also be evaluated for temporary conditions during project construction. Project access can be analyzed in qualitative and/or quantitative terms, and in conjunction with the review of internal site circulation and access to parking areas. All proposed site access points should be evaluated.

4.3.1 *Screening Criteria*

If the project requires a discretionary action, and the answer is "yes" to either of the following questions, further analysis will be required to assess whether the project would result in impacts due to geometric design hazards or incompatible uses:

- Is the project proposing new driveways, or introducing new vehicle access to the property from the public right-of-way?

  - Yes, the Project proposes a new driveway along the Project Site's Wilsey Avenue frontage, approximately 110 feet north of the Wilsey Avenue / Day Street (East Leg) intersection. The proposed Wilsey Avenue driveway will provide access to the Project's on-site surface parking lot. The Project also proposes to utilize an existing driveway along the Project Site's Plainview Avenue frontage to provide access to the Project's on-site parking garage.

- Is the project proposing to, or required to make any voluntary or required modifications to the public right-of-way (i.e., street dedications, reconfigurations of curb line, etc.)?

  As stated in the City's TAG document (refer to Section 2.4.2 thereof), for the purpose of the screening for projects that are making physical changes to the public right-of-way, determine the street designation and improvement standard for any project frontage along streets classified as an Avenue or Boulevard (as designated in the City's General Plan) using the Mobility Plan 2035, or NavigateLA, an online portal managed by the City's Bureau of Engineering (BOE). If any street fronting the project site is an Avenue or Boulevard and it is determined that additional dedication, or physical modifications to the public right-of-way are proposed or required, the answer to this question is yes. For projects not subject to dedication and improvement requirements under the LAMC, though the project does propose dedications or physical modifications to the public right-of-way, which may also include new physical modifications along streets classified as either Collectors or Locals, the answer to this question is yes. Based on a review of the Project, the following answer is provided:

  - Yes, a five-foot street dedication is required for Foothill Boulevard along the Project Site.

As the answer is "yes" to all of the screening criteria questions, further analysis is required to assess whether the Project would result in impacts due to geometric design hazards or incompatible uses.

4.3.2 *Impact Criteria and Methodology*

The impact criteria set forth in Appendix G of the CEQA Guidelines, as well as the City's TAG for substantially increasing hazards due to a geometric design feature or incompatible use (referred to a Threshold T-3) is defined as follows:

- Threshold T-3: Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

    - No, the Project would not substantially increase hazards due to a geometric design feature.

Preliminary project access plans are to be reviewed in light of commonly accepted traffic engineering design standards to ascertain whether any deficiencies are apparent in the site access plans which would be considered significant. The determination of significance shall be on a case-by-case basis, considering the following factors:

- The relative amount of pedestrian activity at project access points.

- Design features/physical configurations that affect the visibility of pedestrians and bicyclists to drivers entering and exiting the site, and the visibility of cars to pedestrians and bicyclists.

- The type of bicycle facilities the project driveway(s) crosses and the relative level of utilization.

- The physical conditions of the site and surrounding area, such as curves, slopes, walks, landscaping or other barriers, that could result in vehicle/pedestrian, vehicle/bicycle, or vehicle/vehicle impacts.

- The project location, or project-related changes to the public right-of-way, relative to proximity to the High Injury Network or a Safe Routes to School program area.

- Any other conditions, including the approximate location of incompatible uses that would substantially increase a transportation hazard.

For vehicle, bicycle and pedestrian safety impacts, the City's TAG (refer to Section 2.4.4 thereof) indicates that a review of all project access points, internal circulation, and parking access from an operational and safety perspective (for example, turning radii, driveway queuing, line of sight for turns into and out of project driveway[s]) should be conducted. Where project driveways would cross pedestrian facilities or bicycle facilities (bike lanes or bike paths), operational and safety issues related to the potential for vehicle/pedestrian and vehicle/bicycle conflicts and the severity of consequences that could result should be considered. In areas with moderate to high levels of pedestrian or bicycle activity, the collection of pedestrian or bicycle count data may be required.

4.3.3 *Qualitative Review of Site Access Points*

As discussed in Subsection 3.3.3 herein, the Project Site has frontage along Foothill Boulevard, an Avenue I with a posted speed limit of 40 miles per hour, Plainview Avenue, a Collector Street with an assumed speed limit of 25 miles per hour, and Wilsey Avenue and Day Street (East Leg),

Local Street – Standards with assumed speed limits of 25 miles per hour. Foothill Boulevard, Day Street (East Leg), Plainview Avenue, and Wilsey Avenue run parallel to the Project Site's southerly, westerly, and easterly frontages, respectively, which provides excellent line of sight for all modes of travel. Sidewalks are provided along the Project Site's Foothill Boulevard, Plainview Avenue, and Wilsey Avenue frontages and signalized crossings are within convenient walking distance to the Project Site. The Project will utilize an existing driveway along the Project Site's Plainview Avenue frontage and will propose a new driveway along the Project Site's Wilsey Avenue frontage. As the number of curb cuts along Foothill Boulevard will reduce (i.e., no driveways will be located along the Project Site's Foothill Boulevard frontage) and the proposed driveway along Wilsey Avenue will be located approximately 110 feet north of the Wilsey Avenue / Day Street (East Leg) intersection, the Project would not conflict with LADOT MPP, Section 321. The Project will also include a walkway connecting the residential building to the sidewalk along the Project Site's Day Street (East Leg) frontage, as well as pedestrian entrances from the sidewalks along the Project Site's Plainview Avenue and Foothill Boulevard (i.e., at the corner of Plainview Avenue and Foothill Boulevard) frontages, reducing the potential for conflicts with vehicular traffic. Further, the portion of Foothill Boulevard along the Project Site is not noted in the City's HIN. Given the existing physical conditions of the Project Site, planned pedestrian enhancements, and compliance with LADOT MPP, Section 321 regarding planned driveways along the Project Site's Plainview Avenue and Wilsey Avenue frontages, no safety concerns related to geometric design are noted. Therefore, it can be determined that the Project would not substantially increase hazards due to a geometric design feature or incompatible use, and a less than significant impact determination can be reached.

4.4 Freeway Safety Analysis

It is noted that the City issued an interim guidance on the preparation of a freeway safety analysis for land use projects.[9] If the answer is "yes" to the following question, a freeway safety analysis will be required to assess whether the Project would lengthen a forecasted off-ramp queue and create speed differentials between vehicles exiting freeway off-ramps and vehicles operation on the freeway mainline:

- Does the land use Project add 25 or more trips to any nearby freeway off-ramp serving the Project Site in either the morning or afternoon peak-hour?

    - No, the Project does not add 25 or more trips to any nearby freeway off-ramp serving the Project Site in either the morning or afternoon peak hour. As indicated in *Table 2-1*, the Project is expected to generate 5 inbound trips during the AM peak hour and 14 inbound trips during the PM peak hour. Therefore, if 100% of inbound Project trips were assumed to utilize freeway off-ramps serving the Project Site, the Project would still add less than 25 trips to the off-ramps.

[9] *LADOT Transportation Assessments – Interim Guidance for Freeway Safety Analysis,* City of Los Angeles Department of Transportation, May 2020.

As the answer is "no" to the screening criteria question (i.e., the Project will not add 25 or more trips to nearby freeway off-ramps serving the Project Site during either the AM or PM peak hour), a freeway safety analysis is not required, and the Project would result in a less than significant freeway safety impact.

4.5 CEQA Transportation Measures

4.5.1 *Transportation Demand Management*

The Applicant will comply with existing applicable City ordinances and the other requirements per the City's Municipal Code.

4.5.2 *CEQA Transportation Summary*

Based on the analysis and findings above, the Project will not conflict with City plans, policies, ordinances and programs, will not result in a significant VMT impact, will not substantially increase hazards due to a geometric design feature, and will not cause a freeway safety impact. Therefore, a "less than significant" determination can be made as related to the CEQA analysis.

5.0 NON-CEQA ANALYSIS

The authority for requiring non-CEQA transportation analysis and potentially requiring improvements to address identified deficiencies lies in the City's Site Plan Review authority as established in LAMC Section 16.05. As provided in Section 16.05:

> "The purposes of site plan review are to promote orderly development, evaluate and mitigate significant environmental impacts, and promote public safety and the general welfare by ensuring that development projects are properly related to their sites, surrounding properties, traffic circulation, sewers, other infrastructure and environmental setting; and to control or mitigate the development of projects which are likely to have a significant adverse effect on the environment as identified in the City's environmental review process, or on surrounding properties by reason of inadequate site planning or improvements."

Additional authority for preparing a non-CEQA transportation analysis is found in other City ordinances, such as certain transportation specific plans. The impacts, also referred to as deficiencies, discussed in the City's TAG are not intended to be interpreted as thresholds of significance, or significance criteria for purposes of CEQA review unless otherwise specifically identified (refer to Section 4.0).

5.1 Pedestrian, Bicycle, and Transit Access

The assessment of pedestrian, bicycle, and transit facilities is intended to determine a project's potential effect on pedestrian, bicycle, and transit facilities in the vicinity of a project. The deficiencies could be physical (through removal, modification, or degradation of facilities) or demand-based (by adding pedestrian or bicycle demand to inadequate facilities).

5.1.1 *Screening Criteria*

Per Section 3.2.2 of the TAG, if the answer is "yes" to all of the following questions, further analysis is required to assess whether the Project would negatively affect existing pedestrian, bicycle, or transit facilities:

- Does the land use project involve a discretionary action that would be under review by LADCP?
  - Yes, the Project involves a discretionary action that would be reviewed by LADCP.
- Does the land use project include the construction, or addition of 50 dwelling units or guestrooms or combination thereof, or 50,000 square feet of non-residential space?
  - No, the Project involves the construction of 41 residential apartment dwelling units and five affordable family housing dwelling units.
- Would the project generate a net increase of 1,000 or more daily vehicle trips, or is the project's frontage along a street classified as an Avenue or Boulevard (as designated in

the City's General Plan) 250 linear feet or more, or is the project's building frontage encompassing an entire block along a street classified as an Avenue or Boulevard (as designated in the City's General Plan)?

- No, the Project will not generate a net increase 1,000 or more daily vehicle trips. As indicated on the Screening Tab of the City's VMT Calculator (Page 1 of *Appendix B*), the Project will generate 246 net new daily vehicle trips. The Project Site's frontage along Foothill Boulevard, which is designated as an Avenue I, is approximately 230 linear feet. The Project Site's frontage along Foothill Boulevard does encompass an entire block.

As the answer is "no" to one of the screening criteria questions, further analysis is not required to assess whether the Project would negatively affect existing pedestrian, bicycle, or transit facilities. However, an analysis has nonetheless conservatively been prepared to evaluate whether the Project would negatively affect existing pedestrian, bicycle, or transit facilities in the Project vicinity.

5.1.2 *Evaluation Criteria*

Factors to consider when assessing a project's potential effect on pedestrian, bicycle and transit facilities, include, but are not limited to, the following:

- Would a project directly or indirectly result in a permanent removal or modification that would lead to the degradation of pedestrian, bicycle, or transit facilities, such as:

  - Removal or degradation of existing sidewalks, crosswalks, pedestrian refuge islands, and/or curb extensions/bulbouts.

  - Removal or degradation of existing bikeways and/or supporting facilities (e.g., bikeshare stations, on-street bike racks/parking, bike corrals, etc.).

  - Removal or degradation of existing transit and/or local circulator facilities including stop, bench, shelter, concrete pad, bus lane, or other amenities.

  - Removal of other existing transportation system elements supporting sustainable mobility.

  - Increase street crossing distance for pedestrians; increase in number of travel/turning lanes; increase in turning radius or turning speeds.

  - Removal, degradation, or narrowing of an existing sidewalk, path, crossing, or pedestrian access way.

  - Removal or narrowing of existing sidewalk-street buffering elements (e.g., curb extension, parkway, planting strip, street trees, etc.).

- Would a project intensify use of existing pedestrian, bicycle, or transit facilities, such as:

    - Increase in pedestrian or vehicle volume, and thereby increase the need or attraction to cross a street at unmarked pedestrian crossings or unsignalized or uncontrolled intersections where a crossing is not available without significant rerouting. Refer to the Guidelines for Marked Crosswalks Across Uncontrolled Locations, in LADOT's MPP Section 344, or Guidelines for Traffic Signals in MPP Section 353 to determine approval and warrant criteria for an additional crossing.

    - Result in new pedestrian demand between project site entries/exits and major destinations or transit stops expected to serve the development where there are missing pedestrian facilities (e.g., gaps in the sidewalk network) or substandard pedestrian facilities (e.g., narrow or uneven sidewalks, no crosswalks at intersections or mid-block, no marked crossing, or push button crossing rather than actuated, etc.).

    - Increase transit demand at bus stops that lack marked crossings, with insufficient sidewalks, or are in isolated, or unlit areas.

The locations and descriptions of pedestrian, bicycle and transit facilities in the Project Site vicinity that could be affected by Project-related traffic or by users traveling between the Project Site and nearby destinations are presented in Section 3.0 herein. Potential pedestrian destinations located within an approximately one-quarter mile (i.e., 1,320 feet) radius from the Project Site are noted in *Figure 3–1*. The existing pedestrian and transit facilities within an approximately one-quarter mile (i.e., 1,320 feet) radius from the Project Site are noted in *Figure 3–2*. The location of the City's PEDs within the immediate Project Site vicinity and in the surrounding area is shown in *Figure 3–3*. The location of the City's Bicycle Network within the immediate Project Site vicinity and in the surrounding area is shown in *Figure 3–5*.

5.1.3 *Results of Qualitative Access Review*

Table 5–1 summarizes the City's criteria associated with the two guiding questions regarding the pedestrian, bicycle, and transit access assessment and the determination of potential Project-related effect on the subject facilities in the vicinity of the Project. The determination is based on whether the Project would create deficiencies that could be physical (through removal, modification, or degradation of facilities) or demand-based (by adding pedestrian or bicycle demand to inadequate facilities). As indicated in *Table 5–1*, it is determined the Project does not include features that would permanently remove, adversely modify, or degrade pedestrian, bicycle, and transit facilities in the Project vicinity. It is noted that the Project is required to make a five-foot street dedication along the Project Site's Foothill Boulevard frontage. Therefore, removal or narrowing of any existing sidewalk street-buffering elements along the Foothill Boulevard frontage may be required, however, it is not expected to result in a deficient condition caused by the Project. As also noted in *Table 5–1*, it is determined that it is possible that the Project may intensify use of pedestrian, bicycle, and transit facilities in the Project vicinity, however, such use is not expected to result in a deficient condition caused by the Project. The Project has the potential to increase pedestrian activity to an existing unmarked

Table 5-1
PROJECT EVALUATION OF PEDESTRIAN, BICYCLE, AND TRANSIT ACCESS

15-Mar-21

CRITERIA	PROJECT RESPONSE	FURTHER QUANTITATIVE ASSESSMENT?
PERMANENT REMOVAL OR MODIFICATION OF FACILITIES		
Removal or degradation of existing sidewalks, crosswalks, pedestrian refuge islands, and/or curb extensions/bulbouts.	**No**	**No**
Removal or degradation of existing bikeways and/or supporting facilities (e.g., bikeshare stations, on-street bike racks/parking, bike corrals, etc.).	**No**	**No**
Removal or degradation of existing transit and/or local circulator facilities including stop, bench, shelter, concrete pad, bus lane, or other amenities.	**No**	**No**
Removal of other existing transportation system elements supporting sustainable mobility.	**No**	**No**
Increase street crossing distance for pedestrians; increase in number of travel/turning lanes; increase in turning radius or turning speeds.	**No**	**No**
Removal, degradation, or narrowing of an existing sidewalk, path, crossing, or pedestrian access way.	**No**	**No**
Removal or narrowing of existing sidewalk-street buffering elements (e.g., curb extension, parkway, planting strip, street trees, etc.).	**The Project is required to make a five-foot street dedication along the Project Site's Foothill Boulevard frontage. Removal or narrowing of any existing sidewalk-street buffering elements along the Foothill Boulevard frontage may therefore be required.**	**No**
INTENSIFY USE OF FACILITIES		
Increase in pedestrian or vehicle volume, and thereby increase the need or attraction to cross a street at unmarked pedestrian crossings or unsignalized or uncontrolled intersections where a crossing is not available without significant rerouting. Refer to the Guidelines for Marked Crosswalks Across Uncontrolled Locations, in LADOT's Manual of Policies and Procedures (MPP) Section 344, or Guidelines for Traffic Signals in MPP Section 353 to determine approval and warrant criteria for an additional crossing.	**The Project may increase pedestrians attempting to cross Foothill Boulevard at Day Street (east leg). A signalized crossing is available just over 300 feet from the Foothill Boulevard / Day Street (east leg) intersection at Day Street (west leg). Therefore, the need for a marked crosswalk is not warranted per LADOT MPP Section 344.**	**No**
Result in new pedestrian demand between project site entries/exits and major destinations or transit stops expected to serve the development where there are missing pedestrian facilities (e.g., gaps in the sidewalk network) or substandard pedestrian facilities (e.g., narrow or uneven sidewalks, no crosswalks at intersections or mid-block, no marked crossing, or push button crossing rather than actuated, etc.).	**The Project may increase pedestrians walking to local destinations and/or transit stops. However, there are no observed missing or substandard pedestrian facilities along the routes to the destinations and transit stops.**	**No**
Increase transit demand at bus stops that lack marked crossings, with insufficient sidewalks, or are in isolated, unshaded, or unlit areas.	**The Project may increase pedestrians walking to local transit stops. Transit stops for Metro Lines 90 and 91 and Commuter Express 409 are provided at the Foothill Boulevard / Apperson Street intersection. Transit stops for Metro Lines 90 and 91 are also provided at the Plainview Avenue / Foothill Boulevard - Day Street intersection. The Foothill Boulevard / Apperson Street and Plainview Avenue / Foothill Boulevard - Day Street (west leg) intersections are signalized and provide crosswalks with pedestrian phasing.**	**No**

crossing (e.g., across Foothill Boulevard at the Foothill Boulevard / Day Street (East Leg) intersection), but given the existing and sufficient pedestrian infrastructure available in the immediate Project Site vicinity (e.g., a signalized crossing at the Plainview Avenue / Foothill Boulevard – Day Street (West Leg) intersection), the increase in pedestrian activity across Foothill Boulevard is not expected to result in a deficient condition.

It is noted that Foothill Boulevard has been identified as a roadway on the City's HIN. As such, it is understood that LADOT staff may coordinate internal review with the Vision Zero Programs Bureau to determine if safety-related measures are needed to support safe access to and/or from the development site for vulnerable road users (i.e., pedestrians and bicyclists).

Based on this analysis, no Project-specific actions or improvements are recommended as it relates to pedestrian, bicycle, and transit access.

5.2 Project Access and Circulation Review

Project access and circulation constraints relate to the provision of access to and from the project site, and may include safety, operational, or capacity constraints. Constraints can be related to vehicular/vehicular, vehicular/bicycle, or vehicular/pedestrian constraints as well as to operational delays. These conflicts may be created by the driveway configuration or through the placement of Project driveway(s) in areas of inadequate visibility, adjacent to bicycle or pedestrian facilities, or too close to an intersection or crosswalk. The Project access and circulation has been evaluated for permanent conditions after Project completion. ***Table 5–2*** summarizes the vehicle queuing analysis prepared for each of the study locations for the representative intersection traffic movements for the weekday AM and PM peak hours. ***Appendix E*** contains the analysis data worksheets for the study intersections.

5.2.1 *Screening Criteria*

For land use projects, if the answer is "yes" to all of the following questions (refer to Section 3.3.2 of the TAG), further analysis will be required to assess whether the project would negatively affect project access and circulation:

- Does the land use project involve a discretionary action that would be under review by the Department of City Planning?
    - Yes, the Project will require a discretionary action that would be under review by the Department of City Planning.
- Would the land use project generate a net increase of 250 or more daily vehicle trips?
    - No, the Project will not generate a net increase of 250 or more daily vehicle trips per the City's VMT Calculator. As indicated on the Screening Tab of the VMT Calculator (Page 1 of *Appendix B*), the Project would generate 246 net new daily vehicle trips. However, the Project will generate a net increase of 250 or more daily

Table 5-2
SUMMARY OF DELAYS, LEVELS OF SERVICE, AND VEHICLE QUEUING [1]
WEEKDAY AM AND PM PEAK HOURS

23-Mar-21

NO.	INTERSECTION	TRAFFIC MOVEMENT	PEAK HOUR	YEAR 2021 EXISTING			YEAR 2021 EXISTING W/ PROJECT				YEAR 2024 FUTURE W/O PROJECT			YEAR 2024 FUTURE W/ PROJECT			
				DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	CHANGE IN QUEUE [5]	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	CHANGE IN QUEUE [5]
1	Foothill Boulevard / Apperson Street (Signalized)	NB Left	AM	29.7	C	52.1	29.7	C	52.1	0.0	29.7	C	54.0	29.7	C	54.0	0.0
			PM	36.7	D	199.4	36.8	D	199.6	0.2	39.6	D	210.8	39.7	D	211.1	0.3
		NB Through	AM	29.7	C	333.0	29.8	C	334.9	1.9	30.1	C	344.3	30.1	C	345.9	1.6
			PM	42.2	D	609.9	42.3	D	612.2	2.3	44.2	D	640.4	44.3	D	642.4	2.0
		NB Right	AM	29.7	C	327.3	29.8	C	329.2	1.9	30.1	C	338.1	30.1	C	340.0	1.9
			PM	42.3	D	599.3	42.4	D	601.6	2.3	44.3	D	629.4	44.4	D	630.7	1.3
		SB Left	AM	34.6	C	147.4	34.7	C	148.9	1.5	35.2	D	155.5	35.3	D	157.3	1.8
			PM	52.9	D	240.7	53.1	D	242.2	1.5	56.4	E	259.4	56.7	E	261.1	1.7
		SB Through	AM	38.0	D	536.0	38.1	D	537.1	1.1	40.1	D	574.2	40.1	D	574.8	0.6
			PM	31.5	C	383.7	31.5	C	385.3	1.6	32.4	C	409.6	32.5	C	411.3	1.7
		SB Right	AM	38.1	D	526.8	38.1	D	527.8	1.0	40.1	D	564.4	40.2	D	565.0	0.6
			PM	31.5	C	377.0	31.5	C	378.6	1.6	32.4	C	401.7	32.5	C	403.4	1.7
		EB Left/Through/Right	AM	35.6	D	321.7	35.6	D	323.0	1.3	37.0	D	355.4	37.1	D	356.7	1.3
			PM	32.0	C	208.1	32.0	C	209.2	1.1	32.7	C	236.9	32.7	C	237.7	0.8
		WB Left/Through/Right	AM	42.6	D	441.3	43.1	D	447.7	6.4	50.8	D	541.3	51.6	D	549.7	8.4
			PM	30.7	C	147.3	30.7	C	149.6	2.3	31.9	C	205.6	32.0	C	207.4	1.8
2	Plainview Avenue / Apperson Street (Unsignalized)	NB Left/Through/Right	AM	10.3	B	17.5	10.4	B	17.5	0.0	11.3	B	22.5	11.5	B	25.0	2.5
			PM	9.3	A	20.0	9.4	A	20.0	0.0	10.1	B	27.5	10.2	B	27.5	0.0
		SB Left/Through/Right	AM	11.3	B	30.0	11.3	B	30.0	0.0	12.1	B	35.0	12.1	B	35.0	0.0
			PM	8.7	A	10.0	8.8	A	10.0	0.0	9.1	A	12.5	9.2	A	12.5	0.0
		EB Left/Through/Right	AM	11.2	B	37.5	11.3	B	37.5	0.0	12.6	B	50.0	12.7	B	50.0	0.0
			PM	10.1	B	37.5	10.2	B	37.5	0.0	11.2	B	50.0	11.3	B	50.0	0.0
		WB Left/Through/Right	AM	15.9	C	105.0	16.1	C	107.5	2.5	20.1	C	142.5	20.5	C	147.5	5.0
			PM	9.0	A	17.5	9.1	A	17.5	0.0	9.7	A	25.0	9.8	A	25.0	0.0

Table 5-2 (Continued)
SUMMARY OF DELAYS, LEVELS OF SERVICE, AND VEHICLE QUEUING [1]
WEEKDAY AM AND PM PEAK HOURS

NO.	INTERSECTION	TRAFFIC MOVEMENT	PEAK HOUR	YEAR 2021 EXISTING			YEAR 2021 EXISTING W/ PROJECT				YEAR 2024 FUTURE W/O PROJECT			YEAR 2024 FUTURE W/ PROJECT			
				DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	CHANGE IN QUEUE [5]	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	CHANGE IN QUEUE [5]
3	Plainview Avenue / Foothill Boulevard - Day Street (Signalized)	NB Left/Through/Right	AM	30.2	C	55.4	30.2	C	55.4	0.0	30.2	C	56.3	30.2	C	56.3	0.0
			PM	30.1	C	49.4	30.1	C	49.4	0.0	30.1	C	50.3	30.1	C	50.3	0.0
		SB Left/Through/Right	AM	43.7	D	194.9	46.7	D	210.6	15.7	45.1	D	202.3	48.0	D	217.3	15.0
			PM	34.9	C	73.8	35.2	D	80.0	6.2	35.0	C	75.8	35.2	D	82.1	6.3
		EB Left	AM	25.5	C	5.3	25.6	C	6.2	0.9	28.1	C	23.5	28.2	C	24.5	1.0
			PM	48.2	D	21.7	49.6	D	26.1	4.4	65.0	E	60.1	68.7	E	66.7	6.6
		EB Through	AM	28.6	C	417.0	28.6	C	417.0	0.0	30.3	C	447.6	30.3	C	447.6	0.0
			PM	24.9	C	344.1	24.9	C	344.1	0.0	26.0	C	366.9	26.0	C	366.9	0.0
		EB Right	AM	28.6	C	409.5	28.6	C	409.5	0.0	30.4	C	438.7	30.4	C	438.7	0.0
			PM	25.0	C	336.1	25.0	C	336.1	0.0	26.0	C	359.0	26.0	C	359.0	0.0
		WB Left	AM	33.4	C	7.6	33.4	C	7.6	0.0	35.0	C	7.9	35.0	C	7.9	0.0
			PM	31.5	C	24.6	31.5	C	24.6	0.0	33.2	C	26.5	33.2	C	26.5	0.0
		WB Through	AM	22.0	C	272.1	22.1	C	272.8	0.7	22.7	C	289.6	22.7	C	290.8	1.2
			PM	46.1	D	641.8	46.7	D	649.2	7.4	54.9	D	727.3	55.7	E	734.9	7.6
		WB Right	AM	22.1	C	260.6	22.2	C	260.8	0.2	22.8	C	276.7	22.8	C	278.0	1.3
			PM	47.8	D	631.8	48.6	D	638.1	6.3	57.7	E	721.7	58.8	E	729.9	8.2

[1] Pursuant to LADOT's *Transportation Assessment Guidelines* , July 2020, the Highway Capacity Manual (HCM) methodology for signalized and unsignalized intersections was utilized to calculate vehicle queuing.

[2] Control delay reported in seconds per vehicle.

[3] Unsignalized Intersection Levels of Service were based on the following criteria:

Control Delay (s/veh)	LOS
<= 10	A
> 10-15	B
> 15-25	C
> 25-35	D
> 35-50	E
> 50	F

Signalized Intersection Levels of Service were based on the following criteria:

Control Delay (s/veh)	LOS
<= 10	A
> 10-20	B
> 20-35	C
> 35-55	D
> 55-80	E
> 80	F

[4] The 95th percentile queue is the maximum back of queue with 95th percentile traffic volumes. The HCM 6th Edition methodology worksheets report queues in number of vehicles, however an average vehicle length of 25 feet was assumed for analysis purposes. The reported queues therefore represent the calculated maximum back of queue in feet.

[5] Represents the change in calculated maximum back of queue (in feet) due to the addition of project-related traffic.

vehicle trips per the ITE *Trip Generation Manual*. As indicated in *Table 2-1*, the Project would generate 291 net new daily vehicle trips.

As the answer is "yes" to both of the screening criteria questions (i.e., the Project will require a discretionary action and the Project will generate more than 250 daily trips), further analysis is required to evaluate Project access, safety and circulation.

5.2.2 *Evaluation Criteria*

For operational evaluation of land use projects, the City's TAG requires a quantitative evaluation of the Project's expected access and circulation operations. Project access is considered constrained if the Project's traffic would contribute to unacceptable queuing on an Avenue or Boulevard (as designated in the Mobility Plan 2035) at Project driveway(s) or would cause or substantially extend queuing at nearby signalized intersections. Unacceptable or extended queuing may be defined as follows:

- Spill over from turn pockets into through lanes.
- Block cross streets or alleys.
- Contribute to gridlock congestion. For the purposes of this section, "gridlock" is defined as the condition where traffic queues between closely spaced intersections and impedes the flow of traffic through upstream intersections.

The City's TAG acknowledges that demand for curbside space has substantially increased due to the continued expansion of driver-for-hire transportation network companies (TNCs) and shared mobility services. As such, the TAG states that a transportation assessment should characterize the on-site loading demand of the project frontage and answer the following questions:

- Would the project result in passenger loading demand that could not be accommodated within any proposed on-site passenger loading facility?
    - Not anticipated. While it is envisioned that passenger loading would occur in the proposed on-site parking garage, it is envisioned that some curbside loading/unloading may occur along the Project Site's Foothill Boulevard, Plainview Avenue, and Wilsey Avenue frontages.
- Would accommodating the passenger loading demand create pedestrian or bicycle conflicts? Which curbside management options should be explored to better address passenger loading needs in the public right-of-way?
    - No pedestrian or bicycle conflicts due to potential loading/unloading activities are anticipated to occur. For any curbside loading/unloading zones that may be proposed by the Project Applicant, appropriate signage and pavement/curb markings will be required by the City and installed by the Applicant. Any installations that fall within the City's (public) right-of-way will require prior review and approval by LADOT.

5.2.3 *Operational and Passenger Loading Evaluation Methodology*

Based on coordination with LADOT staff and as presented in the transportation assessment MOU, the following three study intersections were identified for operational evaluation of whether the Project's traffic would contribute to unacceptable queuing on an Avenue or Boulevard:

1. Foothill Boulevard / Apperson Street
2. Plainview Avenue / Apperson Street
3. Plainview Avenue / Foothill Boulevard – Day Street (West Leg)

The study locations were based on proximity to the Project Site and the importance of the intersections in terms of the Project's site access and circulation scheme.

The analysis was prepared based on the *Highway Capacity Manual*[10] (HCM) operational analysis methodology pursuant to the City's TAG. Intersection analyses were prepared utilizing the *HCS7* software package, which implements the HCM operational methods. In addition, specifics such as traffic volume data, lane configurations, crosswalk locations, posted speed limits, traffic signal timing and phasing for signalized locations, etc., were coded in the *HCS7* software. The operational analysis was prepared utilizing the following data previously presented herein:

- Project Peak Hour Traffic Generation: Refer to Subsection 2.8.1
- Project Trip Distribution and Assignment: Refer to Subsection 2.8.2
- Existing Vehicle Network: Refer to Section 3.3
- Existing Weekday AM and PM Hour Traffic Count Data: Refer to Section 3.4
- Related Projects (i.e., within a 0.5-mile radius) and Ambient Traffic Growth: Refer to Section 3.5

LADOT confirmed the appropriateness of the above data in the transportation assessment MOU it approved for the Project. The transportation assessment MOU is attached to this report in *Appendix A*.

The operational analysis of vehicle queuing at the study intersections was prepared for the following conditions:

(a) Existing (2021) conditions.

(b) Condition (a) with completion and occupancy of the Project.

[10] *Highway Capacity Manual 6th Edition,* Transportation Research Board of the National Academies of Sciences-Engineering-Medicine, 2016.

(c) Condition (a) plus one percent (1.0%) annual ambient traffic growth through year 2024 and with completion and occupancy of the related projects (i.e., future cumulative baseline)

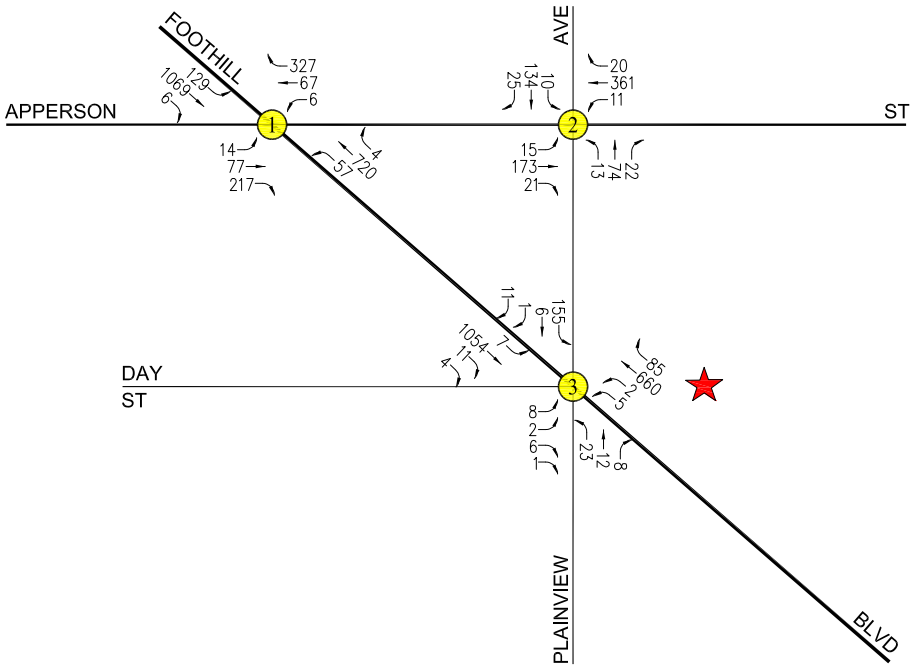
(d) Condition (c) with completion and occupancy of the Project.

Pursuant to the City's TAG, the HCM methodology for signalized and unsignalized intersections was utilized to calculate vehicle queuing. The operation analysis reports the control delay (in seconds), Levels of Service (LOS), and 95th percentile queues (in feet) for all approaches for the signalized intersections and the minor street approaches for the unsignalized intersections. The 95th percentile queue is the maximum back of queue with 95th percentile traffic volumes. The HCM 6th Edition methodology worksheets report queues in number of vehicles. As such, an average vehicle length of 25 feet, which includes the length of the vehicle and spacing between vehicles, was assumed for analysis purposes. The reported queues therefore represent the calculated maximum back of queue in feet. The summary of the operational analysis of the study intersections is provided in *Table 5–2*. The HCM methodology worksheets for the analyzed intersections are contained in *Appendix E.*

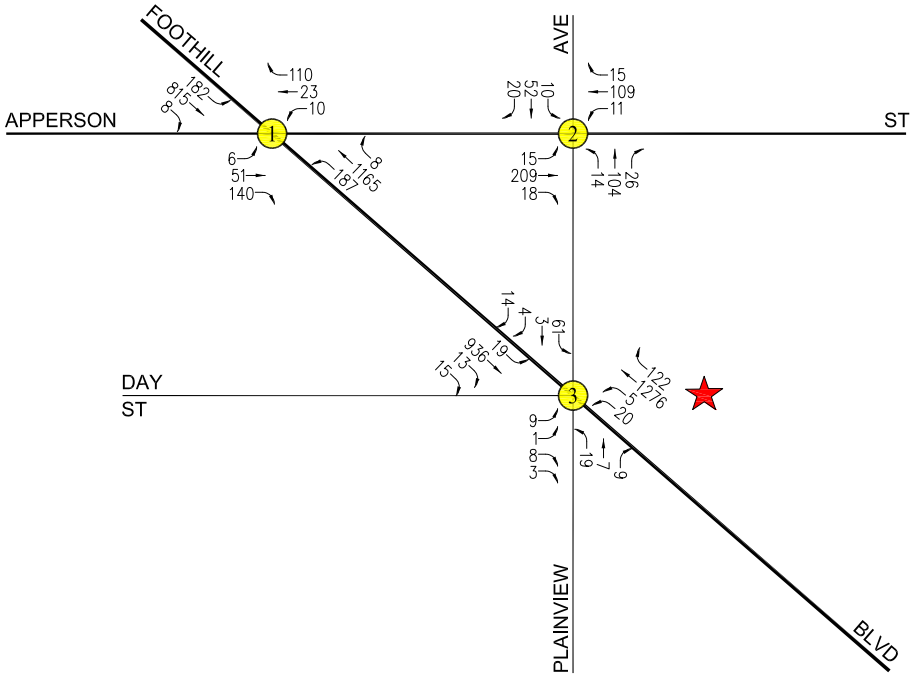
It is noted that the HCM 6th Edition methodology does not support intersections with more than four approaches. The Plainview Avenue / Foothill Boulevard – Day Street (West Leg) intersection has five approaches and was therefore analyzed within the *HCS7* software by combining the volumes on the eastbound Day Street approach with the volumes on the northbound Plainview Avenue approach. Split phasing was implemented for the northbound and southbound approaches to provide the effect of the separate phase on the Day Street approach.

The existing traffic volumes at the study intersections during the weekday AM and PM peak hours are displayed in *Figure 3–9*. The "Existing with Project" traffic volumes at the study intersections during the weekday AM and PM peak hours are illustrated in ***Figure 5–1***. The "Future Cumulative Baseline" (existing, ambient growth and related projects) traffic volumes at the study intersections during the weekday AM and PM peak hours are presented in ***Figure 5–2***. The "Future Cumulative with Project" (existing, ambient growth, related projects, and Project) traffic volumes at the study intersections during the weekday AM and PM peak hours are illustrated in ***Figure 5–3***.

As presented in *Table 5–2*, the Project would not cause or substantially extend vehicle queuing at the two signalized study intersections (i.e., Foothill Boulevard / Apperson Street and Plainview Avenue / Foothill Boulevard – Day Street [West Leg]) during the weekday AM and PM peak hours under the "Existing with Project" scenario. The change in queue length associated with the Project at the two signalized intersections ranges from no change to a maximum of 15.7 feet (i.e., under one vehicle). It is noted that there are delays and substantial queuing forecasted at the two signalized intersections under the "Future Cumulative Baseline" scenario. These delays and vehicle queuing are expected to result from the addition of traffic due to related projects and ambient growth. The Project would not cause or substantially extend vehicle queuing at the signalized intersections under the "Future Cumulative with Project" scenario, as the change in



AM PEAK HOUR



PM PEAK HOUR

N

NOT TO SCALE

★ PROJECT SITE

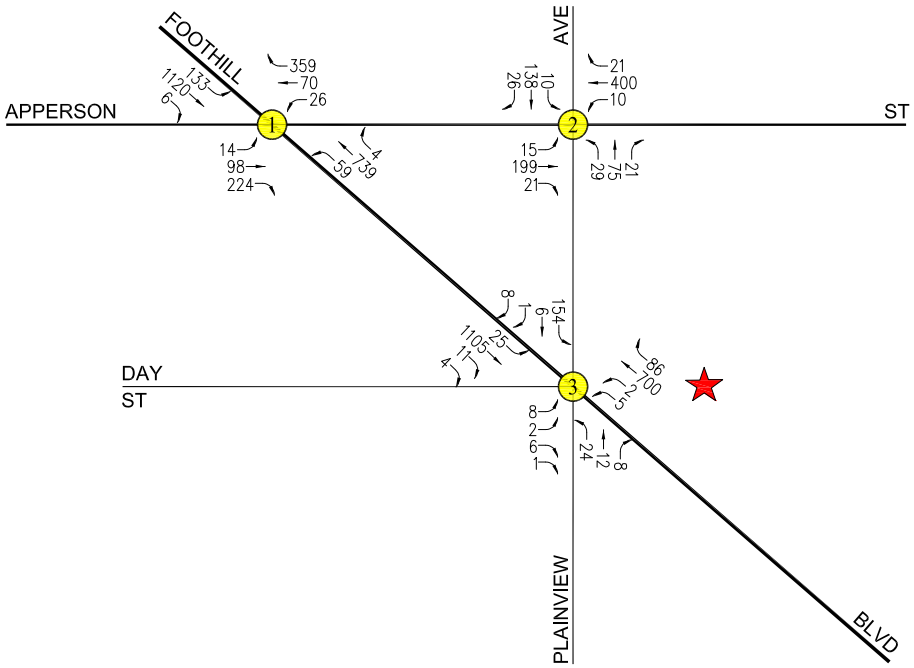
Ⓧ STUDY INTERSECTION

FIGURE 5-1
EXISTING WITH PROJECT TRAFFIC VOLUMES

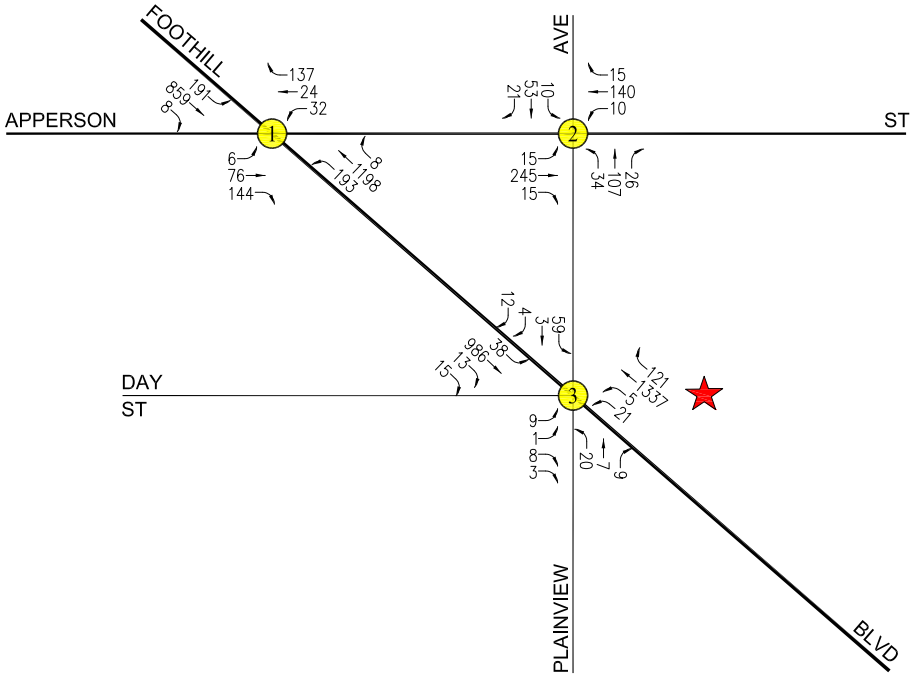
LINSCOTT, LAW & GREENSPAN, engineers

7577 FOOTHILL BOULEVARD RESIDENTIAL PROJECT

o:\0531\dwg\f5-1.dwg 03/17/2021 14:30:01 shankar llg exhibits color.ctb



AM PEAK HOUR



PM PEAK HOUR

N

NOT TO SCALE

★ PROJECT SITE

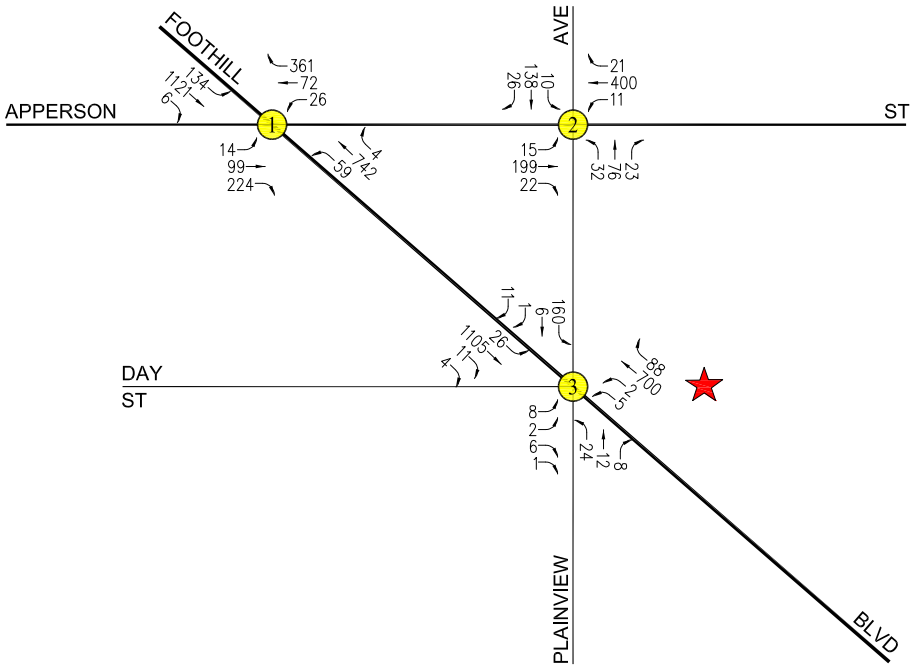
Ⓧ STUDY INTERSECTION

FIGURE 5-2
FUTURE CUMULATIVE BASELINE TRAFFIC VOLUMES

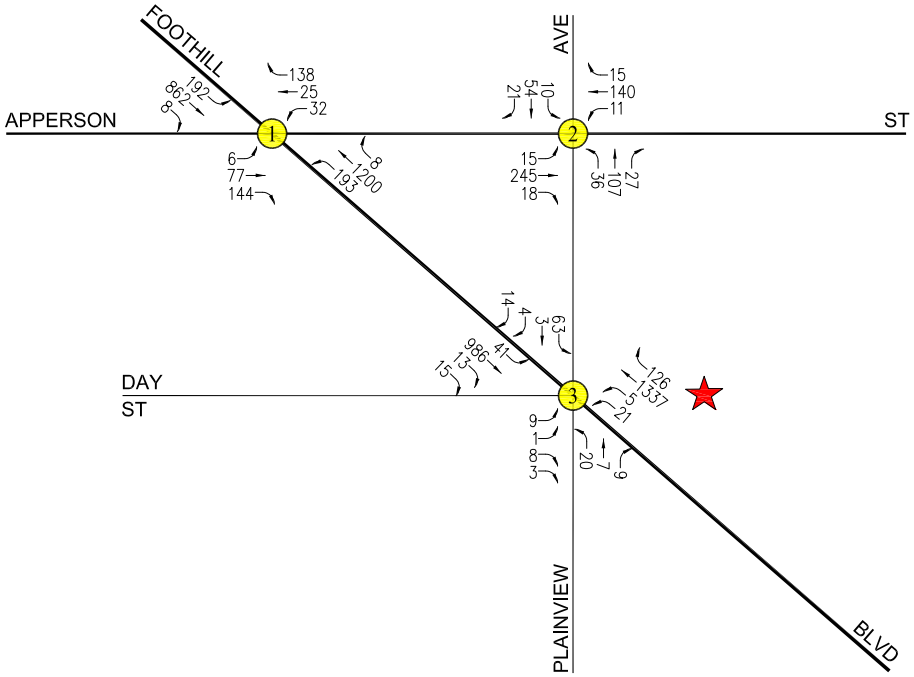
LINSCOTT, LAW & GREENSPAN, engineers

7577 FOOTHILL BOULEVARD RESIDENTIAL PROJECT

o:\0531\dwg\f5-2.dwg 03/17/2021 15:03:48 shankar llg exhibits color.ctb



AM PEAK HOUR



PM PEAK HOUR

N

NOT TO SCALE

★ PROJECT SITE

Ⓧ STUDY INTERSECTION

FIGURE 5-3
FUTURE CUMULATIVE WITH PROJECT TRAFFIC VOLUMES

LINSCOTT, LAW & GREENSPAN, engineers

7577 FOOTHILL BOULEVARD RESIDENTIAL PROJECT

o:\0531\dwg\f5-3.dwg 03/17/2021 15:18:14 shankar llg exhibits color.ctb

queue length associated with the Project ranges from no change to a maximum of 15.0 feet (i.e., under one vehicle).

Additionally, it is concluded that the Project would not cause or substantially extend vehicle queuing at the unsignalized intersection (i.e., Plainview Avenue / Apperson Street) during the weekday AM and PM peak hours under the "Existing with Project" scenario. The change in queue length associated with the Project at the unsignalized intersection ranges from no change to a maximum of 2.5 feet (i.e., under one vehicle). It is noted that the delays and queuing forecasted at the unsignalized intersection under the "Future Cumulative Baseline" scenario are expected to result from the addition of traffic due to related projects and ambient growth. The Project would not cause or substantially extend vehicle queuing at the unsignalized intersection under the "Future Cumulative with Project" scenario, as the change in queue length associated with the Project ranges from no change to a maximum of 5.0 feet (i.e., under one vehicle).

It is envisioned that passenger loading/unloading will occur within the Project's parking areas. No pedestrian or bicycle conflicts due to potential loading/unloading activities are anticipated to occur. For any curbside loading/unloading zones that may be proposed by the Applicant, appropriate signage and pavement/curb markings will be required by the City and installed by the Applicant. Any installations that fall within the City's (public) right-of-way will require prior review and approval by LADOT. Thus, it is envisioned that should any curbside loading/unloading zones be proposed by the Applicant, on-street parking along the direct Project frontages will not be allowed and some or most of the curbside space would be repurposed for loading/unloading operations.

5.3 Project Construction Effect on Nearby Mobility

The project construction evaluation addresses activity associated with project construction and major in-street construction of infrastructure projects.

5.3.1 *Screening Criteria*

For land use projects, if the answer is "yes" to any of the following questions, further analysis will be required to assess whether project construction would negatively affect pedestrian, bicycle, transit, or vehicle circulation:

- Would a project that requires construction activities to take place within the right-of-way of a Boulevard or Avenue (as designated in Mobility Plan 2035) which would necessitate temporary lane, alley, or street closures for more than one day (including day and evening hours, and overnight closures if on a residential street)?

    - No. Construction activities are not planned to require the closure of any vehicle travel lanes on roadways designated as a Boulevard or Avenue, such as Foothill Boulevard. This is due primarily to the availability of parking "lanes" adjacent to the Project Site on Foothill Boulevard and Plainview Avenue (designated as a Collector Street), which precludes the need to use travel lanes on Foothill Boulevard. The street parking spaces adjacent to the Project Site on Foothill Boulevard and Plainview

Avenue would likely be reserved for use by construction vehicles for the duration of construction.

- Would a project require construction activities to take place within the right-of-way of a Collector or Local Street (as designated in the Mobility Plan 2035) which would necessitate temporary lane, alley, or street closures for more than seven days (including day and evening hours, and including overnight closures if on a residential street)?

  - No. Construction activities are not planned to require the closure of any vehicle travel lanes on roadways designated as a Collector or Local Street, such as Plainview Avenue, Wilsey Avenue, or Day Street (East Leg). This is due primarily to the availability of parking "lanes" adjacent to the Project Site on Foothill Boulevard and Plainview Avenue, which precludes the need to use the adjacent travel lanes. The street parking spaces adjacent to the Project Site on Foothill Boulevard and Plainview Avenue would likely be reserved for use by construction vehicles for the duration of construction.

- Would in-street construction activities result in the loss of regular vehicle, bicycle, or pedestrian access, including loss of existing bicycle parking to an existing land use for more than one day, including day and evening hours and overnight closures if access is lost to residential units?

  - Yes. Temporary closures of the sidewalks along the Project Site's Foothill Boulevard and Plainview Avenue frontages may be required during portions of the construction period. However, signs would be posted advising pedestrians of temporary sidewalk closures and providing alternative routes. No bicycle routes/lanes in the Project study area are anticipated to require temporary closure. Additionally, the Project Applicant would prepare and implement a Construction Staging and Traffic Management Plan that will reduce construction-related impacts on the surrounding community, and will minimize potential conflicts between construction activities, street traffic, bicyclists, and pedestrians.

- Would in-street construction activities result in the loss of regular ADA pedestrian access to an existing transit station, stop, or facility (e.g., layover zone) during revenue hours?

  - No.

- Would in-street construction activities result in the temporary loss for more than one day of an existing bus stop or rerouting of a bus route that serves the project site?

  - No.

- Would construction activities result in the temporary removal and/or loss of on-street metered parking for more than 30 days?

- No.

- Would the project involve a discretionary action to construct new building of more than 1,000 square feet that require access for hauling construction materials and equipment from streets of less than 24-feet wide in a hillside area?

  - No.

As the answer is "yes" to one of the screening criteria questions, further analysis is required to evaluate whether Project construction would negatively affect pedestrian, bicycle, transit, or vehicle circulation.

5.3.2 *Evaluation Criteria and Methodology*

The evaluation criteria for project construction are focused on whether the proposed project would adversely affect mobility in the project vicinity during the construction process. Specifically, the City's TAG asks the following question: "Would construction of a project substantially interfere with pedestrian, bicycle, transit, or vehicle circulation and accessibility to adjoining areas?" Factors to be considered are the location of the project site, the functional classification of the adjacent street(s), the availability of alternate routes or additional capacity, temporary loss of bicycle parking, temporary loss of bus stops or rerouting of transit lines, the duration of temporary loss of access, the affected land uses, and the magnitude of the temporary construction activities.

Factors to consider when assessing a project construction's potential effect on mobility in the project area include the following:

- Temporary transportation constraints:

  - The length of time of temporary street closures or closures of two or more travel lanes;

  - The classification of the street (major arterial, state highway) affected;

  - The existing congestion levels on the affected street segments and intersections;

  - Whether the affected street directly leads to a freeway on- or off-ramp or other state highway;

  - Potential safety issues involved with street or lane closures; and

  - The presence of emergency services (fire, hospital, etc.) located nearby that regularly use the affected street.

- Temporary loss of access:

- The length of time of any loss of pedestrian or bicycle circulation past a construction area;
- The length of time of any loss of vehicular, bicycle, or pedestrian access to a parcel fronting the construction area;
- The length of time of any loss of ADA pedestrian access to a transit station, stop, or facility;
- The availability of nearby vehicular or pedestrian access within ¼ mile of the lost access; and
- The type of land uses affected, and related safety, convenience, and/or economic issues.

- Temporary Loss of Bus Stops or Rerouting of Bus Lines:
  - The length of time that an existing bus stop would be unavailable or that existing service would be interrupted;
  - The availability of a nearby location (within ¼ mile) to which the bus stop or route can be temporarily relocated;
  - The existence of other bus stops or routes with similar routes/destinations within a ¼-mile radius of the affected stops or routes; and
  - Whether the interruption would occur on a weekday, weekend or holiday, and whether the existing bus route typically provides service that/those day(s).

Descriptions of the Project location and physical setting are provided in Section 2.1 and Section 3.0 herein that apply to this analysis. Per Section 3.4.4 of the TAG, the evaluation of the Project construction includes a review of whether construction activity within the street right-of-way would require any of the following:

- Street, sidewalk, or lane closures.
- Block existing vehicle, bicycle, or pedestrian access along a street or to parcels fronting the street.
- Modification of access to transit stations, stops, or facilities during revenue hours.
- Closure or movement of an existing bus stop or rerouting of an existing bus line.
- Creation of transportation hazards.

The City's TAG notes that a comparison of the results to the evaluation criteria are to be provided in order to determine the level of impact. The summary of the Project construction evaluation criteria review in order to determine level of impact is provided in ***Table 5–3***.

As presented in *Table 5–3*, it is concluded that Project construction would not result in the closure of two or more travel lanes, would not require relocation of existing bus transit stops or routes, and would not impede emergency access. It is noted that signs would be posted advising pedestrians of temporary sidewalk closures and providing alternative routes. Additionally, the street parking spaces adjacent to the Project Site on Foothill Boulevard and Plainview Avenue would likely be reserved for use by construction vehicles for the duration of construction. As these street parking spaces are likely associated with the existing Project Site (which is currently vacant), the temporary unavailability of these street parking spaces is not expected to cause an adverse effect to adjacent land uses.

5.3.3 *Recommended Project-Specific Action Items*

Due to the short-term nature of construction activities and the variable characteristics and needs of a specific project's construction phase(s), it is recommended that a construction work site traffic control plan be submitted to LADOT's Citywide Temporary Traffic Control Section or Permit Plan Review Section for review and approval prior to the start of construction activity. The construction work site traffic control plan is required to identify the location of all temporary roadway lane and/or sidewalk closures needed during project construction. Additionally, if pedestrian detours and/or temporary travel lane closures are proposed, LADOT requires submission and approval of a traffic control/management plan prior to the issuance of building permits.

Consistent with LADOT's recommendation and requirements, the Project Applicant would prepare a detailed Construction Staging and Traffic Management Plan (CSTMP), which would include any applicable street/lane/sidewalk closure information, a detour plan, haul route(s), and a staging plan. The plan would be based on the nature and timing of the Project's specific construction activities and would consider other projects under construction in the immediate vicinity of the Project Site. The CSTMP also would include features such as notification to adjacent project owners and occupants of upcoming construction activities, advance notification regarding any temporary transit stop relocations, and limitation of any potential roadway lane closure(s) to off-peak travel periods, to the extent feasible.

TABLE 5-3
QUALITATIVE REVIEW OF PROJECT CONSTRUCTION ACTIVITIES

15-Mar-21

CRITERIA	PROJECT RESPONSE	DESCRIPTION
TEMPORARY TRANSPORTATION CONSTRAINTS		
The length of time of temporary street closures or closures of two or more travel lanes.	**N/A**	**Project construction will not require street closures or closures of two or more travel lanes.**
The classification of the street (major arterial, state highway) affected.	**Avenue I; Collector Street**	**Foothill Boulevard is classified as an Avenue I and Plainview Avenue is classified as a Collector Street by the City of Los Angeles. Temporary closures of the sidewalks adjacent to the Project Site on Foothill Boulevard and Plainview Avenue may be required.**
The existing congestion levels on the affected street segments and intersections.	**Acceptable LOS**	
Whether the affected street directly leads to a freeway on- or off-ramp or other state highway	**N/A**	**N/A**
Potential safety issues involved with street or lane closures.	**N/A**	**While safety issues are not anticipated, the Project Applicant will prepare a Construction Staging and Traffic Mangement Plan (CSTMP) which would detail any potential safety issues.**
The presence of emergency services (fire, hospital, etc.) located nearby that regularly use the affected street.	**None**	**Medical clinics and fire stations located along Foothill Boulevard are anticipated to regularly use Foothill Boulevard. However, Project construction wil not require closure of two or more travel lanes on Foothill Boulevard.**
TEMPORARY LOSS OF ACCESS		
The length of time of any loss of pedestrian or bicycle circulation past a construction area.	**Unknown**	**The Project Applicant will prepare a CSTMP which would detail any loss of pedestrian or bicycle circulation past the construction of the Project.**
The length of time of any loss of vehicular, bicycle, or pedestrian access to a parcel fronting the construction area.	**Unknown**	**The Project Applicant will prepare a CSTMP which would detail any loss of vehicular, bicycle, or pedestrian access to a parcel fronting the construction area.**
The length of time of any loss of ADA pedestrian access to a transit station, stop, or facility.	**None**	**N/A**
The availability of nearby vehicular or pedestrian access within ¼ mile of the lost access.	**Sidewalks along the south side of Foothill Boulevard and west side of Plainview Avenue would be available for pedestrians. Streets such as Helendale Avenue, McClemont Avenue, and Apperson Street would be available for vehicles.**	**The Project Applicant will prepare a CSTMP which would detail alternate routing.**
The type of land uses affected, and related safety, convenience, and/or economic issues.	**None**	**Access will be maintained for adjacent parcels in the Project vicinity.**
TEMPORARY LOSS OF BUS STOPS OR REROUTING OF BUS LINES		
The length of time that an existing bus stop would be unavailable or that existing service would be interrupted.	**N/A**	**No relocations proposed.**
The availability of a nearby location (within ¼ mile) to which the bus stop or route can be temporarily relocated.	**N/A**	**N/A**
The existence of other bus stops or routes with similar routes/destinations within a ¼-mile radius of the affected stops or routes.	**N/A**	**N/A**
Whether the interruption would occur on a weekday, weekend or holiday, and whether the existing bus route typically provides service that/those day(s).	**N/A**	**N/A**

6.0 SUMMARY AND CONCLUSIONS

- ***Project Description*** – The Project consists of the development of 41 residential apartment dwelling units and five affordable family housing dwelling units, totaling 46 residential units. A total of 92 parking spaces will be provided, with 88 parking spaces provided within an on-site parking garage and four (4) parking spaces provided within an on-site surface parking lot. Construction of the Project is proposed to be completed, and occupancy to occur, by the year 2024.

- ***Study Scope*** – This transportation assessment presents (i) a CEQA assessment of whether the Project conflicts or is inconsistent with local transportation-related plans and policies, (ii) a CEQA assessment of Project-related VMT, (iii) a CEQA assessment of whether the Project increases hazards due to a geometric design feature or incompatible use, (iv) a CEQA freeway safety analysis, (v) a non-CEQA assessment of pedestrian, bicycle and transit access, (vi) a non-CEQA evaluation of Project access, safety and circulation, and (vii) a non-CEQA review of Project construction activities. LADOT confirmed the appropriateness of the analysis criteria when it entered into a transportation assessment MOU for the Project.

- ***Project Trip Generation*** – The Project is expected to generate 20 net new vehicle trips (5 inbound trips and 15 outbound trips) during the weekday AM peak hour. During the weekday PM peak hour, the Project is expected to generate 23 net new vehicle trips (14 inbound trips and 9 outbound trips). The Project is expected to generate 246 net new daily vehicle trips per the City's VMT Calculator and 291 net new daily vehicle trips per the ITE *Trip Generation Manual*.

- ***CEQA Analysis***

  - *Project Consistency with Local Plans and Policies:* The Project would be generally consistent with the relevant City transportation plans, programs, ordinances, or policies, and does not include any features that would preclude the City from completing and complying with these guiding documents and policy objectives. Therefore, a determination of less than significant can be made for the Project with respect to consistency with transportation plans, programs, ordinances, or policies. Furthermore, the Project Applicant will comply with existing applicable City ordinances and the other requirements pursuant to the LAMC.

  - *VMT Analysis:* As the Project will not generate a net increase of 250 or more daily vehicle trips per the City's VMT Calculator, a "no impact" determination can be made for the Project as it relates to VMT, and the Project is not expected to result in a significant VMT impact. Further, based on the Project-related VMT analysis and the conclusions discussed in Subsection 4.2.3 (which demonstrate that the Project falls under the City's efficiency-based impact thresholds and thus are already shown to align with the long-term VMT and GHG reduction goals of SCAG's RTP/SCS), cumulatively significant VMT impacts are not anticipated.

- *Geometric Design Review:* Given the classification of the roadways along the Project Site's frontage, existing physical condition of the Project Site, and planned pedestrian enhancements, no safety concerns related to geometric design are noted. Additionally, the number of curb cuts along the Project Site's Plainview Avenue and Wilsey Avenue frontages would not conflict with LADOT MPP, Section 321. Therefore, it can be determined that the Project would not substantially increase hazards due to a geometric design feature or incompatible use, resulting in a less than significant impact determination.

- *Freeway Safety Analysis:* Given that the Project would not add 25 or more net new vehicle trips to any nearby freeway off-ramp during either the AM or PM peak hours, the Project would not result in a significant freeway safety impact.

- ***Non-CEQA Analysis***

  - *Pedestrian, Bicycle, and Transit Access:* It is determined that the Project does not include features that would permanently remove, adversely modify, or degrade pedestrian, bicycle, and transit facilities in the Project vicinity. As noted herein, it is determined that it is possible that the Project may intensify use of pedestrian, bicycle, and transit facilities in the Project vicinity, however, such use is not expected to result in a deficient condition caused by the Project.

  - *Project Access and Circulation Review:* The Project's weekday AM and PM peak hour traffic volumes would not cause or substantially extend vehicle queuing at any of the three study intersections analyzed (as discussed in Subsection 5.2.3 herein).

  - *Project Construction Effect on Nearby Mobility:* It is concluded that Project construction activities would not result in the closure of two or more travel lanes, would not relocate existing bus transit stops or routes, and would not impede emergency access. However, it is recommended that a construction work site traffic control plan be submitted to LADOT's Citywide Temporary Traffic Control Section or Permit Plan Review Section for review and approval prior to the start of construction activity should any lane closure(s) be proposed. Consistent with LADOT's recommendation and requirements, the Project Applicant would also prepare a detailed CSTMP, which includes any applicable street/lane/sidewalk closure information, a detour plan, haul route(s), and a staging plan.

APPENDIX A

APPROVED TRANSPORTATION ASSESSMENT MEMORANDUM OF UNDERSTANDING

Transportation Assessment Memorandum of Understanding (MOU)

This MOU acknowledges that the Transportation Assessment for the following Project will be prepared in accordance with the latest version of LADOT's Transportation Assessment Guidelines:

I. PROJECT INFORMATION

Project Name: 7577 Foothill Boulevard Residential

Project Address: 7577 Foothill Boulevard

Project Description: Development of 41 residential apartment dwelling units and five affordable family housing dwelling units.

LADOT Project Case Number: _____ Project Site Plan attached? *(Required)* ☒ Yes ☐ No

II. TRANSPORTATION DEMAND MANAGEMENT (TDM) MEASURES

Provide any transportation demand management measures that are being considered where the eligibility needs to be verified in advance (e.g. bike share kiosks, unbundled parking, microstransit service, etc.). Note that LADOT staff will make the final determination of the TDM measure's eligibility for a particular project. Please confirm eligibility with LADOT staff assigned to your project.

1 _____ 3 _____

2 _____ 4 _____

Select any TDM measures that are currently being considered that may be eligible as a Project Design Feature[1]:

	Reduced Parking Supply[2]
	Bicycle Parking and Amenities
	Parking Cash Out

III. TRIP GENERATION

Trip Generation Rate(s) Source: ITE 10th Edition / Other ITE 10th Edition and LADOT "Transportation Assessment Guidelines" Affordable Housing Trip Rates

Trip Generation Adjustment *(Exact amount of credit subject to approval by LADOT)*	**Yes**	**No**
Transit Usage	☒	☐
Existing Active or Previous Land Use	☐	☒
Internal Trip	☐	☒
Pass-By Trip	☐	☒
Transportation Demand Management (See above)	☐	☒

Trip generation table including a description of the existing and proposed land uses, rates, estimated morning and afternoon peak hour volumes (ins/outs/totals), proposed trip credits, etc. attached? *(Required)* ☒ Yes ☐ No

	IN	OUT	TOTAL
AM Trips	5	15	20
PM Trips	14	9	23

NET Daily Vehicle Trips (DVT)
291 DVT (ITE 10th ed.)
246 DVT (VMT Calculator ver. 1.3

[1] At this time Project Design Features are only those measures that are also shown to be needed to comply with a local ordinance, affordable housing incentive program, or state law.

[2] Select if reduced parking supply is pursued as a result of a parking incentive as permitted by the City's Bicycle Parking Ordinance, State Density Bonus Law, or a the City/s Transit Oriented Community Guidelines.

IV. STUDY AREA AND ASSUMPTIONS

Project Buildout Year: 2024 Ambient Growth Rate 1.0 % Per Yr.

Related Projects List, researched by the consultant and approved by LADOT, attached? *(Required)* ☒ Yes ☐ No
*Forthcoming

STUDY INTERSECTIONS and/or STREET SEGMENTS *(May be subject to LADOT revision after access, safety and circulation evaluation)*

1 Plainview Avenue / Foothill Boulevard - Day Street

2.Foothill Blvd /Apperson Street
3.Plain View Ave./ Apperson Street

Is this Project located on a street within the High Injury Network? ☒ Yes ☐ No

V. ACCESS ASSESSMENT

a. Does the project exceed 1,000 net DVT? ☐ Yes ☒ No
b. Is the project's frontage 250 linear feet or more along an Avenue or Boulevard as classified by the City's General Plan? ☐ Yes ☒ No
c. Is the project's building frontage encompassing an entire block along an Avenue or Boulevard as classified by the City's General Plan? ☒ Yes ☐ No

If questions a., b., or c. is Yes then complete **Attachment C.1: Access Assessment Criteria**.

VI. SITE PLAN AND MAP OF STUDY AREA

Does the attached site plan or map of study area show	Yes	No	Not Applicable
Each study intersection and/or street segment	☒	☐	☐
Project Vehicle Peak Hour trips at each study intersection	☒	☐	☐
Project Vehicle Peak Hour trips at each project access point	☒	☐	☐
Project driveways (show widths and directions or lane assignment)	☒	☐	☐
Pedestrian access points and any pedestrian paths	☒	☐	☐
Pedestrian loading zones	☐	☒	☐
Delivery loading zone or area	☐	☐	☒
Bicycle parking onsite	☒	☐	☐
Bicycle parking offsite (in public right-of-way)	☐	☐	☒

VII. CONTACT INFORMATION

	CONSULTANT	DEVELOPER
Name:	Linscott, Law & Greenspan, Engineers	7577 Foothill LLC
Address:	20931 Burbank Boulevard, Suite C	2441 Risa Drive
	Woodland Hills, CA 91367	Glendale, CA 92108
Phone Number:	(818) 835-8648	(818) 281-0625
E- Mail:	shankar@llgengineers.com	sadecovk@gmail.com

Approved by: x _____ 12/18/2020 x _____ 01/22/2021
Consultant's Representative | Date | LADOT Representative | *Date

*MOUs are generally valid for two years after signing. If after two years a transportation assessment has not been submitted to LADOT, the developer's representative shall check with the appropriate LADOT office to determine if the terms of this MOU are still valid or if a new MOU is needed.

LADOT

Access Assessment Criteria

This Criteria acknowledges that the Transportation Assessment for the following Project will be prepared in accordance with the latest version of LADOT's Transportation Assessment Guidelines:

I. PROJECT INFORMATION

Project Name: 7577 Foothill Boulevard Residential

Project Address: 7577 Foothill Boulevard

Project Description: Development of 41 residential apartment dwelling units and five affordable family housing dwelling units.

LADOT Project Case Number: _____

II. PEDESTRIAN/ PERSON TRIP GENERATION

Source of Pedestrian/Person Trip Generation Rate(s)? ☐ VMT Calculator ☒ ITE 10th Edition ☐ Other:

	Land Use	Size/Unit	Daily Person Trips
Proposed	Apartments	41 DU	30
	Total new trips:		30

Pedestrian/Person trip generation table including a description of the proposed land uses, trip credits, person trip assumptions, comparison studies used for reference, etc. attached? ☒ Yes ☐ No

III. PEDESTRIAN ATTRACTORS INVENTORY

Attach Pedestrian Map for the area (1,320 foot radius from edge of the project site) depicting:

- site pedestrian entrance(s)
- Existing or proposed passenger loading zones
- pedestrian generation/distribution values
    - Geographic Distribution: N 25 % S 25 % E 25 % W 25 %
- transit boarding and alighting of transit stops (should include Metro rail stations; Metro, DASH, and

other municipal bus stops)

- Key pedestrian destinations with hours of operation:
  - schools (school times)
  - government offices with a public counter or meeting room
  - senior citizen centers
  - recreation centers or playgrounds
  - public libraries
  - medical centers or clinics
  - child care facilities
  - post offices
  - places of worship
  - grocery stores
  - other facilities that attract pedestrian trips
- pedestrian walking routes to key destinations from project site

Note: Pedestrian Count Summary, Bicycle Count Summary, Manual Traffic Count Summary will need to be attached to the Transportation Assessment

IV. FACILITIES INVENTORY

Is a High Injury Network street located within 1,320 foot radius from the edge of the project site? [X] Yes [ ] No

If yes, list streets and include distance from the project:

Foothill Boulevard (north of project site) at 600 (feet)

Foothill Boulevard (south of project site) at 1250 (feet)

Attach Radius Map for the area (1,320 foot radius from edge of the project site) depicting the following existing and proposed facilities:

- transit stops
- bike facilities
- traffic control devices for controlled crossings
- uncontrolled crosswalks
- location of any missing, damaged or substandard sidewalks

For a reference of planned facilities, see the Transportation Assessment Support Map

Crossing Distances

Does the project property have frontage along an arterial street (designated as either an Avenue or Boulevard?)

[X] Yes [ ] No

If yes, provide the distance between the crossing control devices (e.g. signalized crosswalk, or controlled mid-block crossing) along any arterial within 1,320 feet of the property.

580 (feet) at Foothill Boulevard / Apperson Street and Foothill Boulevard - Day Street / Plainview Avenue

1350 (feet) at Foothill Boulevard - Day Street / Plainview Avenue and Foothill Boulevard / Valmont Street

V. Project Construction

Will the project require any construction activity within the city right-of-way? [X] Yes [ ] No

If yes, will the project require temporary closure of any of the following city facilities?

- sidewalk ✓
- bike lane
- parking lane
- travel lane
- bus stop
- bicycle parking (racks or corrals)
- bike share or other micro-mobility station
- car share station
- parklet
- other: _____

N

NOT TO SCALE

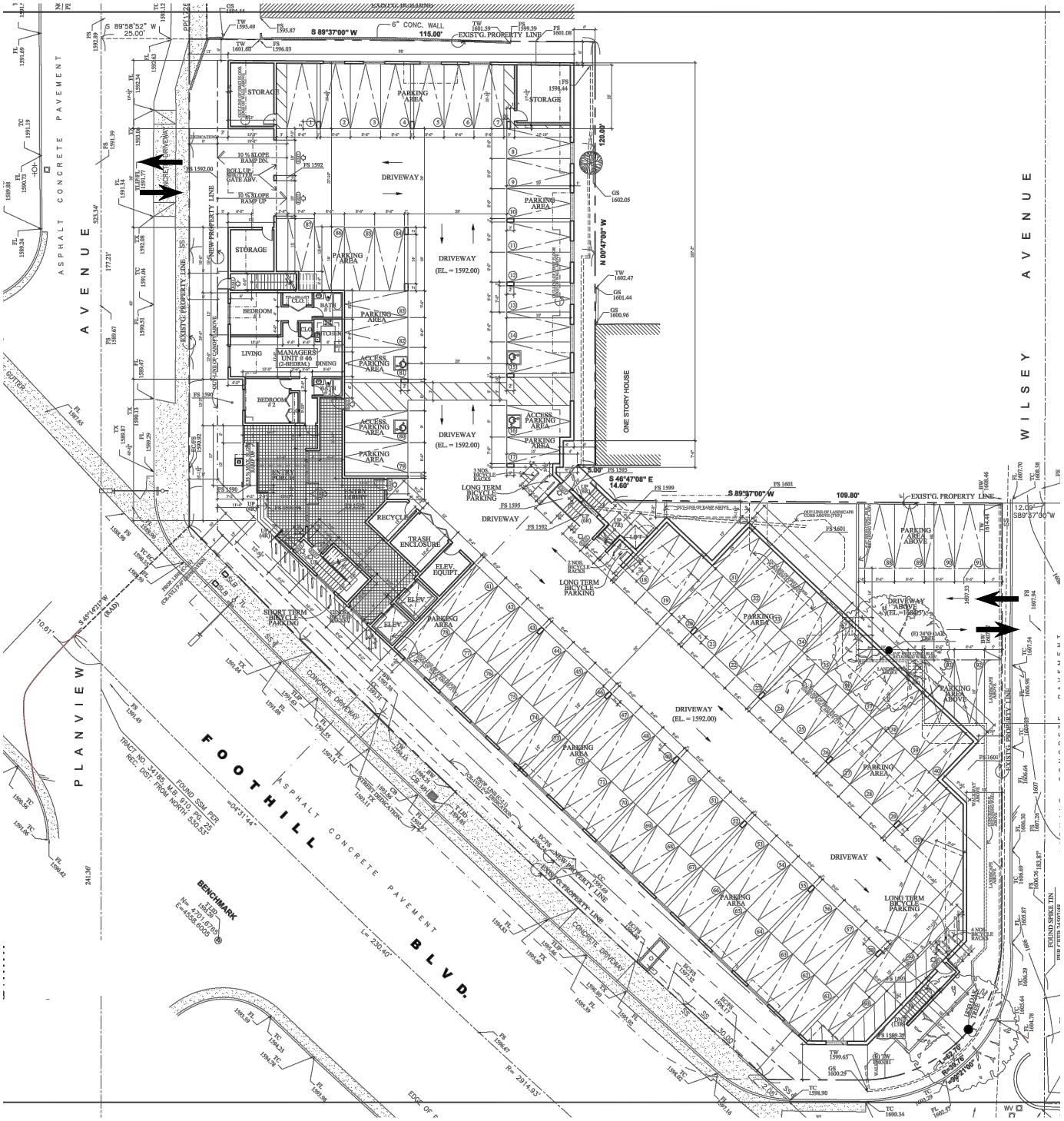
MAP SOURCE: GOOGLE MAPS
★ PROJECT SITE
Ⓧ STUDY INTERSECTION

FIGURE 1-1
VICINITY MAP

LINSCOTT, LAW & GREENSPAN, engineers

7577 FOOTHILL BOULEVARD RESIDENTIAL PROJECT

c:\0531\dwg\f1-1.dwg 12/08/2020 10:28:43 shankar llg exhibits color.ctb



SOURCE: VJ AND ASSOCIATES

NOT TO SCALE

FIGURE 2-2
PROJECT SITE PLAN

LINSCOTT, LAW & GREENSPAN, engineers

7577 FOOTHILL BOULEVARD RESIDENTIAL PROJECT

o:\0531\dwg\f2-2.dwg 12/08/2020 15:33:54 shankar llg exhibits color.ctb

Table 2-1
PROJECT TRIP GENERATION [1]

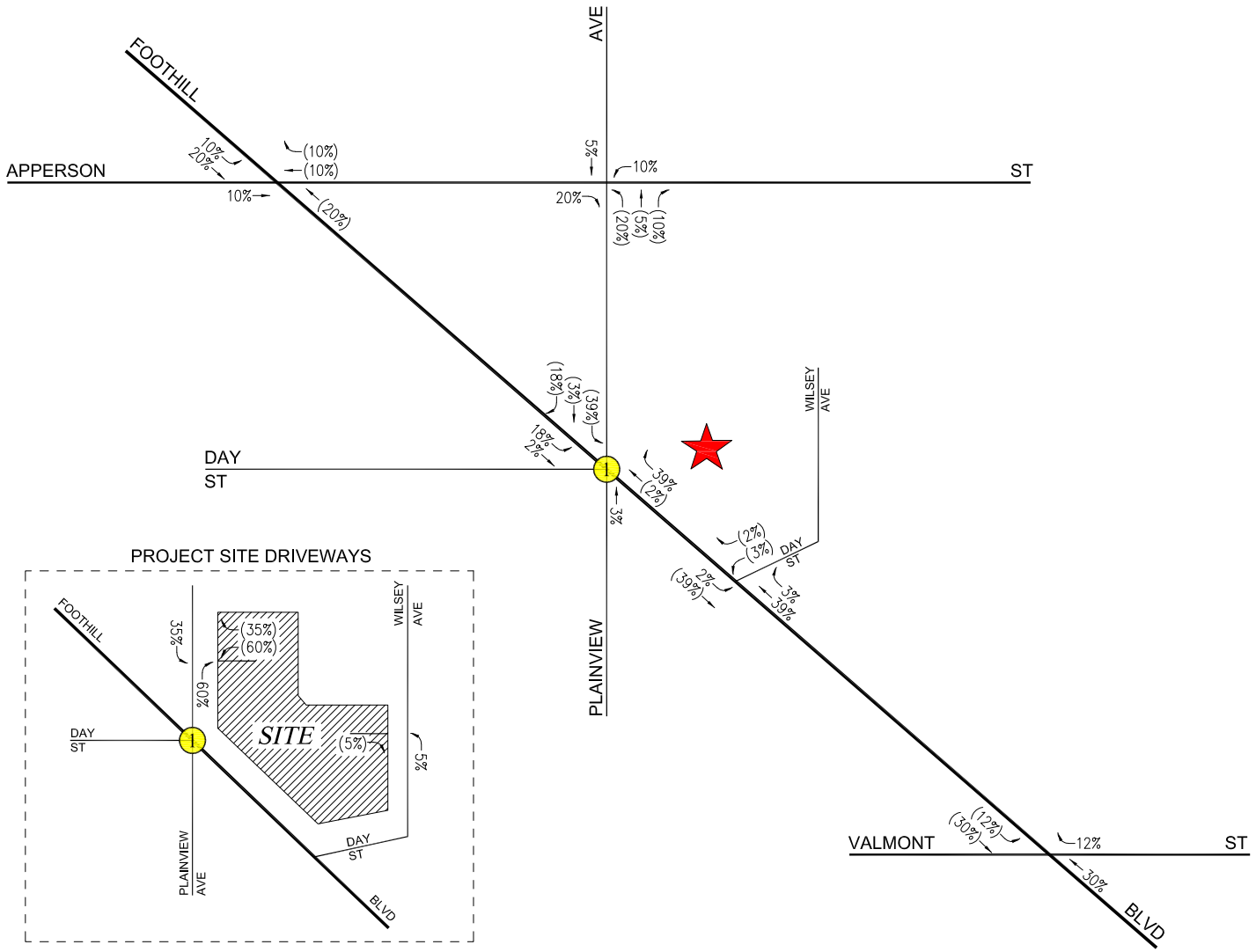
18-Dec-20

LAND USE	SIZE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2] IN	AM PEAK HOUR VOLUMES [2] OUT	AM PEAK HOUR VOLUMES [2] TOTAL	PM PEAK HOUR VOLUMES [2] IN	PM PEAK HOUR VOLUMES [2] OUT	PM PEAK HOUR VOLUMES [2] TOTAL
Proposed Project								
Apartments [3]	41 DU	300	4	15	19	14	9	23
Affordable Family Housing [4]	5 DU	21	1	2	3	1	1	2
Subtotal		321	5	17	22	15	10	25
Transit Trips [5]								
Apartments (10%)		(30)	0	(2)	(2)	(1)	(1)	(2)
NET PROJECT TRIPS		**291**	**5**	**15**	**20**	**14**	**9**	**23**

[1] Source: ITE "Trip Generation Manual", 10th Edition, 2017.
[2] Trips are one-way traffic movements, entering or leaving.
[3] ITE Land Use Code 220 (Multifamily Housing [Low-Rise]) trip generation average rates.
- Daily Trip Rate: 7.32 trips/dwelling unit; 50% inbound and 50% outbound
- AM Peak Hour Trip Rate: 0.46 trips/dwelling unit; 23% inbound/77% outbound
- PM Peak Hour Trip Rate: 0.56 trips/dwelling unit; 63% inbound/37% outbound

[4] City of Los Angeles Affordable Housing (Family) trip generation average rates.
- Daily Trip Rate: 4.16 trips/dwelling unit; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.52 trips/dwelling unit; 38% inbound/62% outbound
- PM Peak Hour Trip Rate: 0.38 trips/dwelling unit; 55% inbound/45% outbound

[5] The transit reduction is based on the site's proximity to Metro bus stops and various bus lines as well as the land use characteristics of the project.



N

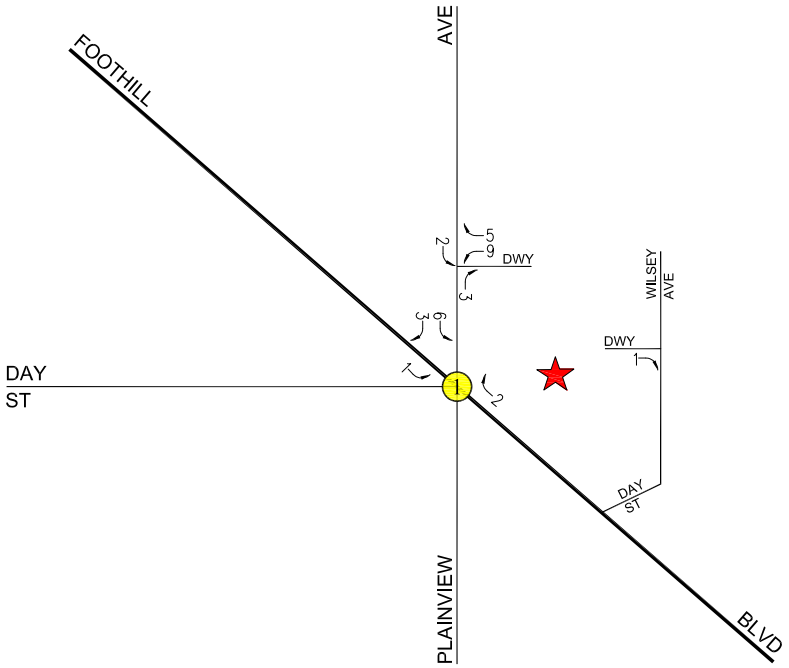
NOT TO SCALE

★ PROJECT SITE
Ⓧ STUDY INTERSECTION
= INBOUND PERCENTAGES
(##) = OUTBOUND PERCENTAGES

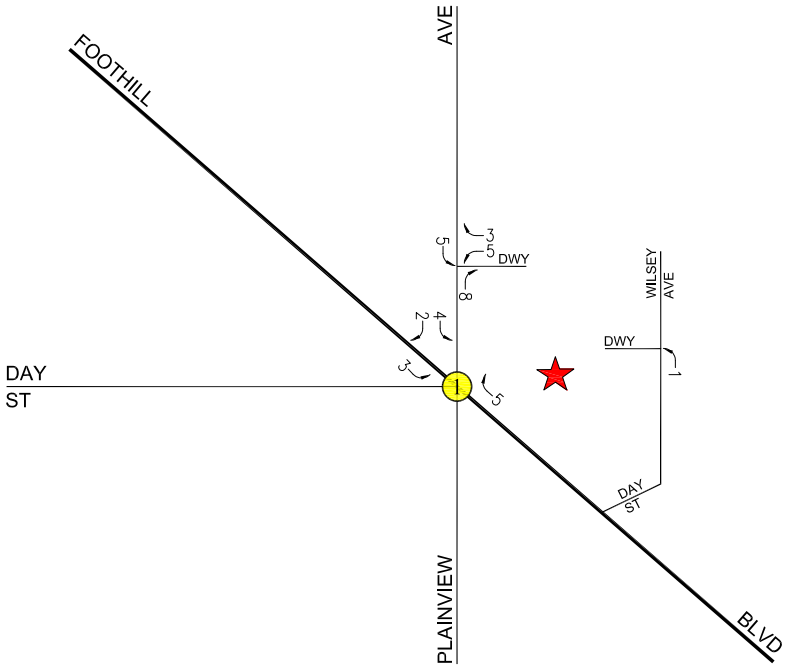
FIGURE 2-3
PROJECT TRIP DISTRIBUTION

LINSCOTT, LAW & GREENSPAN, engineers

7577 FOOTHILL BOULEVARD RESIDENTIAL PROJECT



AM PEAK HOUR



PM PEAK HOUR

N

NOT TO SCALE

★ PROJECT SITE

Ⓧ STUDY INTERSECTION

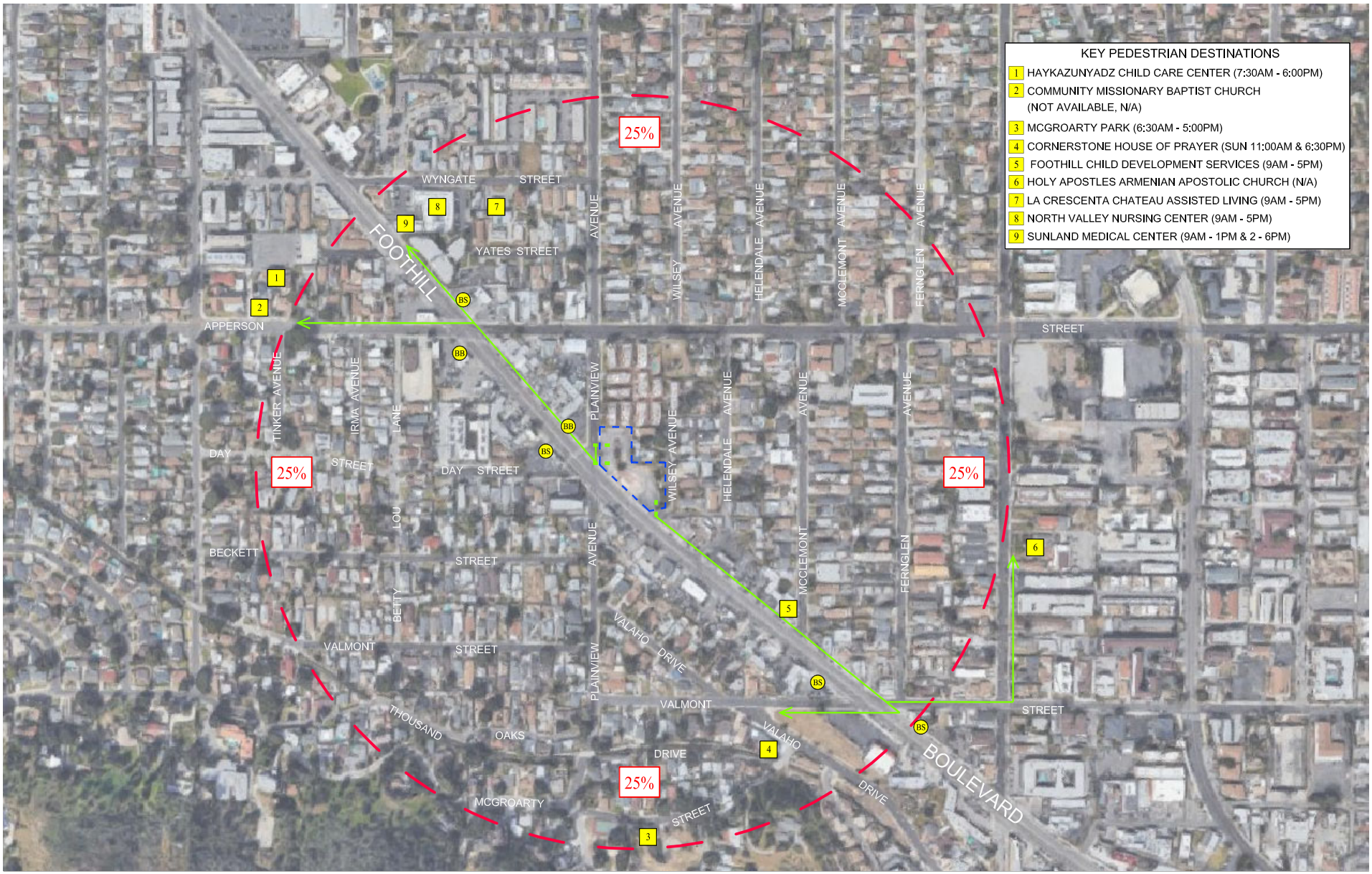
FIGURE 2-4
NET NEW PROJECT TRAFFIC VOLUMES

WEEKDAY AM AND PM PEAK HOURS

7577 FOOTHILL BOULEVARD RESIDENTIAL PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

o:\0531\dwg\f2-4.dwg 12/18/2020 12:25:35 shankar llg exhibits color.ctb



MAP SOURCE: GOOGLE MAPS
PROJECT SITE
QUARTER-MILE RADIUS
PROJECT SITE PEDESTRIAN ENTRANCES
PEDESTRIAN ROUTES TO KEY DESTINATIONS FROM PROJECT SITE
XX% GEOGRAPHIC DISTRIBUTION

BS BUS STOP
BB BUS STOP WITH BENCH

N
NOT TO SCALE

FIGURE 3-1
PEDESTRIAN ATTRACTORS INVENTORY

LINSCOTT, LAW & GREENSPAN, engineers

7577 FOOTHILL BOULEVARD RESIDENTIAL PROJECT

MAP SOURCE: GOOGLE MAPS
PROJECT SITE
QUARTER-MILE RADIUS
SIGNAL
STOP SIGN

ADA CURB RAMP
CROSSWALK
BIKE ROUTE

BUS STOP
BUS STOP WITH BENCH

N
NOT TO SCALE

FIGURE 3-2
FACILITIES INVENTORY

LINSCOTT, LAW & GREENSPAN, engineers

7577 FOOTHILL BOULEVARD RESIDENTIAL PROJECT

o:\0531\dwg\f3-2.dwg 12/17/2020 13:08:41 shankar llg exhibits color.ctb

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

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

Project Information

Project: 7577 Foothill Boulevard Residential
Scenario: Proposed Project
Address: 7577 W FOOTHILL BLVD, 91042

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

○ Yes ○ No

Existing Land Use

Land Use Type	Value	Unit
Housing | Single Family		DU

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

Proposed Project Land Use

Land Use Type	Value	Unit
Housing | Affordable Housing - Family	5	DU
Housing | Multi-Family	41	DU
Housing | Affordable Housing - Family	5	DU

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

Project Screening Summary

Existing Land Use	Proposed Project
0 Daily Vehicle Trips	246 Daily Vehicle Trips
0 Daily VMT	2,856 Daily VMT

Tier 1 Screening Criteria

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

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	246 Net Daily Trips
The net increase in daily VMT ≤ 0	2,856 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	0.000 ksf

The proposed project is not required to perform VMT analysis.

Measuring the Miles

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

Project Information

Project: 7577 Foothill Boulevard Residential
Scenario: Proposed Project
Address: 7577 W FOOTHILL BLVD, 91042

Proposed Project Land Use Type	Value	Unit
Housing | Multi-Family	41	DU
Housing | Affordable Housing - Family	5	DU

TDM Strategies

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

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

A Parking

Reduce Parking Supply ☐ Proposed Prj ☐ Mitigation
111 city code parking provision for the project site
98 actual parking provision for the project site

Unbundle Parking ☐ Proposed Prj ☐ Mitigation
100 monthly parking cost (dollar) for the project site

Parking Cash-Out ☐ Proposed Prj ☐ Mitigation
50 percent of employees eligible

Price Workplace Parking ☐ Proposed Prj ☐ Mitigation
6.00 daily parking charge (dollar)
50 percent of employees subject to priced parking

Residential Area Parking Permits ☐ Proposed Prj ☐ Mitigation
200 cost (dollar) of annual permit

B Transit

C Education & Encouragement

D Commute Trip Reductions

E Shared Mobility

F Bicycle Infrastructure

G Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
246 Daily Vehicle Trips	**246** Daily Vehicle Trips
2,856 Daily VMT	**2,856** Daily VMT
N/A Household VMT per Capita	**N/A** Household VMT per Capita
N/A Work VMT per Employee	**N/A** Work VMT per Employee

Significant VMT Impact?

Proposed Project	With Mitigation
Household: N/A Threshold = 9.2 15% Below APC	**Household: N/A** Threshold = 9.2 15% Below APC
Work: N/A Threshold = 15.0 15% Below APC	**Work: N/A** Threshold = 15.0 15% Below APC

Measuring the Miles

12/17/2020

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: December 17, 2020
Project Name: 7577 Foothill Boulevard Residential
Project Scenario: Proposed Project
Project Address: 7577 W FOOTHILL BLVD, 91042

Version 1.3

Project Information			
Land Use Type		**Value**	**Units**
Housing	*Single Family*	*0*	*DU*
	Multi Family	41	DU
	Townhouse	*0*	*DU*
	Hotel	*0*	*Rooms*
	Motel	*0*	*Rooms*
Affordable Housing	Family	5	DU
	Senior	*0*	*DU*
	Special Needs	*0*	*DU*
	Permanent Supportive	*0*	*DU*
Retail	*General Retail*	*0.000*	*ksf*
	Furniture Store	*0.000*	*ksf*
	Pharmacy/Drugstore	*0.000*	*ksf*
	Supermarket	*0.000*	*ksf*
	Bank	*0.000*	*ksf*
	Health Club	*0.000*	*ksf*
	High-Turnover Sit-Down Restaurant	*0.000*	*ksf*
	Fast-Food Restaurant	*0.000*	*ksf*
	Quality Restaurant	*0.000*	*ksf*
	Auto Repair	*0.000*	*ksf*
	Home Improvement	*0.000*	*ksf*
	Free-Standing Discount	*0.000*	*ksf*
	Movie Theater	*0*	*Seats*
Office	*General Office*	*0.000*	*ksf*
	Medical Office	*0.000*	*ksf*
Industrial	*Light Industrial*	*0.000*	*ksf*
	Manufacturing	*0.000*	*ksf*
	Warehousing/Self-Storage	*0.000*	*ksf*
School	*University*	*0*	*Students*
	High School	*0*	*Students*
	Middle School	*0*	*Students*
	Elementary	*0*	*Students*
	Private School (K-12)	*0*	*Students*
Other		*0*	*Trips*

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: December 17, 2020
Project Name: 7577 Foothill Boulevard Residential
Project Scenario: Proposed Project
Project Address: 7577 W FOOTHILL BLVD, 91042

Version 1.3

Analysis Results			
Total Employees: N/A Total Population: N/A			
Proposed Project		***With Mitigation***	
246	**Daily Vehicle Trips**	**N/A**	**Daily Vehicle Trips**
N/A	**Daily VMT**	**N/A**	**Daily VMT**
N/A	**Household VMT per Capita**	**N/A**	**Household VMT per Capita**
N/A	**Work VMT per Employee**	**N/A**	**Work VMT per Employee**

Significant VMT Impact?			
APC: North Valley			
Impact Threshold: 15% Below APC Average Household = 9.2 Work = 15.0			
Proposed Project		***With Mitigation***	
VMT Threshold	**Impact**	**VMT Threshold**	**Impact**
Household > 9.2 Work > 15.0	N/A N/A	Household > 9.2 Work > 15.0	N/A N/A

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: December 17, 2020
Project Name: 7577 Foothill Boulevard Residential
Project Scenario: Proposed Project
Project Address: 7577 W FOOTHILL BLVD, 91042

Version 1.3

TDM Strategy Inputs

Strategy Type		Description	Proposed Project	Mitigations
Parking	*Reduce parking supply*	*City code parking provision (spaces)*	*0*	*0*
		Actual parking provision (spaces)	*0*	*0*
	Unbundle parking	*Monthly cost for parking ($)*	*$0*	*$0*
	Parking cash-out	*Employees eligible (%)*	*0%*	*0%*
	Price workplace parking	*Daily parking charge ($)*	*$0.00*	*$0.00*
		Employees subject to priced parking (%)	*0%*	*0%*
	Residential area parking permits	*Cost of annual permit ($)*	*$0*	*$0*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Transit	Reduce transit headways	Reduction in headways (increase in frequency) (%)	0%	0%
		Existing transit mode share (as a percent of total daily trips) (%)	0%	0%
		Lines within project site improved (<50%, >=50%)	0	0
	Implement neighborhood shuttle	Degree of implementation (low, medium, high)	0	0
		Employees and residents eligible (%)	0%	0%
	Transit subsidies	Employees and residents eligible (%)	0%	0%
		Amount of transit subsidy per passenger (daily equivalent) ($)	$0.00	$0.00
Education & Encouragement	Voluntary travel behavior change program	Employees and residents participating (%)	0%	0%
	Promotions and marketing	Employees and residents participating (%)	0%	0%

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Commute Trip Reductions	*Required commute trip reduction program*	*Employees participating (%)*	*0%*	*0%*
	Alternative Work Schedules and Telecommute	*Employees participating (%)*	*0%*	*0%*
		Type of program	*0*	*0*
	Employer sponsored vanpool or shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees eligible (%)	*0%*	*0%*
		Employer size (small, medium, large)	*0*	*0*
	Ride-share program	*Employees eligible (%)*	*0%*	*0%*
Shared Mobility	*Car share*	*Car share project setting (Urban, Suburban, All Other)*	*0*	*0*
	Bike share	*Within 600 feet of existing bike share station - OR- implementing new bike share station (Yes/No)*	*0*	*0*
	School carpool program	*Level of implementation (Low, Medium, High)*	*0*	*0*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Bicycle Infrastructure	*Implement/Improve on-street bicycle facility*	*Provide bicycle facility along site (Yes/No)*	*0*	*0*
	Include Bike parking per LAMC	*Meets City Bike Parking Code (Yes/No)*	*0*	*0*
	Include secure bike parking and showers	*Includes indoor bike parking/lockers, showers, & repair station (Yes/No)*	*0*	*0*
Neighborhood Enhancement	*Traffic calming improvements*	*Streets with traffic calming improvements (%)*	*0%*	*0%*
		Intersections with traffic calming improvements (%)	*0%*	*0%*
	Pedestrian network improvements	*Included (within project and connecting off-site/within project only)*	*0*	*0*

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: December 17, 2020
Project Name: 7577 Foothill Boulevard Residential
Project Scenario: Proposed Project
Project Address: 7577 W FOOTHILL BLVD, 91042

Version 1.3

TDM Adjustments by Trip Purpose & Strategy

Place type: Suburban

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Parking cash-out	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Price workplace parking	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Residential area parking permits	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	
Transit	Reduce transit headways	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Transit subsidies	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
Education & Encouragement	Voluntary travel behavior change program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
Commute Trip Reductions	Required commute trip reduction program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Employer sponsored vanpool or shuttle	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Ride-share program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
Shared Mobility	Car-share	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	
	School carpool program	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: December 17, 2020
Project Name: 7577 Foothill Boulevard Residential
Project Scenario: Proposed Project
Project Address: 7577 W FOOTHILL BLVD, 91042

Version 1.3

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Suburban

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Bicycle Infrastructure	Implement/ Improve on-street bicycle facility	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	Include Bike parking per LAMC	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	
	Include secure bike parking and showers	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	
Neighborhood Enhancement	Traffic calming improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Neighborhood Enhancement
	Pedestrian network improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	

Final Combined & Maximum TDM Effect

	Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*
MAX. TDM EFFECT	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*

= Minimum (X%, 1-[(1-A)*(1-B)…])
where X%=

PLACE	*urban*	*75%*
TYPE	*compact infill*	*40%*
MAX:	*suburban center*	*20%*
	suburban	*15%*

Note: (1-[(1-A)*(1-B)…]) reflects the dampened combined effectiveness of TDM Strategies (e.g., A, B,…). See the TDM Strategy Appendix (*Transportation Assessment Guidelines Attachment G)* for further discussion of dampening.

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: December 17, 2020
Project Name: 7577 Foothill Boulevard Residential
Project Scenario: Proposed Project
Project Address: 7577 W FOOTHILL BLVD, 91042

Version 1.3

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	41	-9.8%	37	N/A	N/A	N/A
Home Based Other Production	113	-15.0%	96	N/A	N/A	N/A
Non-Home Based Other Production	53	-1.9%	52	N/A	N/A	N/A
Home-Based Work Attraction	0	0.0%	0	N/A	N/A	N/A
Home-Based Other Attraction	54	-11.1%	48	N/A	N/A	N/A
Non-Home Based Other Attraction	13	0.0%	13	N/A	N/A	N/A

MXD Methodology with TDM Measures

	Proposed Project			*Project with Mitigation Measures*		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	N/A	N/A	N/A	N/A	N/A	N/A
Home Based Other Production	N/A	N/A	N/A	N/A	N/A	N/A
Non-Home Based Other Production	N/A	N/A	N/A	N/A	N/A	N/A
Home-Based Work Attraction	N/A	N/A	N/A	N/A	N/A	N/A
Home-Based Other Attraction	N/A	N/A	N/A	N/A	N/A	N/A
Non-Home Based Other Attraction	N/A	N/A	N/A	N/A	N/A	N/A

MXD VMT Methodology Per Capita & Per Employee

Total Population: N/A
Total Employees: N/A
APC: North Valley

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**N/A**	**N/A**
Total Home Based Work Attraction VMT	**N/A**	**N/A**
Total Home Based VMT Per Capita	**N/A**	**N/A**
Total Work Based VMT Per Employee	**N/A**	**N/A**

VMT Calculator User Agreement

The Los Angeles Department of Transportation (LADOT), in partnership with the Department of City Planning and Fehr & Peers, has developed the City of Los Angeles Vehicle Miles Traveled (VMT) Calculator to estimate project-specific daily household VMT per capita and daily work VMT per employee for land use development projects. This application, the VMT Calculator, has been provided to You, the User, to assess vehicle miles traveled (VMT) outcomes of land use projects within the City of Los Angeles. The term "City" as used below shall refer to the City of Los Angeles. The terms "City" and "Fehr & Peers" as used below shall include their respective affiliates, subconsultants, employees, and representatives.

The City is pleased to be able to provide this information to the public. The City believes that the public is most effectively served when they are provided access to the technical tools that inform the public review process of private and public land use investments. However, in using the VMT Calculator, You agree to be bound by this VMT Calculator User Agreement (this Agreement).

VMT Calculator Application for the City of Los Angeles. The City's consultant calibrated the VMT Calculator's parameters in 2018 to estimate travel patterns of locations in the City, and validated those outcomes against empirical data. However, this calibration process is limited to locations within the City, and practitioners applying the VMT Calculator outside of the City boundaries should not apply these estimates without further calibration and validation of travel patterns to verify the VMT Calculator's accuracy in estimating VMT in such other locations.

Limited License to Use. This Agreement gives You a limited, non-transferrable, non-assignable, and non-exclusive license to use and execute a copy of the VMT Calculator on a computer system owned, leased or otherwise controlled by You in Your own facilities, as set out below, provided You do not use the VMT Calculator in an unauthorized manner, and that You do not republish, copy, distribute, reverse-engineer, modify, decompile, disassemble, transfer, or sell any part of the VMT Calculator, and provided that You know and follow the terms of this Agreement. Your failure to follow the terms of this Agreement shall automatically terminate this license and Your right to use the VMT Calculator.

Ownership. You understand and acknowledge that the City owns the VMT Calculator, and shall continue to own it through Your use of it, and that no transfer of ownership of any kind is intended in allowing You to use the VMT Calculator.

Warranty Disclaimer. In spite of the efforts of the City and Fehr & Peers, some information on the VMT Calculator may not be accurate. The VMT Calculator, OUTPUTS AND ASSOCIATED DATA ARE PROVIDED "as is" WITHOUT WARRANTY OF ANY KIND, whether expressed, implied, statutory, or otherwise including but not limited to, the implied warranties of merchantability and fitness for a particular purpose.

Limitation of Liability. It is understood that the VMT Calculator is provided without charge. Neither the City nor Fehr & Peers can be responsible or liable for any information derived from its use, or for any delays, inaccuracies, incompleteness, errors or omissions arising out of your use of the VMT Calculator or with respect to the material contained in the VMT Calculator. You understand and agree that Your sole remedy against the City or Fehr & Peers for loss or damage caused by any defect or failure of the

VMT Calculator, regardless of the form of action, whether in contract, tort, including negligence, strict liability or otherwise, shall be the repair or replacement of the VMT Calculator to the extent feasible as determined solely by the City. In no event shall the City or Fehr & Peers be responsible to You or anyone else for, or have liability for any special, indirect, incidental or consequential damages (including, without limitation, damages for loss of business profits or changes to businesses costs) or lost data or downtime, however caused, and on any theory of liability from the use of, or the inability to use, the VMT Calculator, whether the data, and/or formulas contained in the VMT Calculator are provided by the City or Fehr & Peers, or another third party, even if the City or Fehr & Peers have been advised of the possibility of such damages.

This Agreement and License shall be governed by the laws of the State of California without regard to their conflicts of law provisions, and shall be effective as of the date set forth below and, unless terminated in accordance with the above or extended by written amendment to this Agreement, shall terminate on the earlier of the date that You are not making use of the VMT Calculator or one year after the beginning of Your use of the VMT Calculator.

By using the VMT Calculator, You hereby waive and release all claims, responsibilities, liabilities, actions, damages, costs, and losses, known and unknown, against the City and Fehr & Peers for Your use of the VMT Calculator.

Before making decisions using the information provided in this application, contact City LADOT staff to confirm the validity of the data provided.

Print and sign below, and submit to LADOT along with the transportation assessment Memorandum of Understanding (MOU).

You, the User	
By:	
Print Name:	Amrita Shankar
Title:	Transportation Engineer I
Company:	Linscott, Law, & Greenspan, Engineers
Address:	20931 Burbank Boulevard, Suite C Woodland Hills, CA 91367
Phone:	818.835.8648
Email Address:	shankar@llgengineers.com
Date:	12/17/2020

APPENDIX B

LADOT VMT CALCULATOR OUTPUT

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

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

Project Information

Project: 7577 Foothill Boulevard Residential
Scenario: Proposed Project
Address: 7577 W FOOTHILL BLVD, 91042

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

○ Yes ○ No

Existing Land Use

Land Use Type	Value	Unit
Housing | Single Family		DU

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

Proposed Project Land Use

Land Use Type	Value	Unit
Housing | Affordable Housing - Family	5	DU
Housing | Multi-Family	41	DU
Housing | Affordable Housing - Family	5	DU

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

Project Screening Summary

Existing Land Use	Proposed Project
0 Daily Vehicle Trips	246 Daily Vehicle Trips
0 Daily VMT	2,856 Daily VMT

Tier 1 Screening Criteria

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

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	246 Net Daily Trips
The net increase in daily VMT ≤ 0	2,856 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	0.000 ksf

The proposed project is not required to perform VMT analysis.

Measuring the Miles

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

Project Information

Project: 7577 Foothill Boulevard Residential
Scenario: Proposed Project
Address: 7577 W FOOTHILL BLVD, 91042

Proposed Project Land Use Type	Value	Unit
Housing | Multi-Family	41	DU
Housing | Affordable Housing - Family	5	DU

TDM Strategies

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

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

A Parking

Reduce Parking Supply ☐ Proposed Prj ☐ Mitigation
111 city code parking provision for the project site
98 actual parking provision for the project site

Unbundle Parking ☐ Proposed Prj ☐ Mitigation
100 monthly parking cost (dollar) for the project site

Parking Cash-Out ☐ Proposed Prj ☐ Mitigation
50 percent of employees eligible

Price Workplace Parking ☐ Proposed Prj ☐ Mitigation
6.00 daily parking charge (dollar)
50 percent of employees subject to priced parking

Residential Area Parking Permits ☐ Proposed Prj ☐ Mitigation
200 cost (dollar) of annual permit

B Transit

C Education & Encouragement

D Commute Trip Reductions

E Shared Mobility

F Bicycle Infrastructure

G Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
246 Daily Vehicle Trips	**246** Daily Vehicle Trips
2,856 Daily VMT	**2,856** Daily VMT
N/A Household VMT per Capita	**N/A** Household VMT per Capita
N/A Work VMT per Employee	**N/A** Work VMT per Employee

Significant VMT Impact?

Proposed Project	With Mitigation
Household: N/A Threshold = 9.2 15% Below APC	**Household: N/A** Threshold = 9.2 15% Below APC
Work: N/A Threshold = 15.0 15% Below APC	**Work: N/A** Threshold = 15.0 15% Below APC

Measuring the Miles

12/17/2020

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: December 17, 2020
Project Name: 7577 Foothill Boulevard Residential
Project Scenario: Proposed Project
Project Address: 7577 W FOOTHILL BLVD, 91042

Version 1.3

Project Information			
Land Use Type		**Value**	**Units**
Housing	*Single Family*	*0*	*DU*
	Multi Family	41	DU
	Townhouse	*0*	*DU*
	Hotel	*0*	*Rooms*
	Motel	*0*	*Rooms*
Affordable Housing	Family	5	DU
	Senior	*0*	*DU*
	Special Needs	*0*	*DU*
	Permanent Supportive	*0*	*DU*
Retail	*General Retail*	*0.000*	*ksf*
	Furniture Store	*0.000*	*ksf*
	Pharmacy/Drugstore	*0.000*	*ksf*
	Supermarket	*0.000*	*ksf*
	Bank	*0.000*	*ksf*
	Health Club	*0.000*	*ksf*
	High-Turnover Sit-Down Restaurant	*0.000*	*ksf*
	Fast-Food Restaurant	*0.000*	*ksf*
	Quality Restaurant	*0.000*	*ksf*
	Auto Repair	*0.000*	*ksf*
	Home Improvement	*0.000*	*ksf*
	Free-Standing Discount	*0.000*	*ksf*
	Movie Theater	*0*	*Seats*
Office	*General Office*	*0.000*	*ksf*
	Medical Office	*0.000*	*ksf*
Industrial	*Light Industrial*	*0.000*	*ksf*
	Manufacturing	*0.000*	*ksf*
	Warehousing/Self-Storage	*0.000*	*ksf*
School	*University*	*0*	*Students*
	High School	*0*	*Students*
	Middle School	*0*	*Students*
	Elementary	*0*	*Students*
	Private School (K-12)	*0*	*Students*
Other		*0*	*Trips*

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: December 17, 2020
Project Name: 7577 Foothill Boulevard Residential
Project Scenario: Proposed Project
Project Address: 7577 W FOOTHILL BLVD, 91042

Version 1.3

Analysis Results			
Total Employees: N/A Total Population: N/A			
Proposed Project		***With Mitigation***	
246	**Daily Vehicle Trips**	**N/A**	**Daily Vehicle Trips**
N/A	**Daily VMT**	**N/A**	**Daily VMT**
N/A	**Household VMT per Capita**	**N/A**	**Household VMT per Capita**
N/A	**Work VMT per Employee**	**N/A**	**Work VMT per Employee**

Significant VMT Impact?			
APC: North Valley			
Impact Threshold: 15% Below APC Average Household = 9.2 Work = 15.0			
Proposed Project		***With Mitigation***	
VMT Threshold	**Impact**	**VMT Threshold**	**Impact**
Household > 9.2 Work > 15.0	N/A N/A	Household > 9.2 Work > 15.0	N/A N/A

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: December 17, 2020
Project Name: 7577 Foothill Boulevard Residential
Project Scenario: Proposed Project
Project Address: 7577 W FOOTHILL BLVD, 91042

Version 1.3

TDM Strategy Inputs

Strategy Type		Description	Proposed Project	Mitigations
Parking	*Reduce parking supply*	*City code parking provision (spaces)*	*0*	*0*
		Actual parking provision (spaces)	*0*	*0*
	Unbundle parking	*Monthly cost for parking ($)*	*$0*	*$0*
	Parking cash-out	*Employees eligible (%)*	*0%*	*0%*
	Price workplace parking	*Daily parking charge ($)*	*$0.00*	*$0.00*
		Employees subject to priced parking (%)	*0%*	*0%*
	Residential area parking permits	*Cost of annual permit ($)*	*$0*	*$0*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Transit	Reduce transit headways	Reduction in headways (increase in frequency) (%)	0%	0%
		Existing transit mode share (as a percent of total daily trips) (%)	0%	0%
		Lines within project site improved (<50%, >=50%)	0	0
	Implement neighborhood shuttle	Degree of implementation (low, medium, high)	0	0
		Employees and residents eligible (%)	0%	0%
	Transit subsidies	Employees and residents eligible (%)	0%	0%
		Amount of transit subsidy per passenger (daily equivalent) ($)	$0.00	$0.00
Education & Encouragement	Voluntary travel behavior change program	Employees and residents participating (%)	0%	0%
	Promotions and marketing	Employees and residents participating (%)	0%	0%

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Commute Trip Reductions	*Required commute trip reduction program*	*Employees participating (%)*	*0%*	*0%*
	Alternative Work Schedules and Telecommute	*Employees participating (%)*	*0%*	*0%*
		Type of program	*0*	*0*
	Employer sponsored vanpool or shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees eligible (%)	*0%*	*0%*
		Employer size (small, medium, large)	*0*	*0*
	Ride-share program	*Employees eligible (%)*	*0%*	*0%*
Shared Mobility	*Car share*	*Car share project setting (Urban, Suburban, All Other)*	*0*	*0*
	Bike share	*Within 600 feet of existing bike share station - OR- implementing new bike share station (Yes/No)*	*0*	*0*
	School carpool program	*Level of implementation (Low, Medium, High)*	*0*	*0*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Bicycle Infrastructure	*Implement/Improve on-street bicycle facility*	*Provide bicycle facility along site (Yes/No)*	*0*	*0*
	Include Bike parking per LAMC	*Meets City Bike Parking Code (Yes/No)*	*0*	*0*
	Include secure bike parking and showers	*Includes indoor bike parking/lockers, showers, & repair station (Yes/No)*	*0*	*0*
Neighborhood Enhancement	*Traffic calming improvements*	*Streets with traffic calming improvements (%)*	*0%*	*0%*
		Intersections with traffic calming improvements (%)	*0%*	*0%*
	Pedestrian network improvements	*Included (within project and connecting off-site/within project only)*	*0*	*0*

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: December 17, 2020
Project Name: 7577 Foothill Boulevard Residential
Project Scenario: Proposed Project
Project Address: 7577 W FOOTHILL BLVD, 91042

Version 1.3

TDM Adjustments by Trip Purpose & Strategy

Place type: Suburban

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Parking cash-out	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Price workplace parking	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Residential area parking permits	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	
Transit	Reduce transit headways	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Transit subsidies	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
Education & Encouragement	Voluntary travel behavior change program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
Commute Trip Reductions	Required commute trip reduction program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Employer sponsored vanpool or shuttle	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Ride-share program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
Shared Mobility	Car-share	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	
	School carpool program	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: December 17, 2020
Project Name: 7577 Foothill Boulevard Residential
Project Scenario: Proposed Project
Project Address: 7577 W FOOTHILL BLVD, 91042

Version 1.3

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Suburban

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Bicycle Infrastructure	Implement/ Improve on-street bicycle facility	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	Include Bike parking per LAMC	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	
	Include secure bike parking and showers	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	
Neighborhood Enhancement	Traffic calming improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Neighborhood Enhancement
	Pedestrian network improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	

Final Combined & Maximum TDM Effect

	Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*
MAX. TDM EFFECT	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*

= Minimum (X%, 1-[(1-A)*(1-B)…])
where X%=

PLACE	*urban*	*75%*
TYPE	*compact infill*	*40%*
MAX:	*suburban center*	*20%*
	suburban	*15%*

Note: (1-[(1-A)*(1-B)…]) reflects the dampened combined effectiveness of TDM Strategies (e.g., A, B,…). See the TDM Strategy Appendix (*Transportation Assessment Guidelines Attachment G)* for further discussion of dampening.

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: December 17, 2020
Project Name: 7577 Foothill Boulevard Residential
Project Scenario: Proposed Project
Project Address: 7577 W FOOTHILL BLVD, 91042

Version 1.3

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	41	-9.8%	37	N/A	N/A	N/A
Home Based Other Production	113	-15.0%	96	N/A	N/A	N/A
Non-Home Based Other Production	53	-1.9%	52	N/A	N/A	N/A
Home-Based Work Attraction	0	0.0%	0	N/A	N/A	N/A
Home-Based Other Attraction	54	-11.1%	48	N/A	N/A	N/A
Non-Home Based Other Attraction	13	0.0%	13	N/A	N/A	N/A

MXD Methodology with TDM Measures

	Proposed Project			*Project with Mitigation Measures*		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	N/A	N/A	N/A	N/A	N/A	N/A
Home Based Other Production	N/A	N/A	N/A	N/A	N/A	N/A
Non-Home Based Other Production	N/A	N/A	N/A	N/A	N/A	N/A
Home-Based Work Attraction	N/A	N/A	N/A	N/A	N/A	N/A
Home-Based Other Attraction	N/A	N/A	N/A	N/A	N/A	N/A
Non-Home Based Other Attraction	N/A	N/A	N/A	N/A	N/A	N/A

MXD VMT Methodology Per Capita & Per Employee

Total Population: N/A
Total Employees: N/A
APC: North Valley

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**N/A**	**N/A**
Total Home Based Work Attraction VMT	**N/A**	**N/A**
Total Home Based VMT Per Capita	**N/A**	**N/A**
Total Work Based VMT Per Employee	**N/A**	**N/A**

VMT Calculator User Agreement

The Los Angeles Department of Transportation (LADOT), in partnership with the Department of City Planning and Fehr & Peers, has developed the City of Los Angeles Vehicle Miles Traveled (VMT) Calculator to estimate project-specific daily household VMT per capita and daily work VMT per employee for land use development projects. This application, the VMT Calculator, has been provided to You, the User, to assess vehicle miles traveled (VMT) outcomes of land use projects within the City of Los Angeles. The term "City" as used below shall refer to the City of Los Angeles. The terms "City" and "Fehr & Peers" as used below shall include their respective affiliates, subconsultants, employees, and representatives.

The City is pleased to be able to provide this information to the public. The City believes that the public is most effectively served when they are provided access to the technical tools that inform the public review process of private and public land use investments. However, in using the VMT Calculator, You agree to be bound by this VMT Calculator User Agreement (this Agreement).

VMT Calculator Application for the City of Los Angeles. The City's consultant calibrated the VMT Calculator's parameters in 2018 to estimate travel patterns of locations in the City, and validated those outcomes against empirical data. However, this calibration process is limited to locations within the City, and practitioners applying the VMT Calculator outside of the City boundaries should not apply these estimates without further calibration and validation of travel patterns to verify the VMT Calculator's accuracy in estimating VMT in such other locations.

Limited License to Use. This Agreement gives You a limited, non-transferrable, non-assignable, and non-exclusive license to use and execute a copy of the VMT Calculator on a computer system owned, leased or otherwise controlled by You in Your own facilities, as set out below, provided You do not use the VMT Calculator in an unauthorized manner, and that You do not republish, copy, distribute, reverse-engineer, modify, decompile, disassemble, transfer, or sell any part of the VMT Calculator, and provided that You know and follow the terms of this Agreement. Your failure to follow the terms of this Agreement shall automatically terminate this license and Your right to use the VMT Calculator.

Ownership. You understand and acknowledge that the City owns the VMT Calculator, and shall continue to own it through Your use of it, and that no transfer of ownership of any kind is intended in allowing You to use the VMT Calculator.

Warranty Disclaimer. In spite of the efforts of the City and Fehr & Peers, some information on the VMT Calculator may not be accurate. The VMT Calculator, OUTPUTS AND ASSOCIATED DATA ARE PROVIDED "as is" WITHOUT WARRANTY OF ANY KIND, whether expressed, implied, statutory, or otherwise including but not limited to, the implied warranties of merchantability and fitness for a particular purpose.

Limitation of Liability. It is understood that the VMT Calculator is provided without charge. Neither the City nor Fehr & Peers can be responsible or liable for any information derived from its use, or for any delays, inaccuracies, incompleteness, errors or omissions arising out of your use of the VMT Calculator or with respect to the material contained in the VMT Calculator. You understand and agree that Your sole remedy against the City or Fehr & Peers for loss or damage caused by any defect or failure of the

VMT Calculator, regardless of the form of action, whether in contract, tort, including negligence, strict liability or otherwise, shall be the repair or replacement of the VMT Calculator to the extent feasible as determined solely by the City. In no event shall the City or Fehr & Peers be responsible to You or anyone else for, or have liability for any special, indirect, incidental or consequential damages (including, without limitation, damages for loss of business profits or changes to businesses costs) or lost data or downtime, however caused, and on any theory of liability from the use of, or the inability to use, the VMT Calculator, whether the data, and/or formulas contained in the VMT Calculator are provided by the City or Fehr & Peers, or another third party, even if the City or Fehr & Peers have been advised of the possibility of such damages.

This Agreement and License shall be governed by the laws of the State of California without regard to their conflicts of law provisions, and shall be effective as of the date set forth below and, unless terminated in accordance with the above or extended by written amendment to this Agreement, shall terminate on the earlier of the date that You are not making use of the VMT Calculator or one year after the beginning of Your use of the VMT Calculator.

By using the VMT Calculator, You hereby waive and release all claims, responsibilities, liabilities, actions, damages, costs, and losses, known and unknown, against the City and Fehr & Peers for Your use of the VMT Calculator.

Before making decisions using the information provided in this application, contact City LADOT staff to confirm the validity of the data provided.

Print and sign below, and submit to LADOT along with the transportation assessment Memorandum of Understanding (MOU).

You, the User	
By:	
Print Name:	Amrita Shankar
Title:	Transportation Engineer I
Company:	Linscott, Law, & Greenspan, Engineers
Address:	20931 Burbank Boulevard, Suite C Woodland Hills, CA 91367
Phone:	818.835.8648
Email Address:	shankar@llgengineers.com
Date:	12/17/2020

APPENDIX C

MANUAL TRAFFIC COUNT DATA

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Foothill Blvd and Apperson St , Tujunga

Date: 3/15/2017

Day: Wednesday

Project #: Historical

City: Tujunga

AM Peak Hour	715 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	3:00 PM	6:00 PM

Total Peak Hour Summary

Southbound Approach (Foothill Blvd)

Lanes	0	2	1		
AM	6	1026	123	1014	AM
NOON	0	0	0	0	NOON
PM	8	780	174	1229	PM

Eastbound Approach (Apperson St)

Lanes	AM	NOON	PM
	123	0	209
0	13	0	6
1	73	0	48
0	209	0	135
Lanes	AM	NOON	PM

Westbound Approach

AM	NOON	PM	Lanes
312	0	105	0
62	0	21	1
6	0	10	0
200	0	230	
AM	NOON	PM	

CONTROL: Signalized

Northbound Approach

AM	1241	55	689	4	AM
NOON	0	0	0	0	NOON
PM	925	180	1118	8	PM
		1	2	0	Lanes

Total Ins & Outs

	North Leg		
AM	1155	1014	AM
NOON	0	0	NOON
PM	962	1229	PM

West Leg				East Leg		
AM	NOON	PM		AM	NOON	PM
123	0	209		380	0	136
295	0	189		200	0	230

	South Leg	
AM	1241	748
NOON	0	0
PM	925	1306

Total Volume Per Leg

	North Leg	
AM	2169	AM
NOON	0	NOON
PM	2191	PM

West Leg			East Leg		
AM	NOON	PM	AM	NOON	PM
418	0	398	580	0	366

	South Leg
AM	1989
NOON	0
PM	2231

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: Historical

Day: Wednesday

TOTALS

City: Tujunga

Date: 3/15/2017

AM

NS/EW Streets:	Foothill Blvd			Foothill Blvd			Apperson St			Apperson St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	0	1	0	0	1	0	
7:00 AM	16	137	0	16	260	1	0	1	53	2	2	52	540
7:15 AM	13	163	2	20	253	4	4	7	72	2	4	69	613
7:30 AM	7	195	1	37	289	0	3	15	44	1	12	67	671
7:45 AM	22	154	0	37	238	1	4	34	55	0	31	89	665
8:00 AM	13	177	1	29	246	1	2	17	38	3	15	87	629
8:15 AM	16	162	1	13	269	3	0	5	50	2	2	56	579
8:30 AM	13	141	1	15	247	3	0	7	47	3	6	49	532
8:45 AM	18	147	4	14	209	6	4	4	42	3	7	49	507
9:00 AM	19	140	3	17	278	1	3	3	33	3	4	44	548
9:15 AM	15	139	6	17	287	1	1	3	27	2	1	27	526
9:30 AM	18	131	8	16	177	3	3	1	34	4	7	29	431
9:45 AM	7	142	3	14	163	1	5	5	23	0	2	35	400
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	177	1828	30	245	2916	25	29	102	518	25	93	653	6641
APPROACH %'s :	8.70%	89.83%	1.47%	7.69%	91.53%	0.78%	4.47%	15.72%	79.82%	3.24%	12.06%	84.70%	
PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	55	689	4	123	1026	6	13	73	209	6	62	312	2578
PEAK HR FACTOR :		0.921			0.886			0.793			0.792		0.961

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: Historical

Day: Wednesday

City: Tujunga

Date: 3/15/2017

TOTALS

PM

NS/EW Streets:	Foothill Blvd			Foothill Blvd			Apperson St			Apperson St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	0	1	0	0	1	0	
3:00 PM	19	245	9	43	179	2	4	8	27	2	9	36	583
3:15 PM	26	231	2	42	178	2	0	3	27	1	6	48	566
3:30 PM	30	255	2	33	193	1	2	11	18	1	5	41	592
3:45 PM	27	240	6	29	172	0	1	6	26	2	6	26	541
4:00 PM	38	250	4	28	192	5	0	7	28	2	6	36	596
4:15 PM	30	228	6	38	217	1	3	5	27	2	9	24	590
4:30 PM	38	228	1	36	183	0	2	8	29	2	8	36	571
4:45 PM	33	264	2	48	194	5	1	5	30	2	6	27	617
5:00 PM	38	291	2	39	198	5	3	7	29	3	9	29	653
5:15 PM	55	247	0	47	204	2	2	14	31	2	3	24	631
5:30 PM	39	273	3	45	188	1	1	14	35	2	5	24	630
5:45 PM	48	307	3	43	190	0	0	13	40	3	4	28	679
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	421	3059	40	471	2288	24	19	101	347	24	76	379	7249
APPROACH %'s :	11.96%	86.90%	1.14%	16.92%	82.21%	0.86%	4.07%	21.63%	74.30%	5.01%	15.87%	79.12%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	180	1118	8	174	780	8	6	48	135	10	21	105	2593
PEAK HR FACTOR :		0.912			0.951			0.892			0.829		0.955

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Foothill Blvd and Day St Plainview Ave , Los Angeles

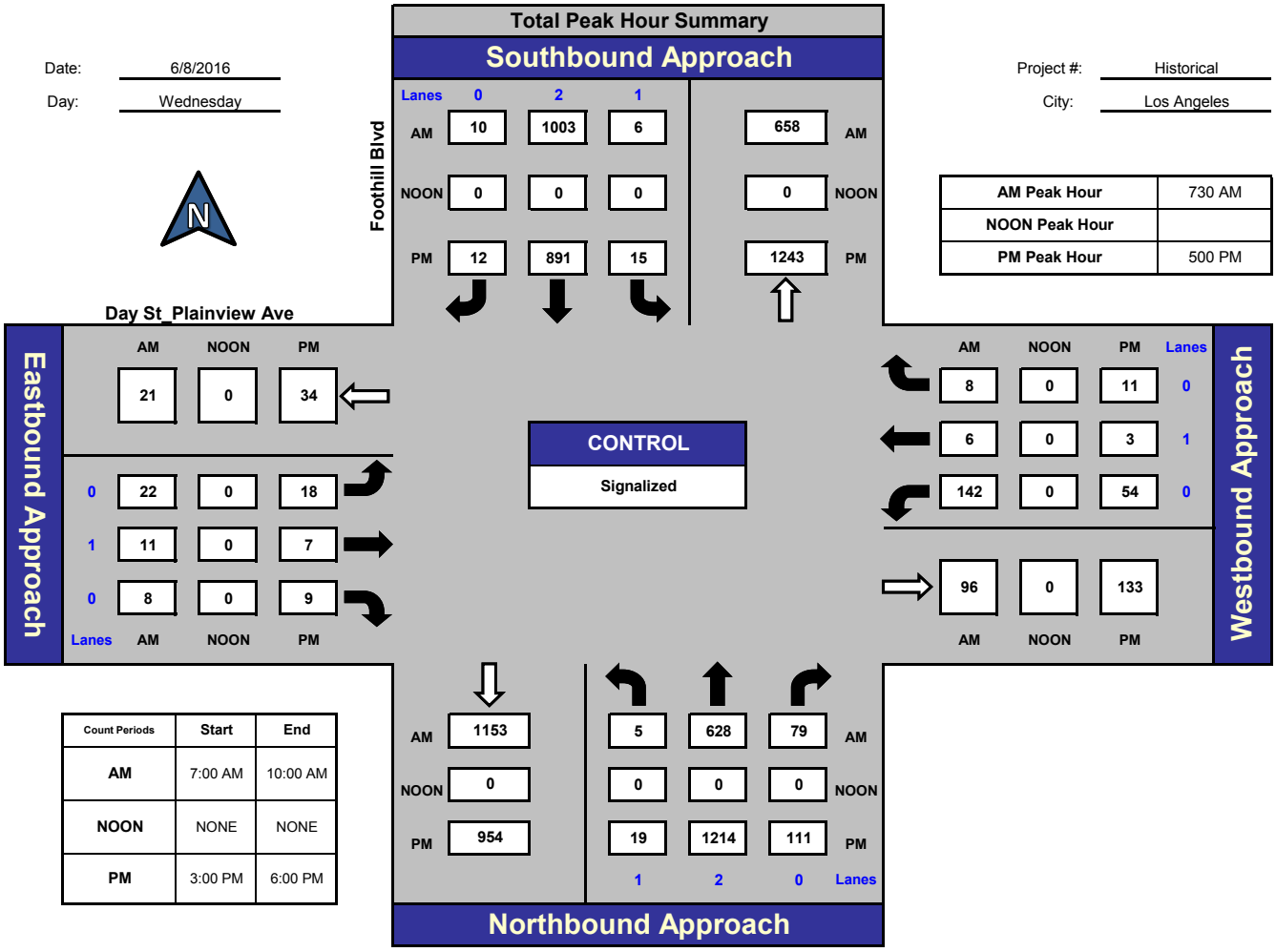
Date: 6/8/2016

Day: Wednesday

Project #: Historical

City: Los Angeles

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	500 PM



Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	3:00 PM	6:00 PM

Total Ins & Outs

North Leg		
1019	658	AM
0	0	NOON
918	1243	PM

West Leg			East Leg		
AM	NOON	PM			
21	0	34	156	0	68
41	0	34	96	0	133
			AM	NOON	PM

South Leg	
1153	712 AM
0	0 NOON
954	1344 PM

Total Volume Per Leg

North Leg	
1677	AM
0	NOON
2161	PM

West Leg			East Leg		
AM	NOON	PM			
62	0	68	252	0	201
			AM	NOON	PM

South Leg	
1865	AM
0	NOON
2298	PM

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: Historical

Day: Wednesday

City: Los Angeles

TOTALS

Date: 6/8/2016

AM

NS/EW Streets:	Foothill Blvd			Foothill Blvd			Day St_Plainview Ave			Day St_Plainview Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	0	1	0	0	1	0	
7:00 AM	0	141	7	2	240	3	5	0	0	22	1	2	423
7:15 AM	0	164	13	2	191	1	4	1	1	10	1	0	388
7:30 AM	2	185	27	1	213	2	10	7	1	29	4	5	486
7:45 AM	2	156	31	2	274	3	5	3	2	49	1	1	529
8:00 AM	1	148	12	2	299	3	4	0	3	43	0	1	516
8:15 AM	0	139	9	1	217	2	3	1	2	21	1	1	397
8:30 AM	3	130	7	1	237	1	3	0	5	10	0	2	399
8:45 AM	0	148	5	1	197	1	4	0	6	15	2	1	380
9:00 AM	2	137	10	2	174	0	6	1	0	12	0	3	347
9:15 AM	2	146	10	3	184	2	3	1	2	11	2	2	368
9:30 AM	1	143	11	1	185	1	1	2	3	10	1	3	362
9:45 AM	0	150	8	2	175	1	1	0	2	22	0	3	364
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	13	1787	150	20	2586	20	49	16	27	254	13	24	4959
APPROACH %'s :	0.67%	91.64%	7.69%	0.76%	98.48%	0.76%	53.26%	17.39%	29.35%	87.29%	4.47%	8.25%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	5	628	79	6	1003	10	22	11	8	142	6	8	1928
PEAK HR FACTOR :		0.832			0.838			0.569			0.765		0.911

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: Historical

Day: Wednesday

TOTALS

City: Los Angeles

Date: 6/8/2016

PM

NS/EW Streets:	Foothill Blvd			Foothill Blvd			Day St_Plainview Ave			Day St_Plainview Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	0	1	0	0	1	0	
3:00 PM	5	252	28	1	190	5	4	2	3	17	3	2	512
3:15 PM	5	237	22	0	218	0	4	3	1	28	4	1	523
3:30 PM	1	230	18	0	202	0	3	2	0	22	0	2	480
3:45 PM	5	212	17	0	199	1	1	2	1	8	1	3	450
4:00 PM	2	258	37	1	218	1	5	1	3	9	2	1	538
4:15 PM	1	237	20	2	183	2	4	0	3	14	3	2	471
4:30 PM	6	269	17	2	207	4	3	1	5	15	1	1	531
4:45 PM	2	291	27	3	230	0	3	3	1	17	1	2	580
5:00 PM	6	289	18	5	229	4	4	0	3	13	0	6	577
5:15 PM	6	318	29	3	228	6	6	6	1	13	2	2	620
5:30 PM	3	307	34	5	209	0	5	1	3	16	0	1	584
5:45 PM	4	300	30	2	225	2	3	0	2	12	1	2	583
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	46	3200	297	24	2538	25	45	21	26	184	18	25	6449
APPROACH %'s :	1.30%	90.32%	8.38%	0.93%	98.11%	0.97%	48.91%	22.83%	28.26%	81.06%	7.93%	11.01%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	19	1214	111	15	891	12	18	7	9	54	3	11	2364
PEAK HR FACTOR :		0.952			0.964			0.654			0.895		0.953

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

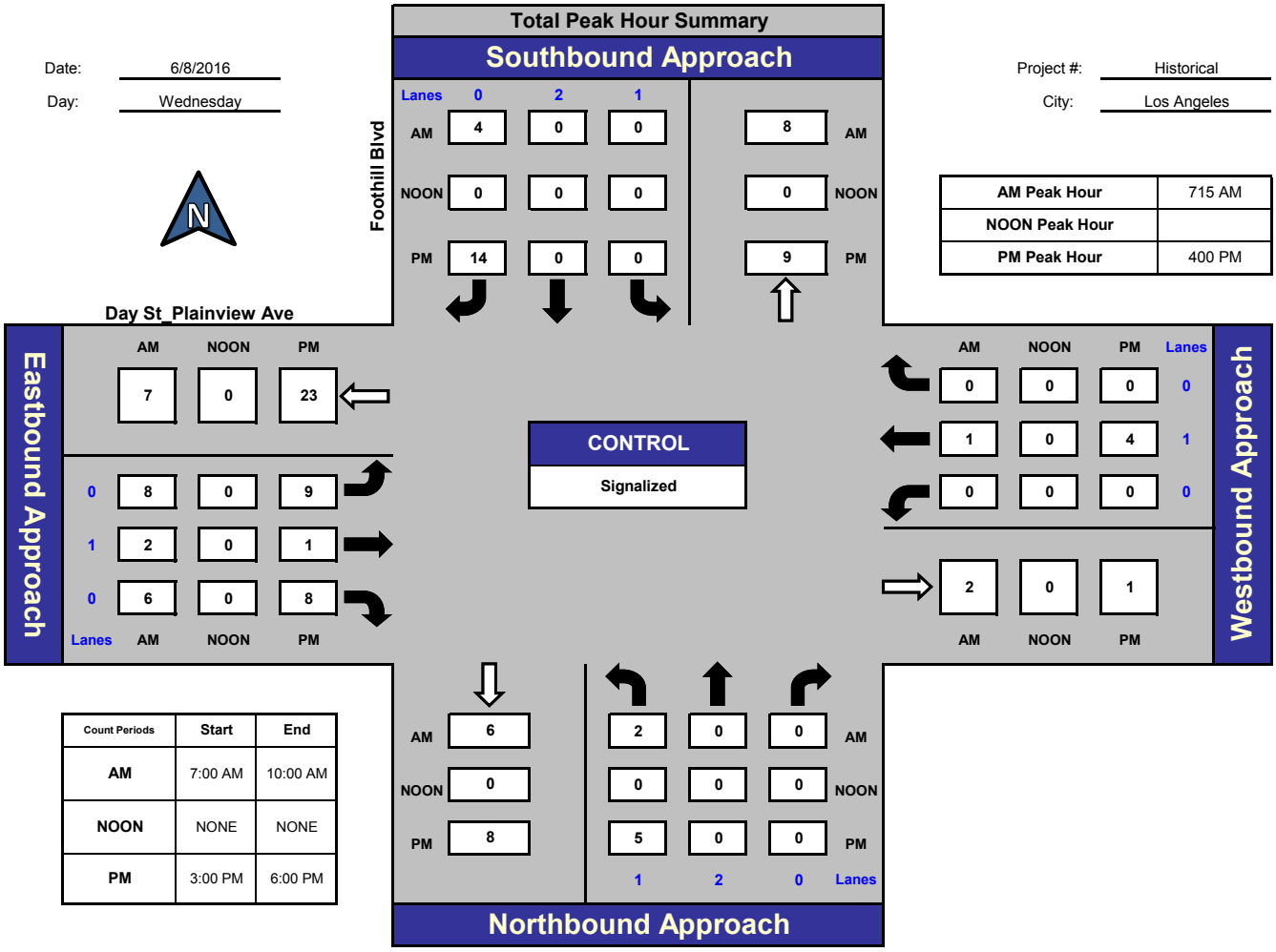
Foothill Blvd and Day St Plainview Ave , Los Angeles

Date: 6/8/2016

Day: Wednesday

Project #: Historical

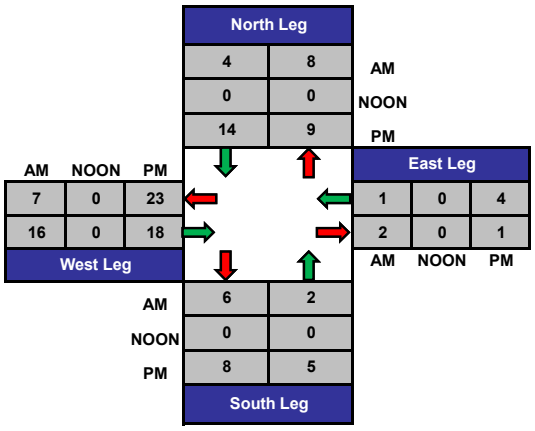
City: Los Angeles



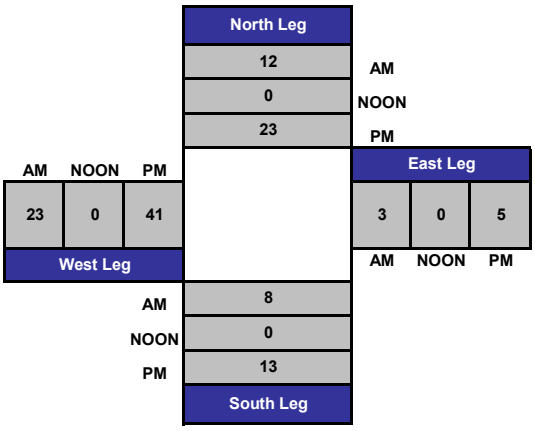
AM Peak Hour	715 AM
NOON Peak Hour	
PM Peak Hour	400 PM

Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	3:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg




WT
EL
SR
ET
NL
ER
Foothill Blvd
Plainview Ave
Day St
Retrofits
Yellow Arrows: Movements going into the extra leg (Day St.)
Orange Arrows: Movements exiting the extra leg (Day St.)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: Historical

Day: Wednesday

TOTALS

City: Los Angeles

Date: 6/8/2016

AM

NS/EW Streets:	Foothill Blvd			Foothill Blvd			Day St_Plainview Ave			Day St_Plainview Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	0	1	0	0	1	0	
7:00 AM	1	0	0	0	0	1	0	0	0	0	0	0	2
7:15 AM	1	0	0	0	0	0	4	1	2	0	0	0	8
7:30 AM	0	0	0	0	0	0	0	0	2	0	0	0	2
7:45 AM	1	0	0	0	0	1	4	0	1	0	1	0	8
8:00 AM	0	0	0	0	0	3	0	1	1	0	0	0	5
8:15 AM	0	0	0	0	0	0	0	0	2	0	0	0	2
8:30 AM	3	0	0	0	0	2	0	0	0	0	0	0	5
8:45 AM	0	0	0	0	0	0	1	1	1	0	0	0	3
9:00 AM	0	0	0	0	0	1	1	0	5	0	0	0	7
9:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
9:30 AM	0	0	0	0	0	3	1	0	0	0	1	0	5
9:45 AM	1	0	0	0	0	1	1	0	2	0	0	0	5
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	7	0	0	0	0	12	12	4	16	0	2	0	53
APPROACH %'s :	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	37.50%	12.50%	50.00%	0.00%	100.00%	0.00%	
PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	2	0	0	0	0	4	8	2	6	0	1	0	23
PEAK HR FACTOR :	0.500			0.333			0.571			0.250			0.719

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: Historical

Day: Wednesday

TOTALS

City: Los Angeles

Date: 6/8/2016

PM

NS/EW Streets:	Foothill Blvd			Foothill Blvd			Day St_Plainview Ave			Day St_Plainview Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	0	1	0	0	1	0	
3:00 PM	1	0	0	0	0	2	1	0	2	0	0	0	6
3:15 PM	1	0	0	0	0	1	1	0	0	0	1	0	4
3:30 PM	0	0	0	0	0	1	2	0	0	0	0	0	3
3:45 PM	1	0	0	0	0	3	2	0	1	0	1	0	8
4:00 PM	1	0	0	0	0	3	2	0	2	0	1	0	9
4:15 PM	4	0	0	0	0	2	1	0	1	0	0	0	8
4:30 PM	0	0	0	0	0	2	4	0	4	0	2	0	12
4:45 PM	0	0	0	0	0	7	2	1	1	0	1	0	12
5:00 PM	4	0	0	0	0	0	0	0	0	0	0	0	4
5:15 PM	2	0	0	0	0	4	1	0	3	0	0	0	10
5:30 PM	0	0	0	0	0	0	2	0	2	0	1	0	5
5:45 PM	2	0	0	0	0	4	0	0	5	0	0	0	11
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	16	0	0	0	0	29	18	1	21	0	7	0	92
APPROACH %'s :	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	45.00%	2.50%	52.50%	0.00%	100.00%	0.00%	
PEAK HR START TIME :	400 PM												TOTAL
PEAK HR VOL :	5	0	0	0	0	14	9	1	8	0	4	0	41
PEAK HR FACTOR :	0.313			0.500			0.563			0.500			0.854

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Foothill Blvd and Day St Plainview Ave , Los Angeles

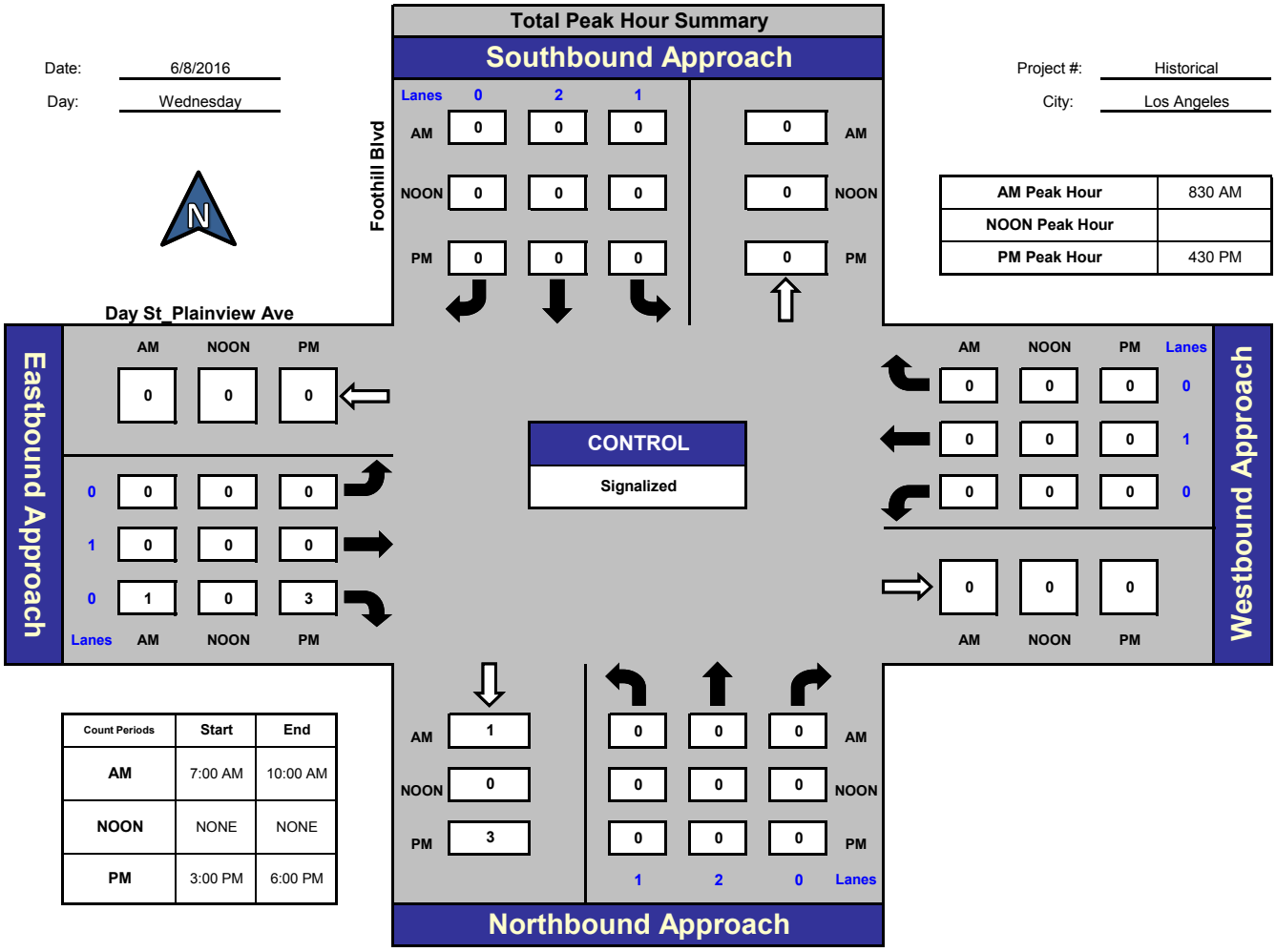
Date: 6/8/2016

Day: Wednesday

Project #: Historical

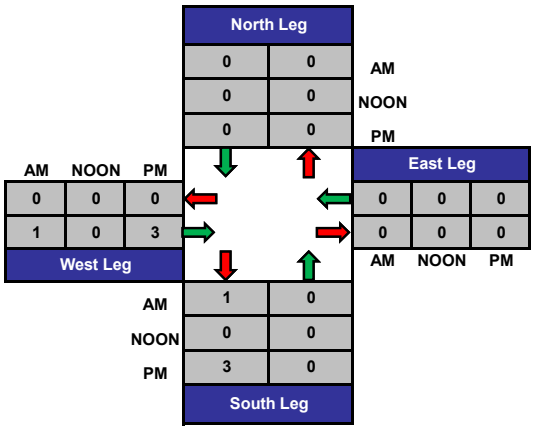
City: Los Angeles

AM Peak Hour	830 AM
NOON Peak Hour	
PM Peak Hour	430 PM

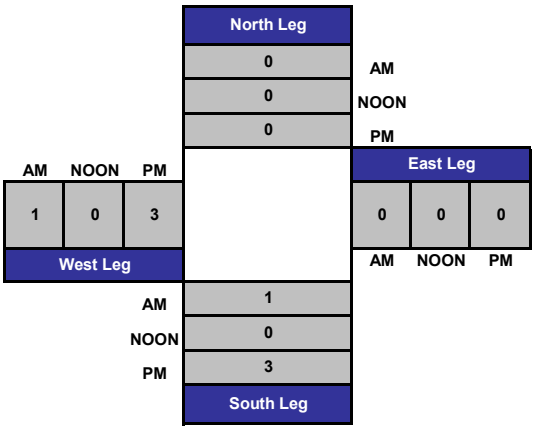


Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	3:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg




Green Arrow: Movements going into the extra leg (Day St.)
Cyan Arrow: Movements exiting the extra leg (Day St.)
EL
ER

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: Historical

Day: Wednesday

TOTALS

City: Los Angeles

Date: 6/8/2016

AM

NS/EW Streets:	Foothill Blvd			Foothill Blvd			Day St_Plainview Ave			Day St_Plainview Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	0	1	0	0	1	0	
7:00 AM	0	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	0
7:30 AM	0	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	0
8:00 AM	0	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	0
8:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	1
8:45 AM	0	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	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	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	0
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	1	0	0	0	1
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	0.00%	100.00%	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	830 AM												TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	1	0	0	0	1
PEAK HR FACTOR :		0.000			0.000			0.250			0.000		0.250

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: Historical

Day: Wednesday

City: Los Angeles

TOTALS

Date: 6/8/2016

PM

NS/EW Streets:	Foothill Blvd			Foothill Blvd			Day St_Plainview Ave			Day St_Plainview Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	0	1	0	0	1	0	
3:00 PM	0	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	0
3:30 PM	0	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	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	1
5:30 PM	0	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	0	0	1
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	4	0	0	0	4
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	0.00%	100.00%	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	430 PM												TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	3	0	0	0	3
PEAK HR FACTOR :		0.000			0.000			0.750			0.000		0.750

CONTROL : Signalized

APPENDIX D

DETAILED PLANS, PROGRAMS, ORDINANCES, AND POLICIES REVIEW

Plans, Policies and Programs Consistency Worksheet

The worksheet provides a structured approach to evaluate the threshold T-1 question below, that asks whether a project conflicts with a program, plan, ordinance or policy addressing the circulation system. The intention of the worksheet is to streamline the project review by highlighting the most relevant plans, policies and programs when assessing potential impacts to the City's circulation system.

> Threshold T-1: Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities?

This worksheet does not include an exhaustive list of City policies, and does not include community plans, specific plans, or any area-specific regulatory overlays. The Department of City Planning project planner will need to be consulted to determine if the project would obstruct the City from carrying out a policy or program in a community plan, specific plan, streetscape plan, or regulatory overlay that was adopted to support multimodal transportation options or public safety. LADOT staff should be consulted if a project would lead to a conflict with a mobility investment in the Public Right of Way (PROW) that is currently undergoing planning, design, or delivery. This worksheet must be completed for all projects that meet the Section I. Screening Criteria. For description of the relevant planning documents, **see Attachment D.1.**

For any response to the following questions that checks the box in bold text ((i.e. ☐ Yes or ☐ No), further analysis is needed to demonstrate that the project does not conflict with a plan, policy, or program.

I. SCREENING CRITERIA FOR POLICY ANALYSIS

If the answer is 'yes' to any of the following questions, further analysis will be required:

Does the project require a discretionary action that requires the decision maker to find that the project would substantially conform to the purpose, intent and provisions of the General Plan?

☒ Yes ☐ No

Is the project known to directly conflict with a transportation plan, policy, or program adopted to support multimodal transportation options or public safety?

☐ Yes ☒ No

Is the project required to or proposing to make any voluntary modifications to the public right-of-way (i.e., dedications and/or improvements in the right-of-way, reconfigurations of curb line, etc.)?

☒ Yes ☐ No

II. PLAN CONSISTENCY ANALYSIS

A. Mobility Plan 2035 PROW Classification Standards for Dedications and Improvements

These questions address potential conflict with:

Mobility Plan 2035 Policy 2.1 *– Adaptive Reuse of Streets. Design, plan, and operate streets to serve multiple purposes and provide flexibility in design to adapt to future demands.*

Mobility Plan 2035 Policy 2.3 *– Pedestrian Infrastructure. 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.*

Mobility Plan 2035 Policy 3.2 – *People with Disabilities. Accommodate the needs of people with disabilities when modifying or installing infrastructure in the public right-of-way.*

Mobility Plan 2035 Street Designations and Standard Roadway Dimensions

A.1 Does the project include additions or new construction along a street designated as a Boulevard I, and II, and/or Avenue I, II, or III on property zoned for R3 or less restrictive zone? [x] Yes [ ] No

A.2 If **A.1 is yes**, is the project required to make additional dedications or improvements to the Public Right of Way as demonstrated by the street designation. [x] Yes [ ] No [ ] N/A

A.3 If **A.2 is yes**, is the project making the dedications and improvements as necessary to meet the designated dimensions of the fronting street (Boulevard I, and II, or Avenue I, II, or III)?

[x] Yes [ ] No [ ] N/A

If the answer is to **A.1 or A.2 is NO, or to A.1, A.2 and A.3. is YES**, then the project does not conflict with the dedication and improvement requirements that are needed to comply with the Mobility Plan 2035 Street Designations and Standard Roadway Dimensions.

A.4 If the answer to **A.3. is NO**, is the project applicant asking to waive from the dedication standards?

[ ] **Yes** [ ] **No** [x] N/A

Lists any streets subject to dedications or voluntary dedications and include existing roadway and sidewalk widths, required roadway and sidewalk widths, and proposed roadway and sidewalk width or waivers.

Frontage 1 Existing PROW'/Curb' : Existing 45'/35' Required 50'/35' Proposed 50'/35'
Foothill Boulevard

Frontage 2 Existing PROW'/Curb' : Existing _____ Required _____ Proposed _____

Frontage 3 Existing PROW'/Curb' : Existing _____ Required _____ Proposed _____

Frontage 4 Existing PROW'/Curb' : Existing _____ Required _____ Proposed _____

If the answer to **A.4 is NO**, the project is inconsistent with Mobility Plan 2035 street designations and must file for a waiver of street dedication and improvement.

If the answer to **A.4 is YES**, additional analysis is necessary to determine if the dedication and/or improvements are necessary to meet the City's mobility needs for the next 20 years. The following factors may contribute to determine if the dedication or improvement is necessary:

Is the project site along any of the following networks identified in the City's Mobility Plan?

- Transit Enhanced Network
- Bicycle Enhanced Network
- Bicycle Lane Network
- Pedestrian Enhanced District
- Neighborhood Enhanced Network

To see the location of the above networks, see **Transportation Assessment Support Map**.[1]

Is the project within the service area of Metro Bike Share, or is there demonstrated demand for micro-mobility services?

If the project dedications and improvements asking to be waived are necessary to meet the City's mobility needs, the project may be found to conflict with a plan that is adopted to protect the environment.

B. Mobility Plan 2035 PROW Policy Alignment with Project-Initiated Changes

B.1 Project-Initiated Changes to the PROW Dimensions

These questions address potential conflict with:

> ***Mobility Plan 2035 Policy 2.1*** *– Adaptive Reuse of Streets. Design, plan, and operate streets to serve multiple purposes and provide flexibility in design to adapt to future demands.*
>
> ***Mobility Plan 2035 Policy 2.3*** *– Pedestrian Infrastructure. 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.*
>
> ***Mobility Plan 2035 Policy 3.2 –*** *People with Disabilities. Accommodate the needs of people with disabilities when modifying or installing infrastructure in the public right-of-way.*
>
> ***Mobility Plan 2035 Policy 2.10*** *– Loading Areas. Facilitate the provision of adequate on and off-site street loading areas.*
>
> **Mobility Plan 2035 Street Designations and Standard Roadway Dimensions**

[1] LADOT Transportation Assessment Support Map https://arcg.is/fubbD

B.1 Does the project physically modify the curb placement or turning radius and/or physically alter the sidewalk and parkways space that changes how people access a property?

Examples of physical changes to the public right-of-way include:

- widening the roadway,
- narrowing the sidewalk,
- adding space for vehicle turn outs or loading areas,
- removing bicycle lanes, bike share stations, or bicycle parking
- modifying existing bus stop, transit shelter, or other street furniture
- paving, narrowing, shifting or removing an existing parkway or tree well

☐ **Yes** ☒ No

B.2 Driveway Access

These questions address potential conflict with:

Mobility Plan 2035 Policy 2.10 *– Loading Areas. Facilitate the provision of adequate on and off-site street loading areas.*

Mobility Plan 2035 Program PL.1. Driveway Access. *Require driveway access to buildings from non-arterial streets or alleys (where feasible) in order to minimize interference with pedestrian access and vehicular movement.*

Citywide Design Guidelines - Guideline 2*: Carefully incorporate vehicular access such that it does not degrade the pedestrian experience.*

Site Planning Best Practices:

- *Prioritize pedestrian access first and automobile access second. Orient parking and driveways toward the rear or side of buildings and away from the public right-of-way. On corner lots, parking should be oriented as far from the corner as possible.*
- *Minimize both the number of driveway entrances and overall driveway widths.*
- *Do not locate drop-off/pick-up areas between principal building entrances and the adjoining sidewalks.*
- *Orient vehicular access as far from street intersections as possible.*
- *Place drive-thru elements away from intersections and avoid placing them so that they create a barrier between the sidewalk and building entrance(s).*
- *Ensure that loading areas do not interfere with on-site pedestrian and vehicular circulation by separating loading areas and larger commercial vehicles from areas that are used for public parking and public entrances.*

B.2 Does the project add new driveways along a street designated as an Avenue or a Boulevard that conflict with LADOT's Driveway Design Guidelines (See Sec. 321 in the Manual of Policies and Procedures) by any of the following:

- locating new driveways for residential properties on an Avenue or Boulevard, and access is otherwise possible using an alley or a collector/local street, or
- locating new driveways for industrial or commercial properties on an Avenue or Boulevard and access is possible along a collector/local street, or

- the total number of new driveways exceeds 1 driveway per every 200 feet[2] along on the Avenue or Boulevard frontage, or
- locating new driveways on an Avenue or Boulevard within 150 feet from the intersecting street, or
- locating new driveways on a collector or local street within 75 feet from the intersecting street, or
- locating new driveways near mid-block crosswalks, requiring relocation of the mid-block crosswalk

☐ **Yes** ☒ No

If the answer to **B.1 and B.2 are both NO**, then the project would not conflict with a plan or policies that govern the PROW as a result of the project-initiated changes to the PROW.

Impact Analysis

If the answer to either **B.1 or B.2 are YES**, City plans and policies should be reviewed in light of the proposed physical changes to determine if the City would be obstructed from carrying out the plans and policies. The analysis should pay special consideration to substantial changes to the Public Right of Way that may either degrade existing facilities for people walking and bicycling (e.g., removing a bicycle lane), or preclude the City from completing complete street infrastructure as identified in the Mobility Plan 2035, especially if the physical changes are along streets that are on the High Injury Network (HIN). The analysis should also consider if the project is in a Transit Oriented Community (TOC) area, and would degrade or inhibit trips made by biking, walking and/ or transit ridership. The streets that need special consideration are those that are included on the following networks identified in the Mobility Plan 2035, or the HIN:

- Transit Enhanced Network
- Bicycle Enhanced Network
- Bicycle Lane Network
- Pedestrian Enhanced District
- Neighborhood Enhanced Network
- High Injury Network

To see the location of the above networks, see **Transportation Assessment Support Map**.[3]

Once the project is reviewed relevant to plans and policies, and existing facilities that may be impacted by the project, the analysis will need to answer the following two questions in concluding if there is an impact due to plan inconsistency.

B.2.1 Would the physical changes in the public right of way or new driveways that conflict with LADOT's Driveway Design Guidelines degrade the experience of vulnerable roadway users such as modify, remove, or otherwise negatively impact existing bicycle, transit, and/or pedestrian infrastructure?

☐ **Yes** ☐ No ☒ N/A

[2] for a project frontage that exceeds 400 feet along an Avenue or Boulevard, the incremental additional driveway above 2 is more than 1 driveway for every 400 additional feet.

[3] LADOT Transportation Assessment Support Map https://arcg.is/fubbD

B.2.2 Would the physical modifications or new driveways that conflict with LADOT's Driveway Design Guidelines preclude the City from advancing the safety of vulnerable roadway users?

☐ **Yes** ☐ No ☒ N/A

If either of the answers to either **B.2.1 or B.2.2 are YES**, the project may conflict with the Mobility Plan 2035, and therefore conflict with a plan that is adopted to protect the environment. If either of the answers to both **B.2.1. or B.2.2. are NO**, then the project would not be shown to conflict with plans or policies that govern the Public Right-of-Way.

C. Network Access

C. 1 Alley, Street and Stairway Access

These questions address potential conflict with:

Mobility Plan Policy 3.9 *Increased Network Access: Discourage the vacation of public rights-of-way.*

C.1.1 Does the project propose to vacate or otherwise restrict public access to a street, alley, or public stairway?

☐ Yes ☒ No

C.1.2 If the answer to C.1.1 is Yes, will the project provide or maintain public access to people walking and biking on the street, alley or stairway?

☐ Yes ☐ **No** ☒ N/A

C.2 New Cul-de-sacs

These questions address potential conflict with:

Mobility Plan 2035 Policy 3.10 *Cul-de-sacs: Discourage the use of cul-de-sacs that do not provide access for active transportation options.*

C.2.1 Does the project create a cul-de-sac or is the project located adjacent to an existing cul-de-sac?

☐ Yes ☒ No

C.2.2 If yes, will the cul-de-sac maintain convenient and direct public access to people walking and biking to the adjoining street network?

☐ Yes ☐ **No** ☒ N/A

If the answers to either C.1.2 or C.2.2 are YES, then the project would not conflict with a plan or policies that ensures access for all modes of travel. If the answer to either **C.1.2 or C.2.2 are NO**, the project may conflict with a plan or policies that governs multimodal access to a property. Further analysis must assess to the degree that pedestrians and bicyclists have sufficient public access to the transportation network.

D. Parking Supply and Transportation Demand Management

These questions address potential conflict with:

Mobility Plan 2035 Policy 3.8 *– Bicycle Parking, Provide bicyclists with convenient, secure and well maintained bicycle parking facilities.*

Mobility Plan 2035 Policy 4.8 – *Transportation Demand Management Strategies. Encourage greater utilization of Transportation Demand Management Strategies to reduce dependence on single-occupancy vehicles.*

Mobility Plan 2035 Policy 4.13 *– Parking and Land Use Management: Balance on-street and off-street parking supply with other transportation and land use objectives.*

D.1 Would the project propose a supply of onsite parking that exceeds the baseline amount[4] as required in the Los Angeles Municipal Code or a Specific plan, whichever requirement prevails?

[X] Yes [ ] No

D.2 If the answer to D.1. is YES, would the project propose to actively manage the demand of parking by independently pricing the supply to all users (e.g. parking cash-out), or for residential properties, unbundle the supply from the lease or sale of residential units?

[ ] Yes [X] **No** [ ] N/A

Justification provided in Detailed Responses

If the answer to **D.2. is NO** the project may conflict with parking management policies. Further analysis is needed to demonstrate how the supply of parking above city requirements will not result in additional (induced) drive-alone trips as compared to an alternative that provided no more parking than the baseline required by the LAMC or Specific Plan. If there is potential for the supply of parking to result in induced demand for drive-alone trips, the project should further explore transportation demand management (TDM) measures to further off-set the induced demands of driving and vehicle miles travelled (VMT) that may result from higher amounts of on-site parking. The TDM measures should specifically focus on strategies that encourage dynamic and context-sensitive pricing solutions and ensure the parking is efficiently allocated, such as providing real time information. Research has demonstrated that charging a user cost for parking or providing a 'cash-out' option in return for not using it is the most effective strategy to reduce the instances of drive-alone trips and increase non-auto mode share to further reduce VMT. To ensure the parking is efficiently managed and reduce the need to build parking for future uses, further strategies should include sharing parking with other properties and/or the general public.

D.3. Would the project provide the minimum on and off-site bicycle parking spaces as required by Section 12.21 A.16 of the LAMC?

[X] Yes [ ] **No**

[4] The baseline parking is defined here as the default parking requirements in section 12.21 A.4 of the Los Angeles Municipal Code or any applicable Specific Plan, whichever prevails, for each applicable use not taking into consideration other parking incentives to reduce the amount of required parking.

D.4. Does the Project include more than 25,000 square feet of gross floor area construction of new non-residential gross floor?

☐ Yes ☒ No

D.5 If the answer to D.4. is YES, does the project comply with the City's TDM Ordinance in Section 12.26 J of the LAMC?

☐ Yes ☐ **No** ☒ N/A

If the answer to **D.3. or D.5. is NO** the project conflicts with LAMC code requirements of bicycle parking and TDM measures. If the project includes uses that require bicycle parking (Section 12.21 A.16) or TDM (Section 12.26 J), and the project does not comply with those Sections of the LAMC, further analysis is required to ensure that the project supports the intent of the two LAMC sections. To meet the intent of bicycle parking requirements, the analysis should identify how the project commits to providing safe access to those traveling by bicycle and accommodates storing their bicycle in locations that demonstrates priority over vehicle access.

Similarly, to meet the intent of the TDM requirements of Section 12.26 J of the LAMC, the analysis should identify how the project commits to providing effective strategies in either physical facilities or programs that encourage non-drive alone trips to and from the project site and changes in work schedule that move trips out of the peak period or eliminate them altogether (as in the case in telecommuting or compressed work weeks).

E. Consistency with Regional Plans

This section addresses potential inconsistencies with greenhouse gas (GHG) reduction targets forecasted in the Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP) / Sustainable Communities Strategy (SCS).

E.1 Does the Project or Plan apply one the City's efficiency-based impact thresholds (i.e. VMT per capita, VMT per employee, or VMT per service population) as discussed in Section 2.2.3 of the TAG?

☐ Yes ☒ No

VMT Analysis Not Required

E.2 If the Answer to E.1 is YES, does the Project or Plan result in a significant VMT impact?

☐ Yes ☐ No ☒ N/A

E.3 If the Answer to E.1 is NO, does the Project result in a net increase in VMT?

☐ Yes ☐ No ☒ N/A

If the Answer to E.2 or E.3 is NO, then the Project or Plan is shown to align with the long-term VMT and GHG reduction goals of SCAG's RTP/SCS.

E.4 If the Answer to E.2 or E.3 is YES, then further evaluation would be necessary to determine whether such a project or land use plan would be shown to be consistent with VMT and GHG reduction goals of the SCAG RTP/SCS. For the purpose of making a finding that a project is consistent with the GHG reduction targets forecasted in the SCAG RTP/SCS, the project analyst should consult Section 2.2.4 of the Transportation Assessment Guidelines (TAG). Section 2.2.4 provides the methodology for evaluating a land use project's cumulative impacts to VMT, and the appropriate reliance on SCAG's most recently adopted RTP/SCS in reaching that conclusion.

The analysis methods therein can further support findings that the project is consistent with the general use designation, density, building intensity, and applicable policies specified for the project area in either a sustainable communities strategy or an alternative planning strategy for which the State Air Resources Board, pursuant to Section 65080(b)(2)(H) of the Government Code, has accepted a metropolitan planning organization's determination that the sustainable communities strategy or the alternative planning strategy would, if implemented, achieve the greenhouse gas emission reduction targets.

References

BOE Street Standard Dimensions S-470-1 http://eng2.lacity.org/techdocs/stdplans/s-400/S-470-1_20151021_150849.pdf

LADCP Citywide Design Guidelines. https://planning.lacity.org/odocument/f6608be7-d5fe-4187-bea6-20618eec5049/Citywide_Design_Guidelines.pdf

LADOT Transportation Assessment Support Map https://arcg.is/fubbD

Mobility Plan 2035 https://planning.lacity.org/odocument/523f2a95-9d72-41d7-aba5-1972f84c1d36/Mobility_Plan_2035.pdf

SCAG. Connect SoCal, 2020-2045 RTP/SCS, https://www.connectsocal.org/Pages/default.aspx

ATTACHMENT D.1: CITY PLAN, POLICIES AND GUIDELINES

The Transportation Element of the City's General Plan, Mobility Plan 2035, established the "Complete Streets Design Guide" as the City's document to guide the operations and design of streets and other public rights-of-way. It lays out a vision for designing safer, more vibrant streets that are accessible to people, no matter what their mode choice. As a living document, it is intended to be frequently updated as City departments identify and implement street standards and experiment with different configurations to promote complete streets. The guide is meant to be a toolkit that provides numerous examples of what is possible in the public right-of-way and that provides guidance on context-sensitive design.

The Plan for A Healthy Los Angeles (March 2015) includes policies directing several City departments to develop plans that promote active transportation and safety.

The City of Los Angeles Community Plans, which make up the Land Use Element of the City's General Plan, guide the physical development of neighborhoods by establishing the goals and policies for land use. The 35 Community Plans provide specific, neighborhood-level detail for land uses and the transportation network, relevant policies, and implementation strategies necessary to achieve General Plan and community-specific objectives.

The stated goal of Vision Zero is to eliminate traffic-related deaths in Los Angeles by 2025 through a number of strategies, including modifying the design of streets to increase the safety of vulnerable road users. Extensive crash data analysis is conducted on an ongoing basis to prioritize intersections and corridors for implementation of projects that will have the greatest effect on overall fatality reduction. The City designs and deploys Vision Zero Corridor Plans as part of the implementation of Vision Zero. If a project is proposed whose site lies on the High Injury Network (HIN), the applicant should consult with LADOT to inform the project's site plan and to determine appropriate improvements, whether by funding their implementation in full or by making a contribution toward their implementation.

The Citywide Design Guidelines (October 24, 2019) includes sections relevant to development projects where improvements are proposed within the public realm. Specifically, Guidelines one through three provide building design strategies that support the pedestrian experience. The Guidelines provide best practices in designing that apply in three spatial categories of site planning, building design and public right of way. The Guidelines should be followed to ensure that the project design supports pedestrian safety, access and comfort as they access to and from the building and the immediate public right of way.

The City's Transportation Demand Management (TDM) Ordinance (LA Municipal Code 12.26.J) requires certain projects to incorporate strategies that reduce drive-alone vehicle trips and improve access to destinations and services. The ordinance is revised and updated periodically and should be reviewed for application to specific projects as they are reviewed.

The City's LAMC Section 12.37 (Waivers of Dedication and Improvement) requires certain projects to dedicate and/or implement improvements within the public right-of-way to meet the street designation standards of the Mobility Plan 2035.

The Bureau of Engineering (BOE) Street Standard Dimensions S-470-1 provides the specific street widths and public right of way dimensions associated with the City's street standards.

Detailed Responses in Support of General Consistency with Transportation-Related Plans, Programs, Ordinances, or Policies (Adapted from Attachment D in *LADOT Transportation Assessment Guidelines*, July 2020)

The items below correspond with the TAG Attachment D: Plan, Policy, and Program Consistency Worksheet. Defined terms below have the same meanings as in the Transportation Assessment.

A. Mobility Plan 2035 (MP 2035) PROW Classification Standards for Dedications and Improvements

The Project does include new construction along a street designated as a Boulevard I and II, and/or Avenue I, II, or III on property zoned for R3 or less restrictive zone. Specifically, the Project proposes new construction along Foothill Boulevard, Plainview Avenue, Wilsey Avenue, and Day Street (East Leg), which are designated as Avenue I, Collector Street, and Local Street – Standards, respectively, under the MP 2035 Street Standards Plan. The Project Site is zoned CR-1VL per the LAMC. The Project is also required to make additional dedications or improvements to the public right-of-way as demonstrated by the designated dimensions of an Avenue I. Accordingly, the Project will make a five-foot street dedication along the Project Site's Foothill Boulevard frontage to meet the designated sidewalk dimensions of an Avenue I. The existing roadway width of Foothill Boulevard and the proposed sidewalk width along the Project Site meet the standard street dimensions of an Avenue I (i.e., the five-foot street dedication along the Project Site's Foothill Boulevard frontage will result in the required 35-foot half-width roadway within a 50-foot half-width public right-of-way for an Avenue I). Therefore, it can be concluded that the Project will not conflict with any dedication and improvement requirements that are needed to comply with the MP 2035 Street Designation and Standard Roadway Dimensions requirements along the Project Site.

MP 2035 Policy 2.1 – Adaptive Reuse of Streets. Design, plan, and operate streets to serve multiple purposes and provide flexibility in design to adapt to future demands.

- The Project will make the required five-foot street dedication to the public right-of-way along the Project Site's Foothill Boulevard frontage. The Project will not alter adjacent streets or the right-of-way in a manner that would preclude or conflict future changes by various City Departments.

MP 2035 Policy 2.3 – Pedestrian Infrastructure. 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 will not alter pedestrian infrastructure or the right-of-way in a manner that would preclude or conflict future changes by various City Departments. The Project prioritizes pedestrian access and connectivity, consistent with Foothill Boulevard's designation as a Pedestrian Enhanced District. The Project includes a walkway

connecting the residential building to the sidewalk along the Project Site's Day Street (East Leg) frontage and a pedestrian entrance along the Project Site's Plainview Avenue frontage. Additionally, the Project includes a pedestrian entrance along the Project Site's Foothill Boulevard frontage (i.e., at the corner of Plainview Avenue and Foothill Boulevard).

MP 2035 Policy 3.2 – People with Disabilities. Accommodate the needs of people with disabilities when modifying or installing infrastructure within the public right-of-way.

- The Project will not alter existing ADA infrastructure or the right-of-way in a manner that would preclude or conflict future changes by various City Departments.

MP 2035 Networks.

- The Project Site has frontage along the following networks in MP 2035:
    - Pedestrian Enhanced District: Foothill Boulevard west of Plainview Avenue (See analysis of MP Policy 2.3 above)
    - Bicycle Lane Network: Foothill Boulevard

B. MOBILITY PLAN 2035 (MP 2035) PROW POLICY ALIGNMENT WITH PROJECT-INITIATED CHANGES

B.1. Project-Initiated Changes to the PROW Dimensions

The Project will not physically modify the curb placement or turning radius, nor will it physically alter the sidewalk and parkways space, in a manner that would change how people access the Project Site. The Project complies with the MP 2035 policies outlined below.

MP 2035 Policy 2.1 – Adaptive Reuse of Streets. Design, plan, and operate streets to serve multiple purposes and provide flexibility in design to adapt to future demands.

- The Project will make a five-foot street dedication to the public right-of-way. The Project will not alter adjacent streets or the right-of-way in a manner that would preclude or conflict future changes by various City Departments.

MP 2035 Policy 2.3 – Pedestrian Infrastructure. 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 will not alter pedestrian infrastructure or the right-of-way in a manner that would preclude or conflict future changes by various City Departments. The Project prioritizes pedestrian access and connectivity, consistent with Foothill Boulevard's designation as a Pedestrian Enhanced District. The Project includes a walkway connecting the residential building to the sidewalk along the Project Site's Day Street (East Leg) frontage and a pedestrian entrance along the Project Site's Plainview Avenue

frontage. Additionally, the Project includes a pedestrian entrance along the Project Site's Foothill Boulevard frontage (i.e., at the corner of Plainview Avenue and Foothill Boulevard).

MP 2035 Policy 3.2 – People with Disabilities. Accommodate the needs of people with disabilities when modifying or installing infrastructure within the public right-of-way.

- The Project will not alter existing ADA infrastructure or the right-of-way in a manner that would preclude or conflict future changes by various City Departments.

MP 2035 Policy 2.10 – Loading Areas. Facilitate the provision of adequate on and off-site street loading areas.

- Loading activities associated with service and delivery operations, trash collection and waste management for the Project will utilize the driveway located along the east side of Plainview Avenue (i.e., along the Project Site's westerly frontage). The driveway will lead into the Project's parking garage and loading areas. All loading activities will therefore occur off-street and internal to the Project Site.

MP 2035 Street Designations and Standard Roadway Dimensions

- The Project does propose new construction along a street designated as a Boulevard I and II, and/or Avenue I, II, or III on property zoned for R3 or less restrictive zone. Specifically, the Project proposes new construction along Foothill Boulevard, Plainview Avenue, Wilsey Avenue, and Day Street (East Leg), which are designated as Avenue I, Collector Street, and Local Street – Standards, respectively, under the MP 2035 Street Standards Plan. The Project Site is zoned CR-1VL per the LAMC.

B.2. Driveway Access

The Project will remove the two existing driveways located along the north side of Foothill Boulevard (i.e., along the Project Site's southerly frontage), designated as an Avenue I. The LADOT Manual of Policy and Procedures (MPP), Section 321, Driveway Design, states that driveways should not be permitted along an arterial frontage where the proposed development is residential and access is possible using an alley or non-arterial street. As the number of curb cuts along Foothill Boulevard will reduce (i.e., no driveways will be located along the Project Site's Foothill Boulevard frontage) and vehicular access to the Project Site will be provided via driveways along Plainview Avenue and Wilsey Avenue, the Project will not conflict with LADOT MPP, Section 321. Specifically, vehicular access to the Project Site will be provided via an existing driveway along the east side of Plainview Avenue, designated as a Collector Street, and a proposed driveway along the west side of Wilsey Avenue, designated as a Local Street – Standard. The proposed driveway along Wilsey Avenue will be located approximately 110 feet north of the intersection of Wilsey Avenue and Day Street (East Leg). The Project will not require the relocation of any existing pedestrian infrastructure. Therefore, the Project will

not conflict with a plan or policies that govern the public right-of-way as a result of any Project-initiated changes to the public right-of-way.

MP 2035 Policy 2.10 – Loading Areas. Facilitate the provision of on and off-site street loading areas.

- Loading activities associated with service and delivery operations, trash collection and waste management for the Project will utilize the driveway located along the east side of Plainview Avenue (i.e., along the Project Site's westerly frontage). The driveway will lead into the Project's parking garage and loading areas. All loading activities will therefore occur off-street and internal to the Project Site.

MP 2035 Program PL.1. Driveway Access. Require driveway access to buildings from non-arterial streets or alleys (where feasible) in order to minimize interference with pedestrian access and vehicular movement.

- Driveway access to and from the Project Site will be provided via Plainview Avenue, a Collector Street, and Wilsey Avenue, a Local Street – Standard. The two existing driveways along Foothill Boulevard adjacent to the Project Site will be removed. Thus, there will be no curb cuts along Foothill Boulevard adjacent to the Project Site. The Project has been designed to minimize interference with pedestrian access and vehicular movement.

Citywide Design Guidelines – Guideline 2. Carefully incorporate vehicular access such that it does not degrade the pedestrian experience, in accordance with the Site Planning Best Practices listed below.

- *Prioritize pedestrian access first and automobile access second. Orient parking and driveways toward the rear or side of buildings and away from the public right-of-way. On corner lots, parking should be oriented as far from the corner as possible.*

    - The Project prioritizes pedestrian access first by providing multiple pedestrian entrances connecting the Project to the sidewalk along the Project Site's Foothill Boulevard, Plainview Avenue, and Day Street (East Leg) frontages. Vehicular access to and from the Project Site's parking garage will be provided via the existing Plainview Avenue driveway toward the rear of the proposed residential building. Vehicular access to and from the Project Site's surface parking lot will be provided via the proposed Wilsey Avenue driveway located approximately 110 feet north of the Wilsey Avenue / Day Street (East Leg) intersection and toward the rear of the proposed residential building.

- *Minimize both the number of driveway entrances and overall driveway widths.*

    - The Project will remove the two existing driveways located along the north side of Foothill Boulevard, designated as an Avenue I. As the number of curb cuts along Foothill Boulevard will reduce (i.e., no driveways will be located along the Project Site's Foothill Boulevard frontage) and vehicular access to the Project Site will be provided via the existing driveway along Plainview Avenue and a proposed driveway along Wilsey Avenue, designated as a Collector Street and Local Street – Standard, respectively, the Project will not conflict with LADOT MPP, Section 321. The proposed driveway along Wilsey Avenue will be located approximately 110 feet north of the intersection of Wilsey Avenue and Day Street (East Leg). LADOT MPP, Section 321 recommends that two-way driveways serving multi-family residential uses be no more than 30 feet in width if more than 25 parking spaces are provided and 28 feet in width if between five and 25 parking spaces are provided. The Plainview Avenue driveway will lead into the Project's parking garage which will provide 88 parking spaces. The Wilsey Avenue driveway will provide access to the Project's on-site surface parking lot which will provide four parking spaces. The Plainview Avenue driveway will be approximately 28 feet in width and the Wilsey Avenue driveway will be approximately 26 feet in width. Therefore, the Project driveway widths will not conflict with LADOT MPP, Section 321.

- *Do not locate drop-off/pick-up areas between principal building entrances and the adjoining sidewalks.*

    - The Project does not propose any drop-off / pick-up areas.

- *Orient vehicular access as far from street intersections as possible.*

    - The proposed driveway along Wilsey Avenue will be located approximately 110 feet north of the Wilsey Avenue / Day Street (East Leg) intersection. The existing Plainview Avenue driveway is located at the northernmost portion of the Project Site, toward the rear of the proposed residential building.

- *Place drive-through elements away from intersections and avoid placing them so that they create a barrier between the sidewalk and building entrance(s).*

    - The Project does not propose any drive-through elements.

- *Ensure that loading areas do not interfere with onsite pedestrian and vehicular circulation by separating loading areas and larger commercial vehicles from areas that are used for public parking and public entrances.*

    - Loading activities associated with service and delivery operations, trash collection and waste management for the Project will utilize the driveway located along the east

side of Plainview Avenue (i.e., along the Project Site's westerly frontage). The driveway will lead into the Project's parking garage and loading areas. All loading activities will therefore occur off-street and internal to the Project Site. It is noted that trash pick-up and service deliveries will not take place during the AM and PM peak hours.

C. NETWORK ACCESS

C.1. Alley, Street and Stairway Access

The Project will not conflict with MP 2035 policy below because it will not vacate or otherwise restrict public access to a street, alley or public stairway.

MP 2035 Policy 3.9 – Increased Network Access. Discourage the vacation of public rights-of-way.

- The Project will not vacate or otherwise restrict public access to any public rights-of-way.

C.2. New Cul-de-sacs

The Project will not conflict with the MP 2035 policy below because it will not create a cul-de-sac, nor is the Project located adjacent to an existing cul-de-sac.

MP 2035 Policy 3.10 – Cul-de-sacs. Discourage the use of cul-de-sacs that do not provide access for active transportation options.

- The Project Site is not located on a cul-de-sac.

D. PARKING SUPPLY AND TRANSPORTATION DEMAND MANAGEMENT

The Project proposes a supply of on-site parking that would exceed the baseline amount as required in the LAMC. Per the LAMC, the Project is required to provide 86 vehicle parking spaces. The Project will provide 92 vehicle parking spaces, which is greater than the baseline amount required in the LAMC. It is noted that parking is not an impact under CEQA. As the Project is forecast to generate minimal vehicle trips during the AM and PM peak hours, the Project is unlikely to result in additional drive-alone trips as compared to an alternative that provides no more parking than the baseline required. Thus, strategies to offset induced demands of driving and reduce Vehicle Miles Traveled (VMT) do not need to be implemented.

The Project will also provide short-term and long-term bicycle parking spaces in excess of LAMC minimum requirements. It is noted that the Project does not include the construction of more than 25,000 square feet of new non-residential gross floor area.

Therefore, the Project will not conflict with the LAMC vehicle and bicycle parking requirements, or the City's TDM measures.

MP 2035 Policy 3.8 – Bicycle Parking. Provide bicyclists with convenient, secure, and well maintained bicycle parking facilities.

- The Project is required to provide four short-term and 39 long-term bicycle parking spaces in accordance with the LAMC. The Project will provide 12 short-term bicycle parking spaces and 49 long-term bicycle parking spaces. Secure bicycle parking will be provided on-site.

MP 2035 Policy 4.8 – Transportation Demand Management Strategies. Encourage greater utilization of Transportation Demand Management Strategies to reduce dependence on single-occupancy vehicles.

- As indicated in *Appendix B* of the Transportation Assessment, the Project will generate 246 net new daily vehicle trips. As the Project will not generate a net increase of 250 or more daily vehicle trips per the City's VMT Calculator, a "no impact" determination can be made as it relates to the VMT analysis. Therefore, while the Applicant will comply with existing applicable City ordinances, no additional TDM measures are proposed in conjunction with the Project since mitigation is not required.

MP 2035 Policy 4.13 – Parking and Land Use Management. Balance on-street and off-street parking supply with other transportation and land use objectives.

- The Project will provide a total of 92 vehicle parking spaces that will be provided on-site upon completion of the Project. As the Project is forecast to generate minimal vehicle trips during the AM and PM peak hours, the Project is unlikely to result in additional drive-alone trips as compared to an alternative that provides no more parking than the baseline required by the LAMC. Thus, strategies to offset induced demands of driving and reduce VMT do not need to be implemented. Additionally, the Project will provide short-term and long-term bicycle parking spaces in excess of LAMC requirements. The Project is also within convenient walking distance to public transit lines along Foothill Boulevard.

  Under CEQA, a project is considered consistent with an applicable plan if it is consistent with the overall intent of the plan and would not preclude the attainment of its primary goals. A project does not need to be in perfect conformity with each and every policy. Therefore, even though the Project's parking may exceed the baseline LAMC requirement, the Project is consistent with the overall intent of Policy 4.13 and MP 2035.

  Moreover, any inconsistency with an applicable policy, plan, or regulation is only a significant impact under CEQA if the policy, plan, or regulation were adopted for the purpose of avoiding or mitigating an environmental effect and the inconsistency itself would result in a direct physical impact on the environment. The above policy is intended to implement broader regional goals, not to mitigate an environmental effect. Therefore, even if the Project's amount of parking was conservatively considered to be

inconsistent with Policy 4.13, such inconsistency would not be considered to be a significant impact under CEQA.

E. CONSISTENCY WITH REGIONAL PLANS

As indicated in *Appendix B* of the Transportation Assessment, the Project will generate 246 net new daily vehicle trips per the City's VMT Calculator. As the Project will not generate a net increase of 250 or more daily vehicle trips, a "no impact" determination can be made as it relates to the VMT analysis. The Project therefore is not required to apply one of the City's efficiency-based impact thresholds (i.e., VMT per Capita) as discussed in Section 4.2 of the Transportation Assessment. As the Project will not result in a significant VMT impact, the Project is shown to be consistent with the VMT and greenhouse gas (GHG) goals of the Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

Additional Review

The following provides a review of the transportation-related goals listed in the Plan for a Healthy Los Angeles (Healthy LA).

- The Project supports the transportation-related goals listed in Healthy LA. The Project is designed in a manner that facilitates travel on foot between the Project Site and nearby destinations and transit facilities. The Project will provide short-term and long-term bicycle parking spaces in excess of the LAMC requirement. The Project would not conflict with, limit or preclude the City's ability to implement programs and policies in furtherance of Healthy LA.

The following provides a review of Vision Zero.

- Vision Zero is a plan that strives to eliminate traffic-related deaths in Los Angeles by 2025 through strategies, such as modifying streets to better serve vulnerable road users. Projects located in the High Injury Network (HIN) should make improvements or fund them. While Foothill Boulevard is a roadway located within the HIN, the Project Site's Foothill Boulevard frontage is not located within the HIN. The Project would not preclude or conflict with the implementation of future Vision Zero projects in the public right-of-way along Foothill Boulevard or other roadways within the immediate vicinity of the Project Site.

The following provides a review of relevant policies within the LADOT MPP.

- The LADOT MPP, Section 321, Driveway Design, includes driveway design standards to minimize adverse effects on street traffic. The Project Site has frontage along Foothill

Boulevard, Plainview Avenue, Wilsey Avenue, and Day Street (East Leg) which are designated as Avenue I, Collector Street, and Local Street – Standards, respectively, under the MP 2035 Street Standards Plan. The Project will remove the two existing driveways located along the north side of Foothill Boulevard (i.e., along the Project Site's southerly frontage), designated as an Avenue I. LADOT MPP, Section 321 states that driveways should not be permitted along an arterial frontage where the proposed development is residential and access is possible using an alley or non-arterial street. As the number of curb cuts along Foothill Boulevard will reduce (i.e., no driveways will be located along the Project Site's Foothill Boulevard frontage) and vehicular access to the Project Site will be provided via the existing driveway along Plainview Avenue and a proposed driveway along Wilsey Avenue, the Project will not conflict with LADOT MPP, Section 321. The proposed driveway along Wilsey Avenue will be located approximately 110 feet north of the intersection of Wilsey Avenue and Day Street (East Leg). LADOT MPP, Section 321 also recommends that two-way driveways serving multi-family residential uses be no more than 30 feet in width if more than 25 parking spaces are provided and 28 feet in width if between five and 25 parking spaces are provided. The Plainview Avenue driveway will lead into the Project's parking garage which will provide 88 parking spaces. The Wilsey Avenue driveway will provide access to the Project's on-site surface parking lot which will provide four parking spaces. The Plainview Avenue driveway will be approximately 28 feet in width and the Wilsey Avenue driveway will be approximately 26 feet in width. Therefore, the Project driveway widths will not conflict with LADOT MPP, Section 321.

The following provides a review of the transportation-related provisions listed in the Foothill Boulevard Corridor Specific Plan ("Specific Plan"). From a transportation perspective, the Specific Plan offers the following provisions related to the Project:

Section 6.B: In order to reduce curb cuts and left turns from Foothill Boulevard, or Commerce Avenue within Major Activity Area No. 3 on Map 2B, the following shall apply to Significant Projects where an alley or side street is available for access to the Project: driveway access to Foothill Boulevard or Commerce Avenue is prohibited, unless the driveway is for an automotive fueling station and outside of Major Activity Area No. 3, or a written exception is obtained from the Department of Transportation.

- The Project is not located within Major Activity Area No. 3 on Map 2B of the Specific Plan. It is noted that vehicular access to and from the Project Site will be provided via the existing driveway along Plainview Avenue, designated as a Collector Street, and the proposed driveway along Wilsey Avenue, designated as a Local Street – Standard. The two existing driveways along Foothill Boulevard, designated as an Avenue I, will be removed. Thus, there will be no curb cuts along Foothill Boulevard adjacent to the Project Site.

Section 7.B.4.a.1: Number of Required Parking Spaces – A minimum of two parking spaces for each dwelling unit.

- Per the Specific Plan, the Project is required to provide a minimum of 92 parking spaces. The Project proposes to provide a total of 92 parking spaces, which satisfies the Specific Plan requirement. However, Section 3.B. of the Specific Plan states that when provisions within the Specific Plan differ from provisions within the LAMC (i.e., parking requirements), the most restrictive provisions shall prevail. The baseline amount as required by the LAMC is 86 parking spaces. The Project proposes to provide a total of 92 parking spaces, which would exceed the baseline amount as required in the LAMC. As the Project is forecast to generate minimal vehicle trips during the AM and PM peak hours, the Project is unlikely to result in additional drive-alone trips as compared to an alternative that provides no more parking than the baseline required. Thus, strategies to offset induced demands of driving do not need to be implemented, and the Project would not undermine broader regional goals of creating a robust multi-modal transportation system.

Section 7.B.4.a.3: Number of Required Parking Spaces – Significant Projects shall provide bicycle and/or scooter racks at a ratio of ½ space per dwelling unit.

- Per the Specific Plan, the Project is required to provide 23 bicycle parking spaces. However, Section 3.B. of the Specific Plan states that when provisions within the Specific Plan differ from provisions within the LAMC (i.e., parking requirements), the most restrictive provisions shall prevail. The Project is required to provide four short-term and 39 long-term bicycle parking spaces in accordance with the LAMC, totaling 43 bicycle parking spaces. The Project will provide short-term and long-term bicycle parking in excess of the LAMC requirements.

The following provides a review of the transportation-related goals listed in the Sunland-Tujunga-Lake View Terrace-Shadow Hills-East La Tuna Canyon Community Plan ("Community Plan"). The Community Plan was adopted in 1997. While an updated Community Plan is anticipated to begin development in 2021, the plan from 1997 is currently in effect and forms the basis for this review of potential conflicts relating to the transportation system.

From a transportation perspective, the Community Plan offers the following goals and objectives related to the Project.

Goal 10: Develop a public transit system that improves mobility with convenient alternatives to automobile travel.

- The Project is located within convenient walking distance to public transit lines along Foothill Boulevard.

Objective 10-1: To encourage improved local and express bus service throughout the Community Plan area, and encourage park-and-ride facilities to interface with freeways, high occupancy vehicle (HOV) facilities, and rail facilities.

- The Project is currently served by many local and regional/commuter public transit lines via stops located within convenient walking distance along Foothill Boulevard. The transit lines include: Metro Local Lines 90 and 222, and Commuter Express 409.

Policy 10-1.2: Encourage the provision of safe, attractive and clearly identifiable transit stops with user friendly design amenities.

- Public transit waiting areas along Foothill Boulevard within the Project vicinity are provided with bus benches and street signage indicating the specific public transit lines destined to the waiting areas.

Goal 11: Encourage alternative modes of transportation to the use of single occupancy vehicles (SOV) in order to reduce vehicular trips.

- The Project includes a walkway connecting the residential building to the sidewalk along the Project Site's Day Street (East Leg) frontage and a pedestrian entrance along the Project Site's Plainview Avenue frontage. Additionally, the Project includes a pedestrian entrance along the Project Site's Foothill Boulevard frontage (i.e., at the corner of Plainview Avenue and Foothill Boulevard). The Project will also provide short-term and long-term bicycle parking spaces in excess of LAMC requirements. The Project is also located within convenient walking distance to public transit lines along Foothill Boulevard. As described in Section 4.2 of the Transportation Assessment, the Project will result in a less than significant VMT impact. Therefore, while the Applicant will comply with existing applicable City ordinances, no additional TDM measures to encourage alternative modes of transportation are proposed in conjunction with the Project since mitigation is not required.

Objective 11-1: To pursue transportation management strategies that can maximize vehicle occupancy, minimize average trip length, and reduce the number of vehicle trips.

- As indicated in *Appendix B* of the Transportation Assessment, the Project will generate 246 net new daily vehicle trips per the City's VMT Calculator. As the Project will not generate a net increase of 250 or more daily vehicle trips per the VMT Calculator, a "no impact" determination can be made as it relates to the VMT analysis. Therefore, while the Applicant will comply with existing applicable City ordinances, no additional TDM strategies are proposed in conjunction with the Project since mitigation is not required.

Policy 13-1.2: Street dedications shall be developed in accordance with standards and criteria contained in the Mobility Plan, an Element of the General Plan and the City's Standard Street Dimensions, except where environmental issues and planning practices warrant alternate standards consistent with capacity requirements.

- The Project will make a five-foot street dedication along the Project Site's Foothill Boulevard frontage to meet the designated sidewalk dimensions of an Avenue I. The existing roadway width of Foothill Boulevard and the proposed sidewalk width along the Project Site meet the standard street dimensions of an Avenue I (i.e., the five-foot street dedication along the Project Site's Foothill Boulevard frontage will result in the required 35-foot half-width roadway within a 50-foot half-width public right-of-way for an Avenue I).

Policy 13-1.3: New development projects shall be designed to minimize disturbance to existing flow with proper ingress and egress to parking.

- Vehicular access to and from the Project Site's parking garage will be provided via the existing driveway located along the east side of Plainview Avenue, designated as a Collector Street. Vehicular access to and from the Project Site's surface parking lot will be provided via the proposed driveway located along the west side of Wilsey Avenue, designated as a Local Street – Standard. The two existing driveways located along the south side of Foothill Boulevard adjacent to the Project Site will be removed. Thus, existing flow of traffic along Foothill Boulevard will have minimal disturbances upon construction and occupancy of the Project since the Project driveways will be located along non-arterial streets.

Policy 13-2.2: Driveway access points onto arterials, and collector streets should be limited in number and be located to insure the smooth and safe flow of vehicles and bicycles.

- Vehicular access to and from the Project Site will be provided via the existing driveway along Plainview Avenue, designated as a Collector Street, and the proposed driveaway along Wilsey Avenue, designated as a Local Street – Standard. The two existing driveways along Foothill Boulevard, designated as an Avenue I, will be removed. Thus, there will be no curb cuts along Foothill Boulevard adjacent to the Project Site. The Project has been designed to minimize interference with bicycle and pedestrian access and vehicular movement.

Goal 14: A system of safe, efficient, and attractive bicycle, pedestrian, and equestrian facilities.

- The Project will provide short-term and long-term bicycle parking in excess of LAMC requirements. The Project also has frontage along Foothill Boulevard, which is designated as an LADOT Existing Bicycle Lane and is located on the Bicycle Lane Network. The Project is designed in a manner that facilitates travel on foot between the Project Site and nearby destinations. Sidewalks are provided along major roadways in

the Project vicinity. The Project includes a walkway connecting the residential building to the sidewalk along the Project Site's Day Street (East Leg) frontage and a pedestrian entrance along the Project Site's Plainview Avenue frontage. Additionally, the Project includes a pedestrian entrance along the Project Site's Foothill Boulevard frontage (i.e., at the corner of Plainview Avenue and Foothill Boulevard).

Objective 14-1: To promote an adequate system of safe bikeways for commuter, school, and recreational use.

- The Project will promote bicycling as a viable mode of transportation by providing short-term and long-term bicycle parking in excess of the LAMC requirements. The Project also has frontage along Foothill Boulevard, which is designated as an LADOT Existing Bicycle Lane and is located on the Bicycle Lane Network.

Policy 14-1.2: Identify bicycle facilities along arterials in the community.

- Foothill Boulevard is designated as an Avenue I, is designated as an LADOT Existing Bicycle Lane and is located on the Bicycle Lane Network.

Goal 15: A sufficient system of well-designed and convenient on-street parking and off-street parking facilities throughout the Plan Area.

- The Project proposes to provide a total of 92 parking spaces, with 88 parking spaces provided within an on-site parking garage and four parking spaces provided within an on-site surface parking lot. It is noted that the Project proposes a supply of on-site parking that would exceed the baseline amount as required in the LAMC. Per the LAMC, the Project is required to provide 86 vehicle parking spaces. However, as the Project is forecast to generate minimal vehicle trips during the AM and PM peak hours, the Project is unlikely to result in additional drive-alone trips as compared to an alternative that provides no more parking than the baseline required. Thus, strategies to offset induced demands of driving and reduce VMT do not need to be implemented, and the Project would not undermine broader regional goals of creating a robust multi-modal transportation system.

Objective 15-1: To provide parking in appropriate locations in accord with Citywide standards and community needs.

- The Project proposes to provide a total of 92 parking spaces, which would exceed the baseline amount of 86 parking spaces as required in the LAMC. As the Project is forecast to generate minimal vehicle trips during the AM and PM peak hours, the Project is unlikely to result in additional drive-alone trips as compared to an alternative that provides no more parking than the baseline required. Thus, strategies to offset induced demands of driving do not need to be implemented, and the Project would not undermine broader regional goals of creating a robust multi-modal transportation system.

Policy 15-1.1: Consolidate parking, where appropriate, to eliminate the number of ingress and egress points onto arterials.

- Vehicular access to and from the Project Site will be provided via the existing driveway along Plainview Avenue, designated as a Collector Street, and the proposed driveaway along Wilsey Avenue, designated as a Local Street – Standard. The Plainview Avenue driveway will provide access to the Project's parking garage and the Wilsey Avenue driveway will provide access to the Project's surface parking lot. The two existing driveways along Foothill Boulevard, designated as an Avenue I, will be removed. Thus, there will be no curb cuts along Foothill Boulevard adjacent to the Project Site.

Policy 15-1.2: New parking lots and new parking garages shall be developed in accordance with design standards.

- Parking will be developed in accordance with City standards.

APPENDIX E

HCM AND LEVELS OF SERVICE EXPLANATION
HCM DATA WORKSHEETS – WEEKDAY AM AND PM PEAK HOURS

LEVEL OF SERVICE FOR SIGNALIZED INTERSECTIONS

In the *Highway Capacity Manual (HCM)*, published by the Transportation Research Board, 2010, level of service for signalized intersections is defined in terms of delay, which is a measure of driver discomfort, frustration, fuel consumption, and increased travel time. The delay experienced by a motorist is made up of a number of factors that relate to control, geometrics, traffic, and incidents. Total delay is the difference between the travel time actually experienced and the reference travel time that would result during base conditions: in the absence of traffic control, in the absence of geometric delay, in the absence of incidents, and when there are no other vehicles on the road. Only the portion of total delay attributed to the control facility is quantified. This delay is called *control delay*. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay.

Level of Service criteria for traffic signals are stated in terms of the average control delay per vehicle. Delay is a complex measure and is dependent on a number of variables, including the quality of progression, the cycle length, the green ratio, and the *v/c* ratio for the lane group in question.

Level of Service Criteria for Signalized Intersections

Level of Service	Control Delay (Sec/Veh)
A	≤ 10
B	> 10 and ≤ 20
C	> 20 and ≤ 35
D	> 35 and ≤ 55
E	> 55 and ≤ 80
F	> 80

Level of Service (LOS) values are used to describe intersection operations with service levels varying from LOS A (free flow) to LOS F (jammed condition). The following descriptions summarize *HCM* criteria for each level of service:

LOS A describes operations with very low control delay, up to 10 seconds per vehicle. This level of service occurs when progression is extremely favorable and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay values.

LOS B describes operations with control delay greater than 10 and up to 20 seconds per vehicle. This level generally occurs with good progression, short cycle lengths, or both. More vehicles stop than with LOS A, causing higher levels of delay.

LOS C describes operations with control delay greater than 20 and up to 35 seconds per vehicle. These higher delays may result from fair progression, longer cycle lengths, or both. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant at this level, though many still pass through the intersection without stopping.

LOS D describes operations with control delay greater than 35 and up to 55 seconds per vehicle. At LOS D, the influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high *v/c* ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.

LOS E describes operations with control delay greater than 55 and up to 80 seconds per vehicle. This level is considered by many agencies to be the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths, and high *v/c* ratios. Individual cycle failures are frequent occurrences.

LOS F describes operations with control delay in excess of 80 seconds per vehicle. This level, considered to be unacceptable to most drivers, often occurs with oversaturation, that is, when arrival flow rates exceed the capacity of the lane groups. It may also occur at high *v/c* ratios with many individual cycle failures. Poor progression and long cycle lengths may also be major contributing factors to such delay levels.

LEVEL OF SERVICE FOR UNSIGNALIZED INTERSECTIONS

In the *Highway Capacity Manual (HCM)*, published by the Transportation Research Board, 2010, level of service for unsignalized intersections is defined in terms of delay, which is a measure of driver discomfort, frustration, fuel consumption, and lost travel time. The delay experienced by a motorist is made up of a number of factors that relate to control, geometrics, traffic, and incidents. Total delay is the difference between the travel time actually experienced and the reference travel time that would result during base conditions, in the absence of incidents, control, traffic, or geometric delay. Only the portion of total delay attributed to the traffic control measures, either traffic signals or stop signs, is quantified. This delay is called *control delay*. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay.

Level of Service criteria for unsignalized intersections are stated in terms of the average control delay per vehicle. The level of service is determined by the computed or measured control delay and is defined for each minor movement. Average control delay for any particular minor movement is a function of the service time for the approach and the degree of utilization. (Level of service is not defined for the intersection as a whole for two-way stop controlled intersections.)

Level of Service Criteria for TWSC/AWSC Intersections

Level of Service	Average Control Delay (Sec/Veh)
A	≤ 10
B	> 10 and ≤ 15
C	> 15 and ≤ 25
D	> 25 and ≤ 35
E	> 35 and ≤ 50
F	> 50

Level of Service (LOS) values are used to describe intersection operations with service levels varying from LOS A (free flow) to LOS F (jammed condition). The following descriptions summarize *HCM* criteria for each level of service:

LOS A describes operations with very low control delay, up to 10 seconds per vehicle.

LOS B describes operations with control delay greater than 10 and up to 15 seconds per vehicle.

LOS C describes operations with control delay greater than 15 and up to 25 seconds per vehicle.

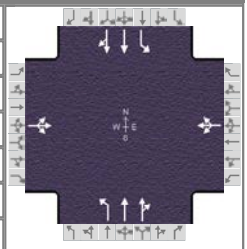
LOS D describes operations with control delay greater than 25 and up to 35 seconds per vehicle.

LOS E describes operations with control delay greater than 35 and up to 50 seconds per vehicle.

LOS F describes operations with control delay in excess of 50 seconds per vehicle. For two-way stop controlled intersections, LOS F exists when there are insufficient gaps of suitable size to allow side-street demand to safely cross through a major-street traffic stream. This level of service is generally evident from extremely long control delays experienced by side-street traffic and by queuing on the minor-street approaches.

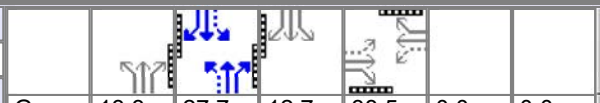
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	LLG Engineers			Duration, h	0.250
Analyst	AS	Analysis Date	Mar 23, 2021	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Existing - AM	PHF	0.96
Urban Street	Foothill Boulevard	Analysis Year	2021	Analysis Period	1> 7:15
Intersection	Foothill / Apperson	File Name	01AM.xus		
Project Description	7577 Foothill Boulevard Residential				

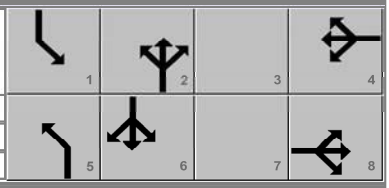


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	14	76	217	6	65	325	57	717	4	128	1068	6

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	13.3	27.7	12.7	38.5	0.0	0.0
Yellow	3.6	4.4	4.4	3.9	0.0	0.0
Red	3.1	2.9	2.9	2.6	0.0	0.0



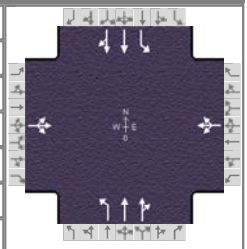
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4	5	2	1	6
Case Number		8.0		8.0	1.2	4.0	1.3	4.0
Phase Duration, s		45.0		45.0	20.0	55.0	20.0	55.0
Change Period, (*Y+R c*), s		6.5		6.5	6.7	7.3	7.3	7.3
Max Allow Headway (*MAH*), s		4.4		4.4	4.1	0.0	4.1	0.0
Queue Clearance Time (*g s*), s		21.5		29.6	4.7		2.0	
Green Extension Time (*g e*), s		3.0		2.2	0.1	0.0	3.9	0.0
Phase Call Probability		1.00		1.00	1.00		1.00	
Max Out Probability		0.05		0.34	0.00		0.39	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h		320			413		59	376	375	133	560	559
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1667			1624		1781	1870	1867	1781	1870	1867
Queue Service Time (*g s*), s		0.0			1.7		2.7	18.2	18.2	0.0	30.9	30.9
Cycle Queue Clearance Time (*g c*), s		19.5			27.6		2.7	18.2	18.2	0.0	30.9	30.9
Green Ratio (*g/C*)		0.32			0.32		0.36	0.40	0.40	0.32	0.40	0.40
Capacity (*c*), veh/h		566			552		257	743	742	401	743	742
Volume-to-Capacity Ratio (*X*)		0.565			0.748		0.231	0.506	0.506	0.333	0.753	0.753
Back of Queue (*Q*), ft/ln (95 th percentile)		321.7			441.3		52.1	333	327.3	147.4	536	526.8
Back of Queue (*Q*), veh/ln (95 th percentile)		12.7			17.4		2.1	13.1	13.1	5.8	21.1	21.1
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (*d 1*), s/veh		34.3			37.1		29.2	27.3	27.3	34.1	31.1	31.1
Incremental Delay (*d 2*), s/veh		1.3			5.6		0.5	2.4	2.5	0.5	7.0	7.0
Initial Queue Delay (*d 3*), s/veh		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		35.6			42.6		29.7	29.7	29.7	34.6	38.0	38.1
Level of Service (LOS)		D			D		C	C	C	C	D	D
Approach Delay, s/veh / LOS	35.6	D		42.6	D		29.7	C		37.7	D	
Intersection Delay, s/veh / LOS	35.9						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.31	B	2.31	B	1.74	B	1.73	B
Bicycle LOS Score / LOS	1.02	A	1.17	A	1.16	A	1.52	B

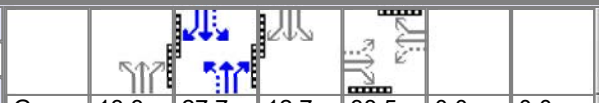
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	LLG Engineers			Duration, h	0.250
Analyst	AS	Analysis Date	Mar 23, 2021	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Existing - PM	PHF	0.96
Urban Street	Foothill Boulevard	Analysis Year	2021	Analysis Period	1> 17:00
Intersection	Foothill / Apperson	File Name	01PM.xus		
Project Description	7577 Foothill Boulevard Residential				

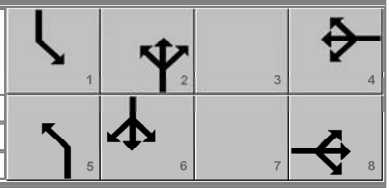


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	6	50	140	10	22	109	187	1163	8	181	812	8

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	13.3	27.7	12.7	38.5	0.0	0.0
Yellow	3.6	4.4	4.4	3.9	0.0	0.0
Red	3.1	2.9	2.9	2.6	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4	5	2	1	6
Case Number		8.0		8.0	1.2	4.0	1.3	4.0
Phase Duration, s		45.0		45.0	20.0	55.0	20.0	55.0
Change Period, ($Y+R_c$), s		6.5		6.5	6.7	7.3	7.3	7.3
Max Allow Headway (*MAH*), s		4.4		4.4	4.1	0.0	4.1	0.0
Queue Clearance Time (g_s), s		13.5		10.0	11.5		7.1	
Green Extension Time (g_e), s		1.4		1.4	0.1	0.0	2.1	0.0
Phase Call Probability		1.00		1.00	1.00		1.00	
Max Out Probability		0.00		0.00	1.00		0.75	

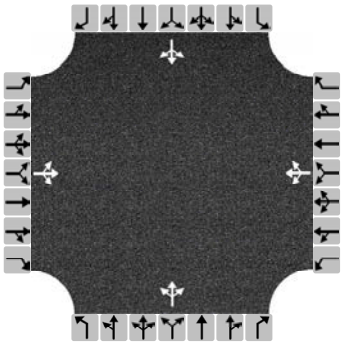
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h		204			147		195	611	609	189	428	426
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1650			1614		1781	1870	1866	1781	1870	1864
Queue Service Time (g_s), s		0.0			0.0		9.5	35.0	35.1	5.1	21.4	21.4
Cycle Queue Clearance Time (g_c), s		11.5			8.0		9.5	35.0	35.1	5.1	21.4	21.4
Green Ratio (*g/C*)		0.32			0.32		0.36	0.40	0.40	0.32	0.40	0.40
Capacity (*c*), veh/h		560			550		291	743	742	289	743	741
Volume-to-Capacity Ratio (*X*)		0.364			0.267		0.669	0.821	0.821	0.652	0.575	0.575
Back of Queue (*Q*), ft/ln (95 th percentile)		208.1			147.3		199.4	609.9	599.3	240.7	383.7	377
Back of Queue (*Q*), veh/ln (95 th percentile)		8.2			5.8		7.9	24.0	24.0	9.5	15.1	15.1
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh		31.6			30.4		30.9	32.3	32.3	47.7	28.2	28.2
Incremental Delay (d_2), s/veh		0.4			0.3		5.8	9.9	9.9	5.1	3.2	3.2
Initial Queue Delay (d_3), s/veh		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		32.0			30.7		36.7	42.2	42.3	52.9	31.5	31.5
Level of Service (LOS)		C			C		D	D	D	D	C	C
Approach Delay, s/veh / LOS	32.0	C		30.7	C		41.5	D		35.3	D	
Intersection Delay, s/veh / LOS	37.9						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.31	B	2.31	B	1.74	B	1.73	B
Bicycle LOS Score / LOS	0.82	A	0.73	A	1.65	B	1.35	A

HCS7 All-Way Stop Control Report

General Information		Site Information	
Analyst	AS	Intersection	Intersection #2
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	3/1/2021	East/West Street	Apperson Street
Analysis Year	2021	North/South Street	Plainview Avenue
Analysis Time Period (hrs)	0.25	Peak Hour Factor	0.92
Time Analyzed	Existing - AM		
Project Description	7577 Foothill Boulevard Residential		

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	15	173	20	10	361	20	10	73	20	10	134	25
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	226			425			112			184		
Percent Heavy Vehicles	2			2			2			2		

Departure Headway and Service Time

Initial Departure Headway, hd (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.201			0.378			0.100			0.163		
Final Departure Headway, hd (s)	5.44			5.17			5.96			5.82		
Final Degree of Utilization, x	0.342			0.610			0.185			0.297		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, ts (s)	3.44			3.17			3.96			3.82		

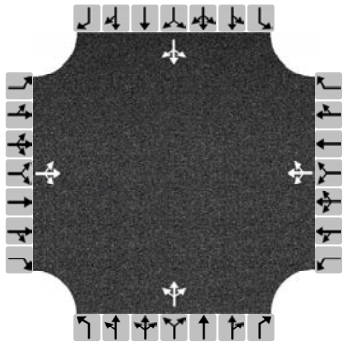
Capacity, Delay and Level of Service

Flow Rate, v (veh/h)	226			425			112			184		
Capacity	661			696			604			619		
95% Queue Length, Q_{95} (veh)	1.5			4.2			0.7			1.2		
Control Delay (s/veh)	11.2			15.9			10.3			11.3		
Level of Service, LOS	B			C			B			B		
Approach Delay (s/veh)	11.2			15.9			10.3			11.3		
Approach LOS	B			C			B			B		
Intersection Delay, s/veh | LOS	13.2						B					

HCS7 All-Way Stop Control Report

General Information		Site Information	
Analyst	AS	Intersection	Intersection #2
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	3/1/2021	East/West Street	Apperson Street
Analysis Year	2021	North/South Street	Plainview Avenue
Analysis Time Period (hrs)	0.25	Peak Hour Factor	0.92
Time Analyzed	Existing - PM		
Project Description	7577 Foothill Boulevard Residential		

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	15	209	15	10	109	15	12	104	25	10	51	20
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	260			146			153			88		
Percent Heavy Vehicles	2			2			2			2		

Departure Headway and Service Time

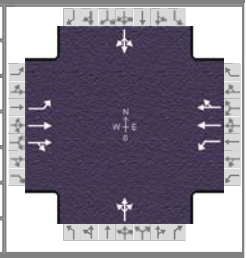
Initial Departure Headway, hd (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.231			0.129			0.136			0.078		
Final Departure Headway, hd (s)	4.72			4.84			4.97			5.03		
Final Degree of Utilization, x	0.341			0.196			0.211			0.123		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, ts (s)	2.72			2.84			2.97			3.03		

Capacity, Delay and Level of Service

Flow Rate, v (veh/h)	260			146			153			88		
Capacity	762			744			725			716		
95% Queue Length, Q_{95} (veh)	1.5			0.7			0.8			0.4		
Control Delay (s/veh)	10.1			9.0			9.3			8.7		
Level of Service, LOS	B			A			A			A		
Approach Delay (s/veh)	10.1			9.0			9.3			8.7		
Approach LOS	B			A			A			A		
Intersection Delay, s/veh | LOS	9.5						A					

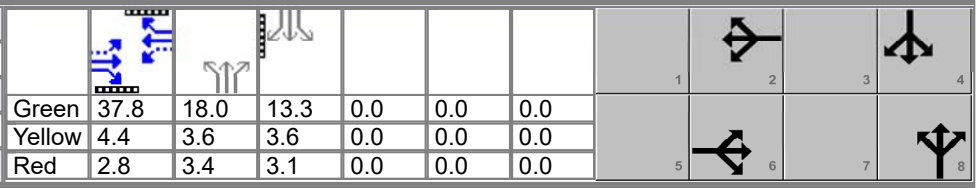
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	LLG Engineers			Duration, h	0.250
Analyst	AS	Analysis Date	Mar 8, 2021	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Existing - AM	PHF	0.91
Urban Street	Foothill Boulevard	Analysis Year	2021	Analysis Period	1> 7:30
Intersection	Plainview / Foothill	File Name	03AM.xus		
Project Description	7577 Foothill Boulevard Residential				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	6	1054	15	7	660	83	31	14	15	149	6	9

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	Off



Green	37.8	18.0	13.3	0.0	0.0	0.0
Yellow	4.4	3.6	3.6	0.0	0.0	0.0
Red	2.8	3.4	3.1	0.0	0.0	0.0

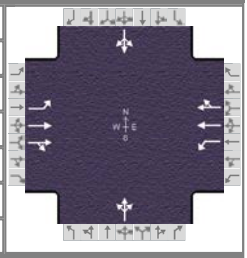
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2		8		4
Case Number		6.0		6.0		12.0		12.0
Phase Duration, s		45.0		45.0		25.0		20.0
Change Period, ($Y+R_c$), s		7.2		7.2		7.0		6.7
Max Allow Headway (*MAH*), s		0.0		0.0		4.3		4.3
Queue Clearance Time (g_s), s						4.8		10.7
Green Extension Time (g_e), s		0.0		0.0		0.1		0.1
Phase Call Probability						1.00		1.00
Max Out Probability						0.00		1.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	7	589	586	8	416	400		66			180	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	669	1870	1861	478	1870	1797		1747			1772	
Queue Service Time (g_s), s	0.7	24.0	24.0	1.2	14.9	15.0		2.8			8.7	
Cycle Queue Clearance Time (g_c), s	15.6	24.0	24.0	25.2	14.9	15.0		2.8			8.7	
Green Ratio (*g/C*)	0.42	0.42	0.42	0.42	0.42	0.42		0.20			0.15	
Capacity (*c*), veh/h	250	786	782	153	786	755		349			262	
Volume-to-Capacity Ratio (*X*)	0.026	0.750	0.750	0.050	0.530	0.530		0.189			0.688	
Back of Queue (*Q*), ft/ln (95 th percentile)	5.3	417	409.5	7.6	272.1	260.6		55.4			194.9	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.2	16.4	16.4	0.3	10.7	10.4		2.2			7.7	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00		0.00			0.00	
Uniform Delay (d_1), s/veh	25.3	22.1	22.1	32.8	19.5	19.5		29.9			36.4	
Incremental Delay (d_2), s/veh	0.2	6.5	6.5	0.6	2.6	2.7		0.3			7.4	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	
Control Delay (*d*), s/veh	25.5	28.6	28.6	33.4	22.0	22.1		30.2			43.7	
Level of Service (LOS)	C	C	C	C	C	C		C			D	
Approach Delay, s/veh / LOS	28.6	C		22.2	C		30.2	C		43.7	D	
Intersection Delay, s/veh / LOS	27.5						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.71	B	1.71	B	2.32	B	2.30	B
Bicycle LOS Score / LOS	1.46	A	1.17	A	0.60	A	0.78	A

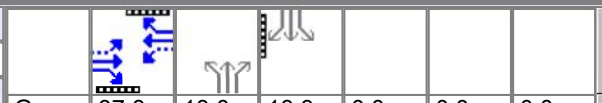
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	LLG Engineers			Duration, h	0.250
Analyst	AS	Analysis Date	Mar 8, 2021	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Existing - PM	PHF	0.95
Urban Street	Foothill Boulevard	Analysis Year	2021	Analysis Period	1> 17:00
Intersection	Plainview / Foothill	File Name	03PM.xus		
Project Description	7577 Foothill Boulevard Residential				

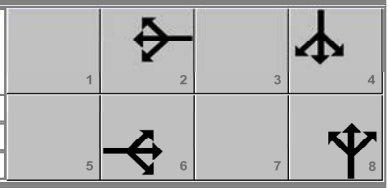


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	16	936	28	25	1276	117	28	8	20	57	3	16

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	Off



Green	37.8	18.0	13.3	0.0	0.0	0.0
Yellow	4.4	3.6	3.6	0.0	0.0	0.0
Red	2.8	3.4	3.1	0.0	0.0	0.0



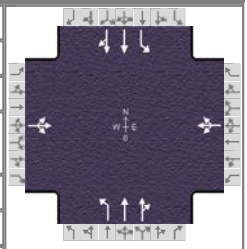
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2		8		4
Case Number		6.0		6.0		12.0		12.0
Phase Duration, s		45.0		45.0		25.0		20.0
Change Period, ($Y+R_c$), s		7.2		7.2		7.0		6.7
Max Allow Headway (*MAH*), s		0.0		0.0		4.3		4.3
Queue Clearance Time (g_s), s						4.6		5.7
Green Extension Time (g_e), s		0.0		0.0		0.1		0.1
Phase Call Probability						1.00		1.00
Max Out Probability						0.00		0.04

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	17	510	505	26	741	725		59			80	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	361	1870	1851	556	1870	1815		1717			1739	
Queue Service Time (g_s), s	3.1	19.6	19.6	3.6	34.3	34.7		2.6			3.7	
Cycle Queue Clearance Time (g_c), s	37.8	19.6	19.6	23.1	34.3	34.7		2.6			3.7	
Green Ratio (*g/C*)	0.42	0.42	0.42	0.42	0.42	0.42		0.20			0.15	
Capacity (*c*), veh/h	92	786	777	193	786	762		343			257	
Volume-to-Capacity Ratio (*X*)	0.182	0.649	0.649	0.137	0.944	0.951		0.172			0.311	
Back of Queue (*Q*), ft/ln (95 th percentile)	21.7	344.1	336.1	24.6	641.8	631.8		49.4			73.8	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.9	13.5	13.4	1.0	25.3	25.3		1.9			2.9	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00		0.00			0.00	
Uniform Delay (d_1), s/veh	43.9	20.8	20.8	30.0	25.1	25.2		29.8			34.3	
Incremental Delay (d_2), s/veh	4.3	4.1	4.2	1.5	21.0	22.6		0.2			0.7	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	
Control Delay (*d*), s/veh	48.2	24.9	25.0	31.5	46.1	47.8		30.1			34.9	
Level of Service (LOS)	D	C	C	C	D	D		C			C	
Approach Delay, s/veh / LOS	25.3	C		46.7	D		30.1	C		34.9	C	
Intersection Delay, s/veh / LOS	37.7						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.71	B	1.71	B	2.32	B	2.30	B
Bicycle LOS Score / LOS	1.34	A	1.72	B	0.58	A	0.62	A

HCS7 Signalized Intersection Results Summary

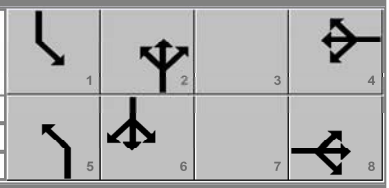
General Information				Intersection Information	
Agency	LLG Engineers			Duration, h	0.250
Analyst	AS	Analysis Date	Mar 23, 2021	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Existing + Project - AM	PHF	0.96
Urban Street	Foothill Boulevard	Analysis Year	2021	Analysis Period	1> 7:15
Intersection	Foothill / Apperson	File Name	01AM.xus		
Project Description	7577 Foothill Boulevard Residential				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	14	77	217	6	67	327	57	720	4	129	1069	6

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	13.3	27.7	12.7	38.5	0.0	0.0
Yellow	3.6	4.4	4.4	3.9	0.0	0.0
Red	3.1	2.9	2.9	2.6	0.0	0.0



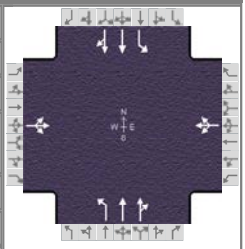
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4	5	2	1	6
Case Number		8.0		8.0	1.2	4.0	1.3	4.0
Phase Duration, s		45.0		45.0	20.0	55.0	20.0	55.0
Change Period, ($Y+R_c$), s		6.5		6.5	6.7	7.3	7.3	7.3
Max Allow Headway (*MAH*), s		4.4		4.4	4.1	0.0	4.1	0.0
Queue Clearance Time (g_s), s		21.5		30.0	4.7		2.0	
Green Extension Time (g_e), s		3.0		2.2	0.1	0.0	3.9	0.0
Phase Call Probability		1.00		1.00	1.00		1.00	
Max Out Probability		0.05		0.37	0.00		0.39	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h		321			417		59	377	377	134	560	559
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1668			1625		1781	1870	1867	1781	1870	1867
Queue Service Time (g_s), s		0.0			2.1		2.7	18.3	18.3	0.0	30.9	30.9
Cycle Queue Clearance Time (g_c), s		19.5			28.0		2.7	18.3	18.3	0.0	30.9	30.9
Green Ratio (*g/C*)		0.32			0.32		0.36	0.40	0.40	0.32	0.40	0.40
Capacity (*c*), veh/h		566			552		257	743	742	400	743	742
Volume-to-Capacity Ratio (*X*)		0.566			0.755		0.231	0.508	0.508	0.336	0.754	0.754
Back of Queue (*Q*), ft/ln (95 th percentile)		323			447.7		52.1	334.9	329.2	148.9	537.1	527.8
Back of Queue (*Q*), veh/ln (95 th percentile)		12.7			17.6		2.1	13.2	13.2	5.9	21.1	21.1
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh		34.3			37.2		29.2	27.3	27.3	34.2	31.1	31.1
Incremental Delay (d_2), s/veh		1.3			5.9		0.5	2.5	2.5	0.5	7.0	7.0
Initial Queue Delay (d_3), s/veh		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		35.6			43.1		29.7	29.8	29.8	34.7	38.1	38.1
Level of Service (LOS)		D			D		C	C	C	C	D	D
Approach Delay, s/veh / LOS	35.6	D		43.1	D		29.8	C		37.7	D	
Intersection Delay, s/veh / LOS	36.0						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.31	B	2.31	B	1.74	B	1.73	B
Bicycle LOS Score / LOS	1.02	A	1.18	A	1.16	A	1.52	B

HCS7 Signalized Intersection Results Summary

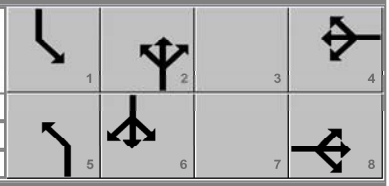
General Information				Intersection Information	
Agency	LLG Engineers			Duration, h	0.250
Analyst	AS	Analysis Date	Mar 23, 2021	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Existing + Project - PM	PHF	0.96
Urban Street	Foothill Boulevard	Analysis Year	2021	Analysis Period	1> 17:00
Intersection	Foothill / Apperson	File Name	01PM.xus		
Project Description	7577 Foothill Boulevard Residential				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	6	51	140	10	23	110	187	1165	8	182	815	8

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	13.3	27.7	12.7	38.5	0.0	0.0
Yellow	3.6	4.4	4.4	3.9	0.0	0.0
Red	3.1	2.9	2.9	2.6	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4	5	2	1	6
Case Number		8.0		8.0	1.2	4.0	1.3	4.0
Phase Duration, s		45.0		45.0	20.0	55.0	20.0	55.0
Change Period, ($Y+R_c$), s		6.5		6.5	6.7	7.3	7.3	7.3
Max Allow Headway (*MAH*), s		4.4		4.4	4.1	0.0	4.1	0.0
Queue Clearance Time (g_s), s		13.5		10.1	11.5		7.2	
Green Extension Time (g_e), s		1.4		1.4	0.1	0.0	2.1	0.0
Phase Call Probability		1.00		1.00	1.00		1.00	
Max Out Probability		0.00		0.00	1.00		0.77	

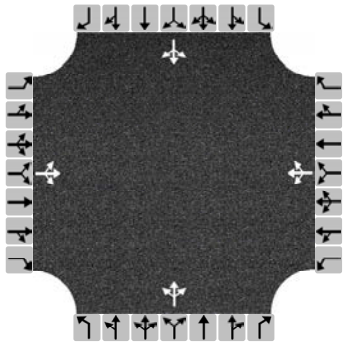
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h		205			149		195	612	610	190	429	428
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1651			1616		1781	1870	1866	1781	1870	1864
Queue Service Time (g_s), s		0.0			0.0		9.5	35.1	35.1	5.2	21.5	21.5
Cycle Queue Clearance Time (g_c), s		11.5			8.1		9.5	35.1	35.1	5.2	21.5	21.5
Green Ratio (*g/C*)		0.32			0.32		0.36	0.40	0.40	0.32	0.40	0.40
Capacity (*c*), veh/h		561			550		290	743	742	289	743	741
Volume-to-Capacity Ratio (*X*)		0.366			0.271		0.671	0.823	0.823	0.657	0.578	0.578
Back of Queue (*Q*), ft/ln (95 th percentile)		209.2			149.6		199.6	612.2	601.6	242.2	385.3	378.6
Back of Queue (*Q*), veh/ln (95 th percentile)		8.2			5.9		7.9	24.1	24.1	9.5	15.2	15.1
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh		31.6			30.4		30.9	32.4	32.4	47.8	28.3	28.3
Incremental Delay (d_2), s/veh		0.4			0.3		5.9	10.0	10.0	5.3	3.3	3.3
Initial Queue Delay (d_3), s/veh		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		32.0			30.7		36.8	42.3	42.4	53.1	31.5	31.5
Level of Service (LOS)		C			C		D	D	D	D	C	C
Approach Delay, s/veh / LOS	32.0	C		30.7	C		41.6	D		35.4	D	
Intersection Delay, s/veh / LOS	38.0						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.31	B	2.31	B	1.74	B	1.73	B
Bicycle LOS Score / LOS	0.83	A	0.73	A	1.66	B	1.35	A

HCS7 All-Way Stop Control Report

General Information		Site Information	
Analyst	AS	Intersection	Intersection #2
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	3/1/2021	East/West Street	Apperson Street
Analysis Year	2021	North/South Street	Plainview Avenue
Analysis Time Period (hrs)	0.25	Peak Hour Factor	0.92
Time Analyzed	Existing + Project - AM		
Project Description	7577 Foothill Boulevard Residential		

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	15	173	21	11	361	20	13	74	22	10	134	25
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	227			426			118			184		
Percent Heavy Vehicles	2			2			2			2		

Departure Headway and Service Time

Initial Departure Headway, hd (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.202			0.379			0.105			0.163		
Final Departure Headway, hd (s)	5.47			5.20			5.98			5.85		
Final Degree of Utilization, x	0.345			0.615			0.197			0.298		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, ts (s)	3.47			3.20			3.98			3.85		

Capacity, Delay and Level of Service

Flow Rate, v (veh/h)	227			426			118			184		
Capacity	658			693			602			616		
95% Queue Length, Q_{95} (veh)	1.5			4.3			0.7			1.2		
Control Delay (s/veh)	11.3			16.1			10.4			11.3		
Level of Service, LOS	B			C			B			B		
Approach Delay (s/veh)	11.3			16.1			10.4			11.3		
Approach LOS	B			C			B			B		
Intersection Delay, s/veh | LOS	13.4						B					

HCS7 All-Way Stop Control Report

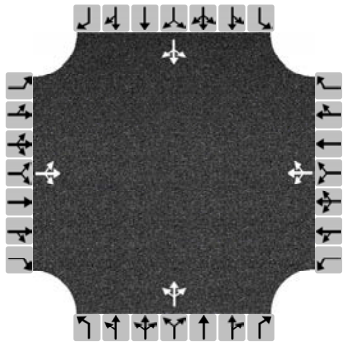
General Information

Analyst	AS
Agency/Co.	Linscott, Law & Greenspan
Date Performed	3/1/2021
Analysis Year	2021
Analysis Time Period (hrs)	0.25
Time Analyzed	Existing + Project - PM
Project Description	7577 Foothill Boulevard Residential

Site Information

Intersection	Intersection #2
Jurisdiction	City of Los Angeles
East/West Street	Apperson Street
North/South Street	Plainview Avenue
Peak Hour Factor	0.92

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	15	209	18	11	109	15	14	104	26	10	52	20
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	263			147			157			89		
Percent Heavy Vehicles	2			2			2			2		

Departure Headway and Service Time

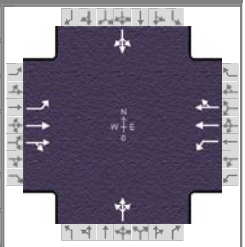
Initial Departure Headway, hd (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.234			0.130			0.139			0.079		
Final Departure Headway, hd (s)	4.73			4.86			4.98			5.05		
Final Degree of Utilization, x	0.346			0.198			0.217			0.125		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, ts (s)	2.73			2.86			2.98			3.05		

Capacity, Delay and Level of Service

Flow Rate, v (veh/h)	263			147			157			89		
Capacity	761			740			723			713		
95% Queue Length, Q_{95} (veh)	1.5			0.7			0.8			0.4		
Control Delay (s/veh)	10.2			9.1			9.4			8.8		
Level of Service, LOS	B			A			A			A		
Approach Delay (s/veh)	10.2			9.1			9.4			8.8		
Approach LOS	B			A			A			A		
Intersection Delay, s/veh | LOS	9.6						A					

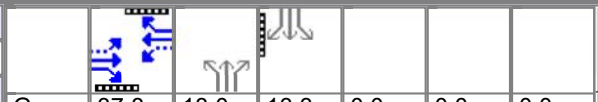
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	LLG Engineers			Duration, h	0.250
Analyst	AS	Analysis Date	Mar 9, 2021	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Existing + Project - AM	PHF	0.91
Urban Street	Foothill Boulevard	Analysis Year	2021	Analysis Period	1> 7:30
Intersection	Plainview / Foothill	File Name	03AM.xus		
Project Description	7577 Foothill Boulevard Residential				

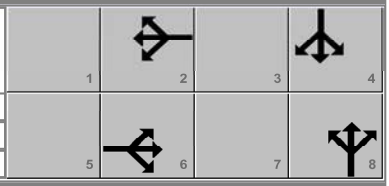


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	7	1054	15	7	660	85	31	14	15	156	6	12

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	Off



Green	37.8	18.0	13.3	0.0	0.0	0.0
Yellow	4.4	3.6	3.6	0.0	0.0	0.0
Red	2.8	3.4	3.1	0.0	0.0	0.0



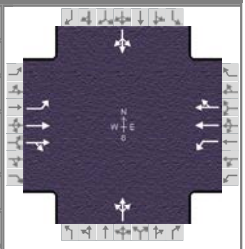
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2		8		4
Case Number		6.0		6.0		12.0		12.0
Phase Duration, s		45.0		45.0		25.0		20.0
Change Period, ($Y+R_c$), s		7.2		7.2		7.0		6.7
Max Allow Headway (*MAH*), s		0.0		0.0		4.3		4.3
Queue Clearance Time (g_s), s						4.8		11.3
Green Extension Time (g_e), s		0.0		0.0		0.1		0.1
Phase Call Probability						1.00		1.00
Max Out Probability						0.00		1.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	8	589	586	8	418	401		66			191	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	668	1870	1861	478	1870	1795		1747			1769	
Queue Service Time (g_s), s	0.8	24.0	24.0	1.2	15.0	15.0		2.8			9.3	
Cycle Queue Clearance Time (g_c), s	15.8	24.0	24.0	25.2	15.0	15.0		2.8			9.3	
Green Ratio (*g/C*)	0.42	0.42	0.42	0.42	0.42	0.42		0.20			0.15	
Capacity (*c*), veh/h	249	786	782	153	786	754		349			261	
Volume-to-Capacity Ratio (*X*)	0.031	0.750	0.750	0.050	0.532	0.532		0.189			0.731	
Back of Queue (*Q*), ft/ln (95 th percentile)	6.2	417	409.5	7.6	272.8	260.8		55.4			210.6	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.2	16.4	16.4	0.3	10.7	10.4		2.2			8.3	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00		0.00			0.00	
Uniform Delay (d_1), s/veh	25.4	22.1	22.1	32.8	19.5	19.5		29.9			36.6	
Incremental Delay (d_2), s/veh	0.2	6.5	6.5	0.6	2.6	2.7		0.3			10.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	
Control Delay (*d*), s/veh	25.6	28.6	28.6	33.4	22.1	22.2		30.2			46.7	
Level of Service (LOS)	C	C	C	C	C	C		C			D	
Approach Delay, s/veh / LOS	28.6	C		22.2	C		30.2	C		46.7	D	
Intersection Delay, s/veh / LOS	27.8						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.71	B	1.71	B	2.32	B	2.30	B
Bicycle LOS Score / LOS	1.46	A	1.17	A	0.60	A	0.80	A

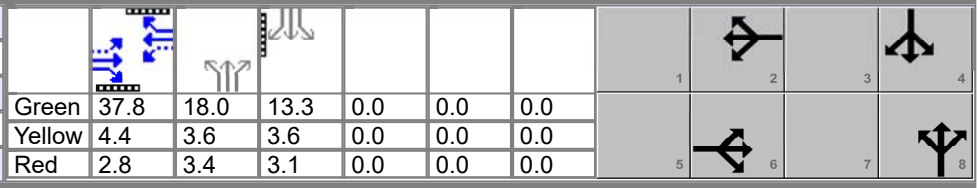
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	LLG Engineers			Duration, h	0.250
Analyst	AS	Analysis Date	Mar 9, 2021	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Existing + Project - PM	PHF	0.95
Urban Street	Foothill Boulevard	Analysis Year	2021	Analysis Period	1> 17:00
Intersection	Plainview / Foothill	File Name	03PM.xus		
Project Description	7577 Foothill Boulevard Residential				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	19	936	28	25	1276	122	28	8	20	61	3	18

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	Off



Green	37.8	18.0	13.3	0.0	0.0	0.0
Yellow	4.4	3.6	3.6	0.0	0.0	0.0
Red	2.8	3.4	3.1	0.0	0.0	0.0

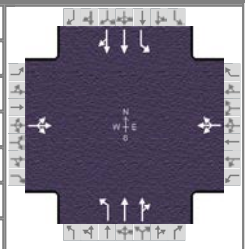
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2		8		4
Case Number		6.0		6.0		12.0		12.0
Phase Duration, s		45.0		45.0		25.0		20.0
Change Period, ($Y+R_c$), s		7.2		7.2		7.0		6.7
Max Allow Headway (*MAH*), s		0.0		0.0		4.3		4.3
Queue Clearance Time (g_s), s						4.6		6.0
Green Extension Time (g_e), s		0.0		0.0		0.1		0.1
Phase Call Probability						1.00		1.00
Max Out Probability						0.00		0.06

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	20	510	505	26	744	727		59			86	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	360	1870	1851	556	1870	1813		1717			1737	
Queue Service Time (g_s), s	2.8	19.6	19.6	3.6	34.5	35.0		2.6			4.0	
Cycle Queue Clearance Time (g_c), s	37.8	19.6	19.6	23.1	34.5	35.0		2.6			4.0	
Green Ratio (*g/C*)	0.42	0.42	0.42	0.42	0.42	0.42		0.20			0.15	
Capacity (*c*), veh/h	91	786	777	193	786	761		343			257	
Volume-to-Capacity Ratio (*X*)	0.219	0.649	0.649	0.137	0.948	0.955		0.172			0.336	
Back of Queue (*Q*), ft/ln (95 th percentile)	26.1	344.1	336.1	24.6	649.2	638.1		49.4			80	
Back of Queue (*Q*), veh/ln (95 th percentile)	1.0	13.5	13.4	1.0	25.6	25.5		1.9			3.1	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00		0.00			0.00	
Uniform Delay (d_1), s/veh	44.2	20.8	20.8	30.0	25.1	25.3		29.8			34.4	
Incremental Delay (d_2), s/veh	5.4	4.1	4.2	1.5	21.6	23.4		0.2			0.8	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	
Control Delay (*d*), s/veh	49.6	24.9	25.0	31.5	46.7	48.6		30.1			35.2	
Level of Service (LOS)	D	C	C	C	D	D		C			D	
Approach Delay, s/veh / LOS	25.4	C		47.4	D		30.1	C		35.2	D	
Intersection Delay, s/veh / LOS	38.1						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.71	B	1.71	B	2.32	B	2.30	B
Bicycle LOS Score / LOS	1.34	A	1.72	B	0.58	A	0.63	A

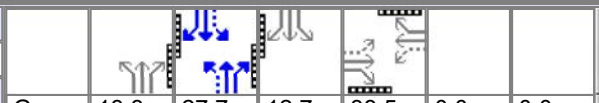
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	LLG Engineers			Duration, h	0.250
Analyst	AS	Analysis Date	Mar 23, 2021	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future - AM	PHF	0.96
Urban Street	Foothill Boulevard	Analysis Year	2024	Analysis Period	1> 7:15
Intersection	Foothill / Apperson	File Name	01AM.xus		
Project Description	7577 Foothill Boulevard Residential				

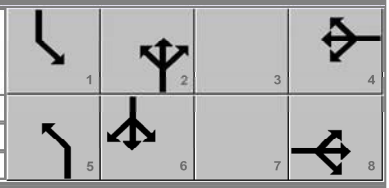


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	14	98	224	26	70	359	59	739	4	133	1120	6

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	13.3	27.7	12.7	38.5	0.0	0.0
Yellow	3.6	4.4	4.4	3.9	0.0	0.0
Red	3.1	2.9	2.9	2.6	0.0	0.0



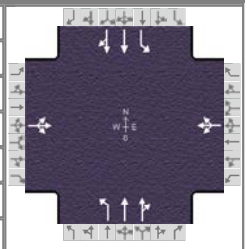
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4	5	2	1	6
Case Number		8.0		8.0	1.2	4.0	1.3	4.0
Phase Duration, s		45.0		45.0	20.0	55.0	20.0	55.0
Change Period, (*Y+R c*), s		6.5		6.5	6.7	7.3	7.3	7.3
Max Allow Headway (*MAH*), s		4.4		4.4	4.1	0.0	4.1	0.0
Queue Clearance Time (*g s*), s		23.6		35.0	4.8		2.0	
Green Extension Time (*g e*), s		3.3		1.4	0.1	0.0	4.2	0.0
Phase Call Probability		1.00		1.00	1.00		1.00	
Max Out Probability		0.11		1.00	0.01		0.41	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h		350			474		61	387	387	139	587	586
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1674			1636		1781	1870	1867	1781	1870	1867
Queue Service Time (*g s*), s		0.0			11.4		2.8	18.9	18.9	0.0	33.1	33.1
Cycle Queue Clearance Time (*g c*), s		21.6			33.0		2.8	18.9	18.9	0.0	33.1	33.1
Green Ratio (*g/C*)		0.32			0.32		0.36	0.40	0.40	0.32	0.40	0.40
Capacity (*c*), veh/h		568			556		257	743	742	398	743	742
Volume-to-Capacity Ratio (*X*)		0.616			0.852		0.239	0.521	0.521	0.348	0.790	0.790
Back of Queue (*Q*), ft/ln (95 th percentile)		355.4			541.3		54	344.3	338.1	155.5	574.2	564.4
Back of Queue (*Q*), veh/ln (95 th percentile)		14.0			21.3		2.1	13.6	13.5	6.1	22.6	22.6
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (*d 1*), s/veh		35.0			38.8		29.3	27.5	27.5	34.6	31.7	31.7
Incremental Delay (*d 2*), s/veh		2.0			12.1		0.5	2.6	2.6	0.5	8.3	8.4
Initial Queue Delay (*d 3*), s/veh		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		37.0			50.8		29.7	30.1	30.1	35.2	40.1	40.1
Level of Service (LOS)		D			D		C	C	C	D	D	D
Approach Delay, s/veh / LOS	37.0	D		50.8	D		30.0	C		39.6	D	
Intersection Delay, s/veh / LOS	38.4						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.31	B	2.31	B	1.74	B	1.73	B
Bicycle LOS Score / LOS	1.07	A	1.27	A	1.18	A	1.57	B

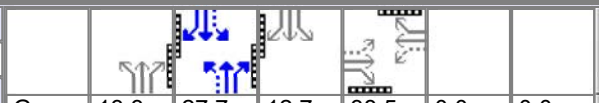
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	LLG Engineers			Duration, h	0.250
Analyst	AS	Analysis Date	Mar 23, 2021	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future - PM	PHF	0.96
Urban Street	Foothill Boulevard	Analysis Year	2024	Analysis Period	1> 17:00
Intersection	Foothill / Apperson	File Name	01PM.xus		
Project Description	7577 Foothill Boulevard Residential				

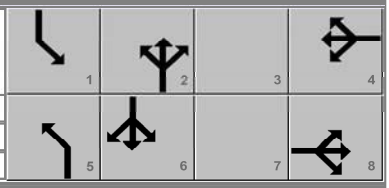


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	6	76	144	32	24	137	193	1198	8	191	859	8

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	13.3	27.7	12.7	38.5	0.0	0.0
Yellow	3.6	4.4	4.4	3.9	0.0	0.0
Red	3.1	2.9	2.9	2.6	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4	5	2	1	6
Case Number		8.0		8.0	1.2	4.0	1.3	4.0
Phase Duration, s		45.0		45.0	20.0	55.0	20.0	55.0
Change Period, (*Y+R c*), s		6.5		6.5	6.7	7.3	7.3	7.3
Max Allow Headway (*MAH*), s		4.4		4.4	4.1	0.0	4.1	0.0
Queue Clearance Time (*g s*), s		15.3		13.2	11.8		8.4	
Green Extension Time (*g e*), s		1.7		1.8	0.1	0.0	1.9	0.0
Phase Call Probability		1.00		1.00	1.00		1.00	
Max Out Probability		0.00		0.00	1.00		0.96	

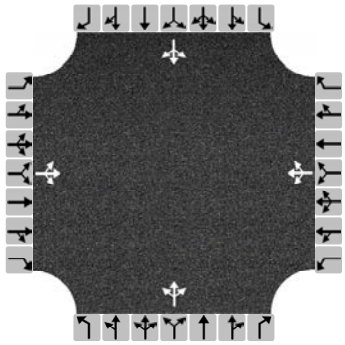
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h		235			201		201	629	627	199	452	451
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1671			1571		1781	1870	1866	1781	1870	1864
Queue Service Time (*g s*), s		0.0			0.0		9.8	36.6	36.6	6.4	23.1	23.1
Cycle Queue Clearance Time (*g c*), s		13.3			11.2		9.8	36.6	36.6	6.4	23.1	23.1
Green Ratio (*g/C*)		0.32			0.32		0.36	0.40	0.40	0.32	0.40	0.40
Capacity (*c*), veh/h		567			539		281	743	742	282	743	741
Volume-to-Capacity Ratio (*X*)		0.415			0.373		0.715	0.846	0.846	0.706	0.608	0.608
Back of Queue (*Q*), ft/ln (95 th percentile)		236.9			205.6		210.8	640.4	629.4	259.4	409.6	401.7
Back of Queue (*Q*), veh/ln (95 th percentile)		9.3			8.1		8.3	25.2	25.2	10.2	16.1	16.1
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (*d 1*), s/veh		32.2			31.5		31.2	32.8	32.8	48.6	28.7	28.7
Incremental Delay (*d 2*), s/veh		0.5			0.4		8.3	11.4	11.4	7.8	3.7	3.7
Initial Queue Delay (*d 3*), s/veh		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		32.7			31.9		39.6	44.2	44.3	56.4	32.4	32.4
Level of Service (LOS)		C			C		D	D	D	E	C	C
Approach Delay, s/veh / LOS	32.7	C		31.9	C		43.6	D		36.7	D	
Intersection Delay, s/veh / LOS	39.4						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.31	B	2.31	B	1.74	B	1.73	B
Bicycle LOS Score / LOS	0.88	A	0.82	A	1.69	B	1.40	A

HCS7 All-Way Stop Control Report

General Information		Site Information	
Analyst	AS	Intersection	Intersection #2
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	3/1/2021	East/West Street	Apperson Street
Analysis Year	2024	North/South Street	Plainview Avenue
Analysis Time Period (hrs)	0.25	Peak Hour Factor	0.92
Time Analyzed	Future - AM		
Project Description	7577 Foothill Boulevard Residential		

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	15	199	21	10	400	21	29	75	21	10	138	26
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	255			468			136			189		
Percent Heavy Vehicles	2			2			2			2		

Departure Headway and Service Time

Initial Departure Headway, hd (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.227			0.416			0.121			0.168		
Final Departure Headway, hd (s)	5.72			5.40			6.33			6.17		
Final Degree of Utilization, x	0.406			0.702			0.239			0.324		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, ts (s)	3.72			3.40			4.33			4.17		

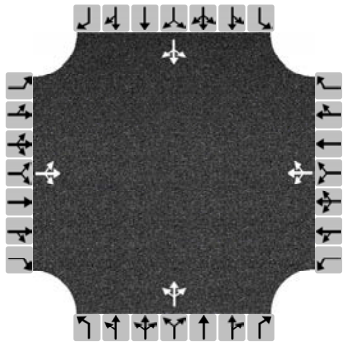
Capacity, Delay and Level of Service

Flow Rate, v (veh/h)	255			468			136			189		
Capacity	630			667			569			584		
95% Queue Length, Q_{95} (veh)	2.0			5.7			0.9			1.4		
Control Delay (s/veh)	12.6			20.1			11.3			12.1		
Level of Service, LOS	B			C			B			B		
Approach Delay (s/veh)	12.6			20.1			11.3			12.1		
Approach LOS	B			C			B			B		
Intersection Delay, s/veh | LOS	15.7						C					

HCS7 All-Way Stop Control Report

General Information		Site Information	
Analyst	AS	Intersection	Intersection #2
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	3/1/2021	East/West Street	Apperson Street
Analysis Year	2024	North/South Street	Plainview Avenue
Analysis Time Period (hrs)	0.25	Peak Hour Factor	0.92
Time Analyzed	Future - PM		
Project Description	7577 Foothill Boulevard Residential		

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	15	245	15	10	140	15	34	107	26	10	53	21
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	299			179			182			91		
Percent Heavy Vehicles	2			2			2			2		

Departure Headway and Service Time

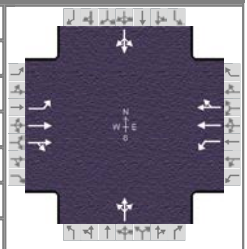
Initial Departure Headway, hd (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.266			0.159			0.161			0.081		
Final Departure Headway, hd (s)	4.90			5.04			5.23			5.31		
Final Degree of Utilization, x	0.407			0.251			0.264			0.135		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, ts (s)	2.90			3.04			3.23			3.31		

Capacity, Delay and Level of Service

Flow Rate, v (veh/h)	299			179			182			91		
Capacity	734			714			688			678		
95% Queue Length, Q_{95} (veh)	2.0			1.0			1.1			0.5		
Control Delay (s/veh)	11.2			9.7			10.1			9.1		
Level of Service, LOS	B			A			B			A		
Approach Delay (s/veh)	11.2			9.7			10.1			9.1		
Approach LOS	B			A			B			A		
Intersection Delay, s/veh | LOS	10.3						B					

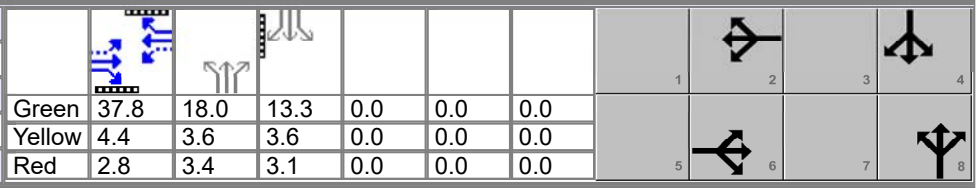
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	LLG Engineers			Duration, h	0.250
Analyst	AS	Analysis Date	Mar 9, 2021	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future - AM	PHF	0.91
Urban Street	Foothill Boulevard	Analysis Year	2024	Analysis Period	1> 7:30
Intersection	Plainview / Foothill	File Name	03AM.xus		
Project Description	7577 Foothill Boulevard Residential				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	25	1105	15	7	700	86	32	14	15	154	6	9

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	Off



Green	37.8	18.0	13.3	0.0	0.0	0.0
Yellow	4.4	3.6	3.6	0.0	0.0	0.0
Red	2.8	3.4	3.1	0.0	0.0	0.0

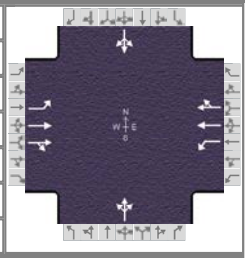
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2		8		4
Case Number		6.0		6.0		12.0		12.0
Phase Duration, s		45.0		45.0		25.0		20.0
Change Period, ($Y+R_c$), s		7.2		7.2		7.0		6.7
Max Allow Headway (*MAH*), s		0.0		0.0		4.3		4.3
Queue Clearance Time (g_s), s						4.9		11.0
Green Extension Time (g_e), s		0.0		0.0		0.1		0.1
Phase Call Probability						1.00		1.00
Max Out Probability						0.00		1.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	27	617	614	8	440	423		67			186	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	640	1870	1861	453	1870	1798		1747			1773	
Queue Service Time (g_s), s	3.1	25.7	25.7	1.3	16.1	16.1		2.9			9.0	
Cycle Queue Clearance Time (g_c), s	19.1	25.7	25.7	27.0	16.1	16.1		2.9			9.0	
Green Ratio (*g/C*)	0.42	0.42	0.42	0.42	0.42	0.42		0.20			0.15	
Capacity (*c*), veh/h	235	786	782	141	786	755		349			262	
Volume-to-Capacity Ratio (*X*)	0.117	0.785	0.785	0.055	0.560	0.561		0.192			0.709	
Back of Queue (*Q*), ft/ln (95 th percentile)	23.5	447.6	438.7	7.9	289.6	276.7		56.3			202.3	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.9	17.6	17.5	0.3	11.4	11.1		2.2			8.0	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00		0.00			0.00	
Uniform Delay (d_1), s/veh	27.1	22.6	22.6	34.3	19.8	19.8		29.9			36.5	
Incremental Delay (d_2), s/veh	1.0	7.8	7.8	0.7	2.9	3.0		0.3			8.5	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	
Control Delay (*d*), s/veh	28.1	30.3	30.4	35.0	22.7	22.8		30.2			45.1	
Level of Service (LOS)	C	C	C	D	C	C		C			D	
Approach Delay, s/veh / LOS	30.3	C		22.8	C		30.2	C		45.1	D	
Intersection Delay, s/veh / LOS	28.7						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.71	B	1.71	B	2.32	B	2.30	B
Bicycle LOS Score / LOS	1.53	B	1.21	A	0.60	A	0.79	A

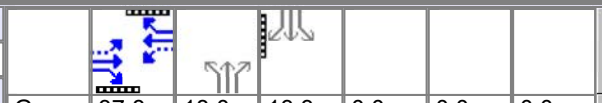
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	LLG Engineers			Duration, h	0.250
Analyst	AS	Analysis Date	Mar 9, 2021	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future - PM	PHF	0.95
Urban Street	Foothill Boulevard	Analysis Year	2024	Analysis Period	1> 17:00
Intersection	Plainview / Foothill	File Name	03PM.xus		
Project Description	7577 Foothill Boulevard Residential				

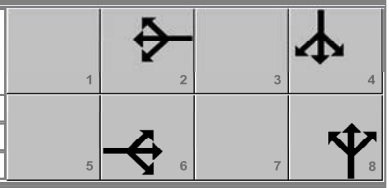


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	38	986	28	26	1337	121	29	8	20	59	3	16

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	Off



Green	37.8	18.0	13.3	0.0	0.0	0.0
Yellow	4.4	3.6	3.6	0.0	0.0	0.0
Red	2.8	3.4	3.1	0.0	0.0	0.0



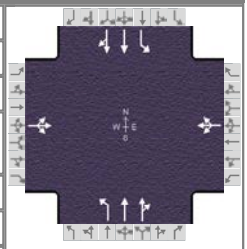
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2		8		4
Case Number		6.0		6.0		12.0		12.0
Phase Duration, s		45.0		45.0		25.0		20.0
Change Period, (*Y+R c*), s		7.2		7.2		7.0		6.7
Max Allow Headway (*MAH*), s		0.0		0.0		4.3		4.3
Queue Clearance Time (*g s*), s						4.6		5.8
Green Extension Time (*g e*), s		0.0		0.0		0.1		0.1
Phase Call Probability						1.00		1.00
Max Out Probability						0.00		0.04

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	40	536	531	27	775	760		60			82	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	338	1870	1852	529	1870	1816		1718			1740	
Queue Service Time (*g s*), s	0.2	21.0	21.0	4.0	36.9	37.6		2.6			3.8	
Cycle Queue Clearance Time (*g c*), s	37.8	21.0	21.0	25.0	36.9	37.6		2.6			3.8	
Green Ratio (*g/C*)	0.42	0.42	0.42	0.42	0.42	0.42		0.20			0.15	
Capacity (*c*), veh/h	81	786	778	179	786	763		344			257	
Volume-to-Capacity Ratio (*X*)	0.494	0.683	0.683	0.153	0.987	0.996		0.175			0.319	
Back of Queue (*Q*), ft/ln (95 th percentile)	60.1	366.9	359	26.5	727.3	721.7		50.3			75.8	
Back of Queue (*Q*), veh/ln (95 th percentile)	2.4	14.4	14.4	1.0	28.6	28.9		2.0			3.0	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00		0.00			0.00	
Uniform Delay (*d 1*), s/veh	45.0	21.2	21.2	31.4	25.8	26.0		29.8			34.3	
Incremental Delay (*d 2*), s/veh	20.0	4.8	4.8	1.8	29.0	31.7		0.2			0.7	
Initial Queue Delay (*d 3*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	
Control Delay (*d*), s/veh	65.0	26.0	26.0	33.2	54.9	57.7		30.1			35.0	
Level of Service (LOS)	E	C	C	C	D	E		C			D	
Approach Delay, s/veh / LOS	27.4	C		55.9	E		30.1	C		35.0	D	
Intersection Delay, s/veh / LOS	43.5						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.71	B	1.71	B	2.32	B	2.30	B
Bicycle LOS Score / LOS	1.40	A	1.78	B	0.59	A	0.62	A

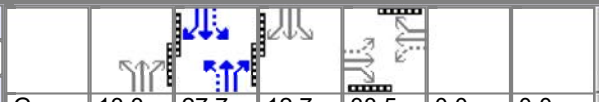
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	LLG Engineers			Duration, h	0.250
Analyst	AS	Analysis Date	Mar 23, 2021	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future + Project - AM	PHF	0.96
Urban Street	Foothill Boulevard	Analysis Year	2024	Analysis Period	1> 7:15
Intersection	Foothill / Apperson	File Name	01AM.xus		
Project Description	7577 Foothill Boulevard Residential				

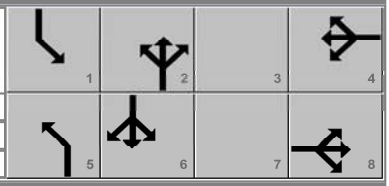


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	14	99	224	26	72	361	59	742	4	134	1121	6

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	13.3	27.7	12.7	38.5	0.0	0.0
Yellow	3.6	4.4	4.4	3.9	0.0	0.0
Red	3.1	2.9	2.9	2.6	0.0	0.0



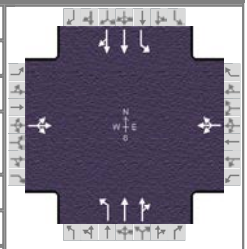
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4	5	2	1	6
Case Number		8.0		8.0	1.2	4.0	1.3	4.0
Phase Duration, s		45.0		45.0	20.0	55.0	20.0	55.0
Change Period, (*Y+R c*), s		6.5		6.5	6.7	7.3	7.3	7.3
Max Allow Headway (*MAH*), s		4.4		4.4	4.1	0.0	4.1	0.0
Queue Clearance Time (*g s*), s		23.7		35.4	4.8		2.0	
Green Extension Time (*g e*), s		3.3		1.2	0.1	0.0	4.2	0.0
Phase Call Probability		1.00		1.00	1.00		1.00	
Max Out Probability		0.11		1.00	0.01		0.41	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h		351			478		61	389	388	140	588	586
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1674			1637		1781	1870	1867	1781	1870	1867
Queue Service Time (*g s*), s		0.0			11.7		2.8	19.0	19.0	0.0	33.1	33.1
Cycle Queue Clearance Time (*g c*), s		21.7			33.4		2.8	19.0	19.0	0.0	33.1	33.1
Green Ratio (*g/C*)		0.32			0.32		0.36	0.40	0.40	0.32	0.40	0.40
Capacity (*c*), veh/h		568			557		257	743	742	397	743	742
Volume-to-Capacity Ratio (*X*)		0.618			0.859		0.239	0.523	0.523	0.351	0.790	0.790
Back of Queue (*Q*), ft/ln (95 th percentile)		356.7			549.7		54	345.9	340	157.3	574.8	565
Back of Queue (*Q*), veh/ln (95 th percentile)		14.0			21.6		2.1	13.6	13.6	6.2	22.6	22.6
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (*d 1*), s/veh		35.0			38.9		29.3	27.5	27.5	34.7	31.8	31.8
Incremental Delay (*d 2*), s/veh		2.0			12.7		0.5	2.6	2.6	0.5	8.4	8.4
Initial Queue Delay (*d 3*), s/veh		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		37.1			51.6		29.7	30.1	30.1	35.3	40.1	40.2
Level of Service (LOS)		D			D		C	C	C	D	D	D
Approach Delay, s/veh / LOS	37.1	D		51.6	D		30.1	C		39.6	D	
Intersection Delay, s/veh / LOS	38.6						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.31	B	2.31	B	1.74	B	1.73	B
Bicycle LOS Score / LOS	1.07	A	1.28	A	1.18	A	1.57	B

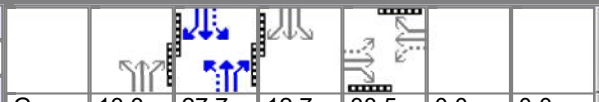
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	LLG Engineers			Duration, h	0.250
Analyst	AS	Analysis Date	Mar 23, 2021	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future + Project - PM	PHF	0.96
Urban Street	Foothill Boulevard	Analysis Year	2024	Analysis Period	1> 17:00
Intersection	Foothill / Apperson	File Name	01PM.xus		
Project Description	7577 Foothill Boulevard Residential				

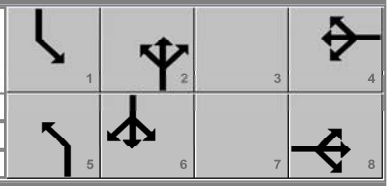


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	6	77	144	32	25	138	193	1200	8	192	862	8

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	13.3	27.7	12.7	38.5	0.0	0.0
Yellow	3.6	4.4	4.4	3.9	0.0	0.0
Red	3.1	2.9	2.9	2.6	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4	5	2	1	6
Case Number		8.0		8.0	1.2	4.0	1.3	4.0
Phase Duration, s		45.0		45.0	20.0	55.0	20.0	55.0
Change Period, ($Y+R_c$), s		6.5		6.5	6.7	7.3	7.3	7.3
Max Allow Headway (*MAH*), s		4.4		4.4	4.1	0.0	4.1	0.0
Queue Clearance Time (g_s), s		15.4		13.3	11.8		8.5	
Green Extension Time (g_e), s		1.8		1.8	0.1	0.0	1.8	0.0
Phase Call Probability		1.00		1.00	1.00		1.00	
Max Out Probability		0.00		0.00	1.00		0.98	

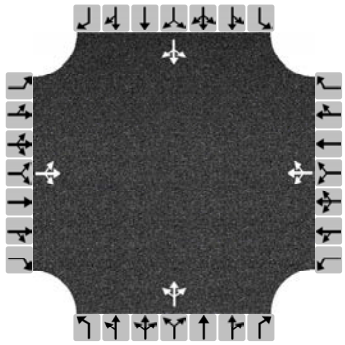
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h		236			203		201	630	628	200	454	452
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1672			1572		1781	1870	1866	1781	1870	1864
Queue Service Time (g_s), s		0.0			0.0		9.8	36.7	36.7	6.5	23.2	23.2
Cycle Queue Clearance Time (g_c), s		13.4			11.3		9.8	36.7	36.7	6.5	23.2	23.2
Green Ratio (*g/C*)		0.32			0.32		0.36	0.40	0.40	0.32	0.40	0.40
Capacity (*c*), veh/h		567			539		281	743	742	282	743	741
Volume-to-Capacity Ratio (*X*)		0.417			0.377		0.716	0.847	0.847	0.710	0.610	0.610
Back of Queue (*Q*), ft/ln (95 th percentile)		237.7			207.4		211.1	642.4	630.7	261.1	411.3	403.4
Back of Queue (*Q*), veh/ln (95 th percentile)		9.4			8.2		8.3	25.3	25.2	10.3	16.2	16.1
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh		32.2			31.5		31.3	32.8	32.8	48.6	28.8	28.8
Incremental Delay (d_2), s/veh		0.5			0.4		8.4	11.5	11.5	8.1	3.7	3.7
Initial Queue Delay (d_3), s/veh		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		32.7			32.0		39.7	44.3	44.4	56.7	32.5	32.5
Level of Service (LOS)		C			C		D	D	D	E	C	C
Approach Delay, s/veh / LOS	32.7	C		32.0	C		43.7	D		36.9	D	
Intersection Delay, s/veh / LOS	39.5						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.31	B	2.31	B	1.74	B	1.73	B
Bicycle LOS Score / LOS	0.88	A	0.82	A	1.69	B	1.40	A

HCS7 All-Way Stop Control Report

General Information		Site Information	
Analyst	AS	Intersection	Intersection #2
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	3/1/2021	East/West Street	Apperson Street
Analysis Year	2024	North/South Street	Plainview Avenue
Analysis Time Period (hrs)	0.25	Peak Hour Factor	0.92
Time Analyzed	Future + Project - AM		
Project Description	7577 Foothill Boulevard Residential		

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	15	199	22	11	400	21	32	76	23	10	138	26
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	257			470			142			189		
Percent Heavy Vehicles	2			2			2			2		

Departure Headway and Service Time

Initial Departure Headway, hd (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.228			0.417			0.127			0.168		
Final Departure Headway, hd (s)	5.75			5.43			6.34			6.20		
Final Degree of Utilization, x	0.410			0.708			0.251			0.326		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, ts (s)	3.75			3.43			4.34			4.20		

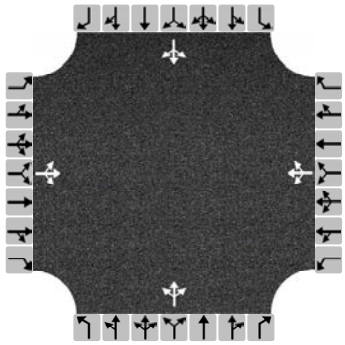
Capacity, Delay and Level of Service

Flow Rate, v (veh/h)	257			470			142			189		
Capacity	626			663			567			580		
95% Queue Length, Q_{95} (veh)	2.0			5.9			1.0			1.4		
Control Delay (s/veh)	12.7			20.5			11.5			12.2		
Level of Service, LOS	B			C			B			B		
Approach Delay (s/veh)	12.7			20.5			11.5			12.2		
Approach LOS	B			C			B			B		
Intersection Delay, s/veh | LOS	15.9						C					

HCS7 All-Way Stop Control Report

General Information		Site Information	
Analyst	AS	Intersection	Intersection #2
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	3/1/2021	East/West Street	Apperson Street
Analysis Year	2024	North/South Street	Plainview Avenue
Analysis Time Period (hrs)	0.25	Peak Hour Factor	0.92
Time Analyzed	Future + Project - PM		
Project Description	7577 Foothill Boulevard Residential		

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	15	245	18	11	140	15	36	107	27	10	54	21
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	302			180			185			92		
Percent Heavy Vehicles	2			2			2			2		

Departure Headway and Service Time

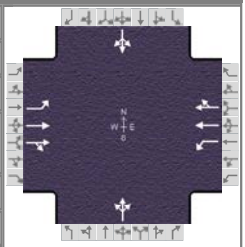
Initial Departure Headway, hd (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.269			0.160			0.164			0.082		
Final Departure Headway, hd (s)	4.91			5.06			5.25			5.33		
Final Degree of Utilization, x	0.412			0.254			0.269			0.137		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, ts (s)	2.91			3.06			3.25			3.33		

Capacity, Delay and Level of Service

Flow Rate, v (veh/h)	302			180			185			92		
Capacity	733			711			686			675		
95% Queue Length, Q_{95} (veh)	2.0			1.0			1.1			0.5		
Control Delay (s/veh)	11.3			9.8			10.2			9.2		
Level of Service, LOS	B			A			B			A		
Approach Delay (s/veh)	11.3			9.8			10.2			9.2		
Approach LOS	B			A			B			A		
Intersection Delay, s/veh | LOS	10.4						B					

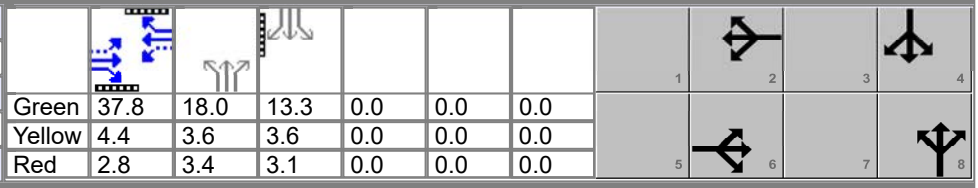
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	LLG Engineers			Duration, h	0.250
Analyst	AS	Analysis Date	Mar 9, 2021	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future + Project - AM	PHF	0.91
Urban Street	Foothill Boulevard	Analysis Year	2024	Analysis Period	1> 7:30
Intersection	Plainview / Foothill	File Name	03AM.xus		
Project Description	7577 Foothill Boulevard Residential				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	26	1105	15	7	700	88	32	14	15	160	6	12

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	Off



Green	37.8	18.0	13.3	0.0	0.0	0.0
Yellow	4.4	3.6	3.6	0.0	0.0	0.0
Red	2.8	3.4	3.1	0.0	0.0	0.0

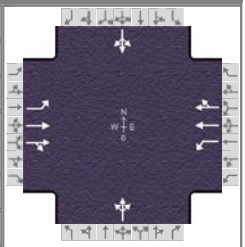
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2		8		4
Case Number		6.0		6.0		12.0		12.0
Phase Duration, s		45.0		45.0		25.0		20.0
Change Period, ($Y+R_c$), s		7.2		7.2		7.0		6.7
Max Allow Headway (*MAH*), s		0.0		0.0		4.3		4.3
Queue Clearance Time (g_s), s						4.9		11.5
Green Extension Time (g_e), s		0.0		0.0		0.1		0.1
Phase Call Probability						1.00		1.00
Max Out Probability						0.00		1.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	29	617	614	8	442	424		67			196	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	639	1870	1861	453	1870	1797		1747			1769	
Queue Service Time (g_s), s	3.2	25.7	25.7	1.3	16.1	16.1		2.9			9.5	
Cycle Queue Clearance Time (g_c), s	19.3	25.7	25.7	27.0	16.1	16.1		2.9			9.5	
Green Ratio (*g/C*)	0.42	0.42	0.42	0.42	0.42	0.42		0.20			0.15	
Capacity (*c*), veh/h	234	786	782	141	786	755		349			261	
Volume-to-Capacity Ratio (*X*)	0.122	0.785	0.785	0.055	0.562	0.562		0.192			0.748	
Back of Queue (*Q*), ft/ln (95 th percentile)	24.5	447.6	438.7	7.9	290.8	278		56.3			217.3	
Back of Queue (*Q*), veh/ln (95 th percentile)	1.0	17.6	17.5	0.3	11.4	11.1		2.2			8.6	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00		0.00			0.00	
Uniform Delay (d_1), s/veh	27.2	22.6	22.6	34.3	19.8	19.8		29.9			36.7	
Incremental Delay (d_2), s/veh	1.1	7.8	7.8	0.7	2.9	3.0		0.3			11.3	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	
Control Delay (*d*), s/veh	28.2	30.3	30.4	35.0	22.7	22.8		30.2			48.0	
Level of Service (LOS)	C	C	C	D	C	C		C			D	
Approach Delay, s/veh / LOS	30.3	C		22.9	C		30.2	C		48.0	D	
Intersection Delay, s/veh / LOS	29.0						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.71	B	1.71	B	2.32	B	2.30	B
Bicycle LOS Score / LOS	1.53	B	1.21	A	0.60	A	0.81	A

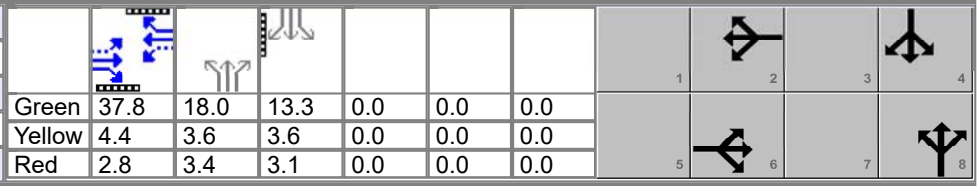
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	LLG Engineers			Duration, h	0.250
Analyst	AS	Analysis Date	Mar 9, 2021	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future + Project - PM	PHF	0.95
Urban Street	Foothill Boulevard	Analysis Year	2024	Analysis Period	1> 17:00
Intersection	Plainview / Foothill	File Name	03PM.xus		
Project Description	7577 Foothill Boulevard Residential				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	41	986	28	26	1337	126	29	8	20	63	3	18

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	Off



Green	37.8	18.0	13.3	0.0	0.0	0.0
Yellow	4.4	3.6	3.6	0.0	0.0	0.0
Red	2.8	3.4	3.1	0.0	0.0	0.0

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2		8		4
Case Number		6.0		6.0		12.0		12.0
Phase Duration, s		45.0		45.0		25.0		20.0
Change Period, ($Y+R_c$), s		7.2		7.2		7.0		6.7
Max Allow Headway (*MAH*), s		0.0		0.0		4.3		4.3
Queue Clearance Time (g_s), s						4.6		6.1
Green Extension Time (g_e), s		0.0		0.0		0.1		0.1
Phase Call Probability						1.00		1.00
Max Out Probability						0.00		0.06

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	43	536	531	27	778	762		60			88	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	337	1870	1852	529	1870	1814		1718			1738	
Queue Service Time (g_s), s	0.0	21.0	21.0	4.0	37.2	37.8		2.6			4.1	
Cycle Queue Clearance Time (g_c), s	37.8	21.0	21.0	25.0	37.2	37.8		2.6			4.1	
Green Ratio (*g/C*)	0.42	0.42	0.42	0.42	0.42	0.42		0.20			0.15	
Capacity (*c*), veh/h	80	786	778	179	786	762		344			257	
Volume-to-Capacity Ratio (*X*)	0.539	0.683	0.683	0.153	0.990	1.001		0.175			0.344	
Back of Queue (*Q*), ft/ln (95 th percentile)	66.7	366.9	359	26.5	734.9	729.9		50.3			82.1	
Back of Queue (*Q*), veh/ln (95 th percentile)	2.6	14.4	14.4	1.0	28.9	29.2		2.0			3.2	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00		0.00			0.00	
Uniform Delay (d_1), s/veh	45.0	21.2	21.2	31.4	25.9	26.1		29.8			34.4	
Incremental Delay (d_2), s/veh	23.7	4.8	4.8	1.8	29.8	32.7		0.2			0.8	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	
Control Delay (*d*), s/veh	68.7	26.0	26.0	33.2	55.7	58.8		30.1			35.2	
Level of Service (LOS)	E	C	C	C	E	F		C			D	
Approach Delay, s/veh / LOS	27.7	C		56.9	E		30.1	C		35.2	D	
Intersection Delay, s/veh / LOS	44.1						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.71	B	1.71	B	2.32	B	2.30	B
Bicycle LOS Score / LOS	1.40	A	1.78	B	0.59	A	0.63	A

APPENDIX B.2: LADOT ASSESSMENT LETTER

Transportation Assessment Memorandum of Understanding (MOU)

This MOU acknowledges that the Transportation Assessment for the following Project will be prepared in accordance with the latest version of LADOT's Transportation Assessment Guidelines:

I. PROJECT INFORMATION

Project Name: 7577 Foothill Boulevard Residential

Project Address: 7577 Foothill Boulevard

Project Description: Development of 41 residential apartment dwelling units and five affordable family housing dwelling units.

LADOT Project Case Number: _____ Project Site Plan attached? *(Required)* ☒ Yes ☐ No

II. TRANSPORTATION DEMAND MANAGEMENT (TDM) MEASURES

Provide any transportation demand management measures that are being considered where the eligibility needs to be verified in advance (e.g. bike share kiosks, unbundled parking, microstransit service, etc.). Note that LADOT staff will make the final determination of the TDM measure's eligibility for a particular project. Please confirm eligibility with LADOT staff assigned to your project.

1 _____ 3 _____

2 _____ 4 _____

Select any TDM measures that are currently being considered that may be eligible as a Project Design Feature[1]:

	Reduced Parking Supply[2]
	Bicycle Parking and Amenities
	Parking Cash Out

III. TRIP GENERATION

Trip Generation Rate(s) Source: ITE 10th Edition / Other ITE 10th Edition and LADOT "Transportation Assessment Guidelines" Affordable Housing Trip Rates

Trip Generation Adjustment *(Exact amount of credit subject to approval by LADOT)*	**Yes**	**No**
Transit Usage	☒	☐
Existing Active or Previous Land Use	☐	☒
Internal Trip	☐	☒
Pass-By Trip	☐	☒
Transportation Demand Management (See above)	☐	☒

Trip generation table including a description of the existing and proposed land uses, rates, estimated morning and afternoon peak hour volumes (ins/outs/totals), proposed trip credits, etc. attached? *(Required)* ☒ Yes ☐ No

	IN	OUT	TOTAL
AM Trips	5	15	20
PM Trips	14	9	23

NET Daily Vehicle Trips (DVT)
291 DVT (ITE 10th ed.)
246 DVT (VMT Calculator ver. 1.3

[1] At this time Project Design Features are only those measures that are also shown to be needed to comply with a local ordinance, affordable housing incentive program, or state law.

[2] Select if reduced parking supply is pursued as a result of a parking incentive as permitted by the City's Bicycle Parking Ordinance, State Density Bonus Law, or a the City/s Transit Oriented Community Guidelines.

IV. STUDY AREA AND ASSUMPTIONS

Project Buildout Year: 2024 Ambient Growth Rate 1.0 % Per Yr.

Related Projects List, researched by the consultant and approved by LADOT, attached? *(Required)* ☒ Yes ☐ No
*Forthcoming

STUDY INTERSECTIONS and/or STREET SEGMENTS *(May be subject to LADOT revision after access, safety and circulation evaluation)*

1 Plainview Avenue / Foothill Boulevard - Day Street

Is this Project located on a street within the High Injury Network? ☒ Yes ☐ No

V. ACCESS ASSESSMENT

a. Does the project exceed 1,000 net DVT? ☐ Yes ☒ No
b. Is the project's frontage 250 linear feet or more along an Avenue or Boulevard as classified by the City's General Plan? ☐ Yes ☒ No
c. Is the project's building frontage encompassing an entire block along an Avenue or Boulevard as classified by the City's General Plan? ☒ Yes ☐ No

If questions a., b., or c. is Yes then complete **Attachment C.1: Access Assessment Criteria**.

VI. SITE PLAN AND MAP OF STUDY AREA

Does the attached site plan or map of study area show	Yes	No	Not Applicable
Each study intersection and/or street segment	☒	☐	☐
Project Vehicle Peak Hour trips at each study intersection	☒	☐	☐
Project Vehicle Peak Hour trips at each project access point	☒	☐	☐
Project driveways (show widths and directions or lane assignment)	☒	☐	☐
Pedestrian access points and any pedestrian paths	☒	☐	☐
Pedestrian loading zones	☐	☒	☐
Delivery loading zone or area	☐	☐	☒
Bicycle parking onsite	☒	☐	☐
Bicycle parking offsite (in public right-of-way)	☐	☐	☒

VII. CONTACT INFORMATION

	CONSULTANT	DEVELOPER
Name:	Linscott, Law & Greenspan, Engineers	7577 Foothill LLC
Address:	20931 Burbank Boulevard, Suite C Woodland Hills, CA 91367	2441 Risa Drive Glendale, CA 92108
Phone Number:	(818) 835-8648	(818) 281-0625
E- Mail:	shankar@llgengineers.com	sadecovk@gmail.com

Approved by: x A Shankar 12/18/2020 x _____

Consultant's Representative | Date | LADOT Representative | *Date

*MOUs are generally valid for two years after signing. If after two years a transportation assessment has not been submitted to LADOT, the developer's representative shall check with the appropriate LADOT office to determine if the terms of this MOU are still valid or if a new MOU is needed.

LADOT

Access Assessment Criteria

This Criteria acknowledges that the Transportation Assessment for the following Project will be prepared in accordance with the latest version of LADOT's Transportation Assessment Guidelines:

I. PROJECT INFORMATION

Project Name: 7577 Foothill Boulevard Residential

Project Address: 7577 Foothill Boulevard

Project Description: Development of 41 residential apartment dwelling units and five affordable family housing dwelling units.

LADOT Project Case Number: _____

II. PEDESTRIAN/ PERSON TRIP GENERATION

Source of Pedestrian/Person Trip Generation Rate(s)? ☐ VMT Calculator ☒ ITE 10th Edition ☐ Other:

	Land Use	Size/Unit	Daily Person Trips
Proposed	Apartments	41 DU	30
	Total new trips:		30

Pedestrian/Person trip generation table including a description of the proposed land uses, trip credits, person trip assumptions, comparison studies used for reference, etc. attached? ☒ Yes ☐ No

III. PEDESTRIAN ATTRACTORS INVENTORY

Attach Pedestrian Map for the area (1,320 foot radius from edge of the project site) depicting:

- site pedestrian entrance(s)
- Existing or proposed passenger loading zones
- pedestrian generation/distribution values
    - Geographic Distribution: N 25 % S 25 % E 25 % W 25 %
- transit boarding and alighting of transit stops (should include Metro rail stations; Metro, DASH, and

other municipal bus stops)

- Key pedestrian destinations with hours of operation:
  - schools (school times)
  - government offices with a public counter or meeting room
  - senior citizen centers
  - recreation centers or playgrounds
  - public libraries
  - medical centers or clinics
  - child care facilities
  - post offices
  - places of worship
  - grocery stores
  - other facilities that attract pedestrian trips
- pedestrian walking routes to key destinations from project site

Note: Pedestrian Count Summary, Bicycle Count Summary, Manual Traffic Count Summary will need to be attached to the Transportation Assessment

IV. FACILITIES INVENTORY

Is a High Injury Network street located within 1,320 foot radius from the edge of the project site? [X] Yes [ ] No

If yes, list streets and include distance from the project:

Foothill Boulevard (north of project site) at 600 (feet)

Foothill Boulevard (south of project site) at 1250 (feet)

Attach Radius Map for the area (1,320 foot radius from edge of the project site) depicting the following existing and proposed facilities:

- transit stops
- bike facilities
- traffic control devices for controlled crossings
- uncontrolled crosswalks
- location of any missing, damaged or substandard sidewalks

For a reference of planned facilities, see the Transportation Assessment Support Map

Crossing Distances

Does the project property have frontage along an arterial street (designated as either an Avenue or Boulevard?)

[X] Yes [ ] No

If yes, provide the distance between the crossing control devices (e.g. signalized crosswalk, or controlled mid-block crossing) along any arterial within 1,320 feet of the property.

580 (feet) at Foothill Boulevard / Apperson Street and Foothill Boulevard - Day Street / Plainview Avenue

1350 (feet) at Foothill Boulevard - Day Street / Plainview Avenue and Foothill Boulevard / Valmont Street

V. Project Construction

Will the project require any construction activity within the city right-of-way? [X] Yes [ ] No

If yes, will the project require temporary closure of any of the following city facilities?

- sidewalk ✓
- bike lane
- parking lane
- travel lane
- bus stop
- bicycle parking (racks or corrals)
- bike share or other micro-mobility station
- car share station
- parklet
- other: _____

N

NOT TO SCALE

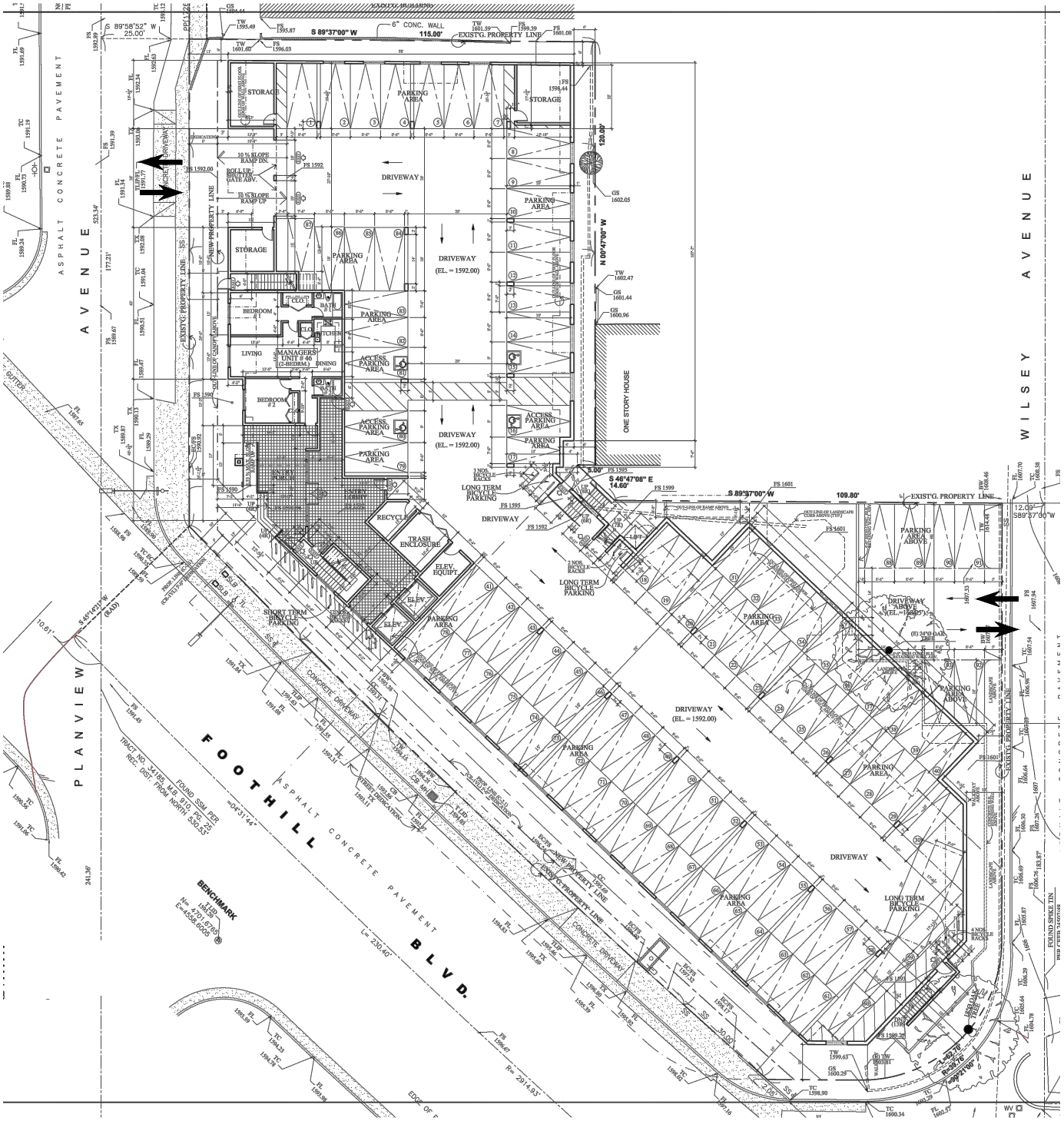
MAP SOURCE: GOOGLE MAPS
★ PROJECT SITE
Ⓧ STUDY INTERSECTION

FIGURE 1-1
VICINITY MAP

LINSCOTT, LAW & GREENSPAN, engineers

7577 FOOTHILL BOULEVARD RESIDENTIAL PROJECT

c:\0531\dwg\f1-1.dwg 12/08/2020 10:28:43 shankar llg exhibits color.ctb



SOURCE: VJ AND ASSOCIATES

NOT TO SCALE

FIGURE 2-2
PROJECT SITE PLAN

LINSCOTT, LAW & GREENSPAN, engineers

7577 FOOTHILL BOULEVARD RESIDENTIAL PROJECT

o:\0531\dwg\f2-2.dwg 12/08/2020 15:33:54 shankar llg exhibits color.ctb

Table 2-1
PROJECT TRIP GENERATION [1]

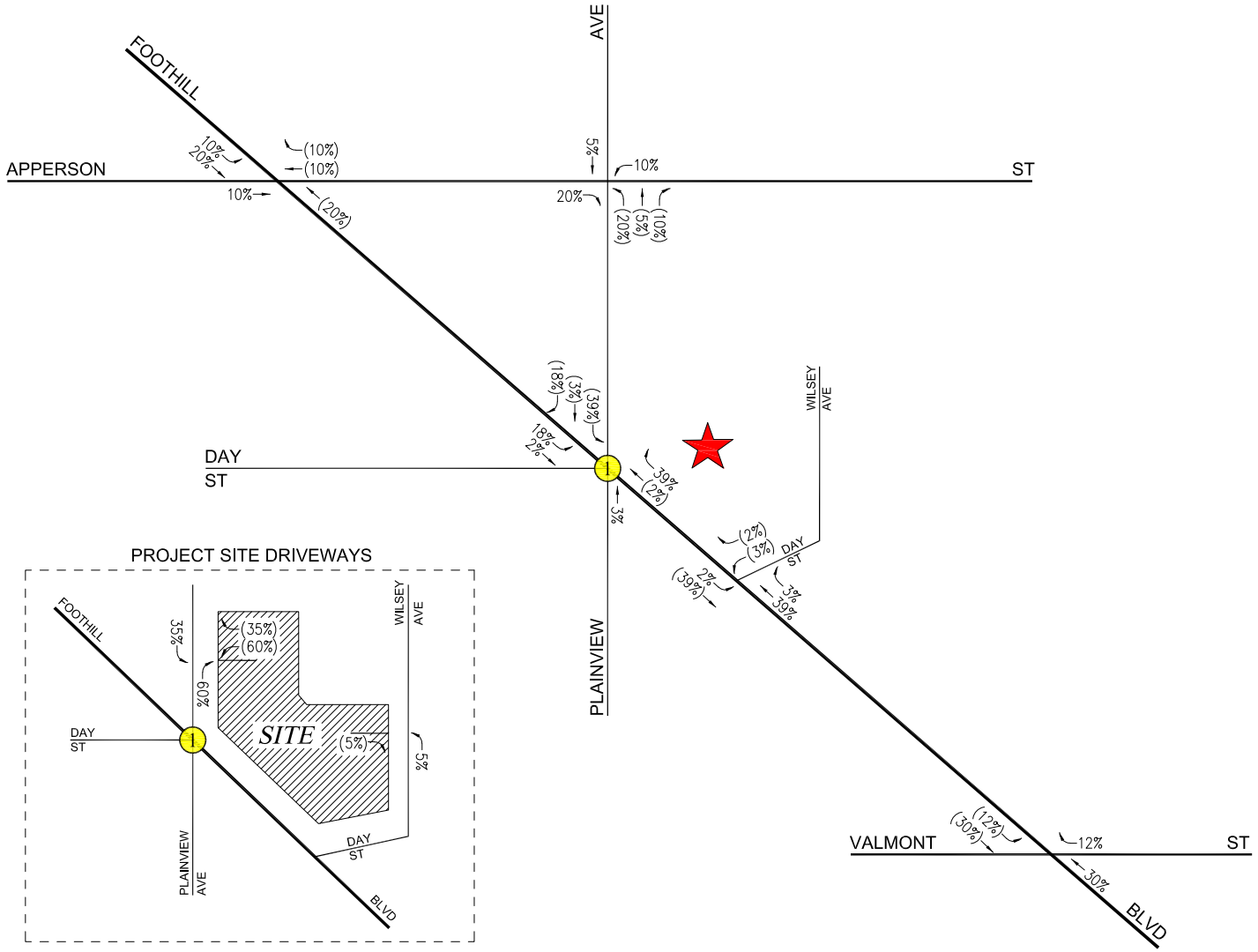
18-Dec-20

LAND USE	SIZE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2] IN	AM PEAK HOUR VOLUMES [2] OUT	AM PEAK HOUR VOLUMES [2] TOTAL	PM PEAK HOUR VOLUMES [2] IN	PM PEAK HOUR VOLUMES [2] OUT	PM PEAK HOUR VOLUMES [2] TOTAL
Proposed Project								
Apartments [3]	41 DU	300	4	15	19	14	9	23
Affordable Family Housing [4]	5 DU	21	1	2	3	1	1	2
Subtotal		321	5	17	22	15	10	25
Transit Trips [5]								
Apartments (10%)		(30)	0	(2)	(2)	(1)	(1)	(2)
NET PROJECT TRIPS		**291**	**5**	**15**	**20**	**14**	**9**	**23**

[1] Source: ITE "Trip Generation Manual", 10th Edition, 2017.
[2] Trips are one-way traffic movements, entering or leaving.
[3] ITE Land Use Code 220 (Multifamily Housing [Low-Rise]) trip generation average rates.
- Daily Trip Rate: 7.32 trips/dwelling unit; 50% inbound and 50% outbound
- AM Peak Hour Trip Rate: 0.46 trips/dwelling unit; 23% inbound/77% outbound
- PM Peak Hour Trip Rate: 0.56 trips/dwelling unit; 63% inbound/37% outbound

[4] City of Los Angeles Affordable Housing (Family) trip generation average rates.
- Daily Trip Rate: 4.16 trips/dwelling unit; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.52 trips/dwelling unit; 38% inbound/62% outbound
- PM Peak Hour Trip Rate: 0.38 trips/dwelling unit; 55% inbound/45% outbound

[5] The transit reduction is based on the site's proximity to Metro bus stops and various bus lines as well as the land use characteristics of the project.



N

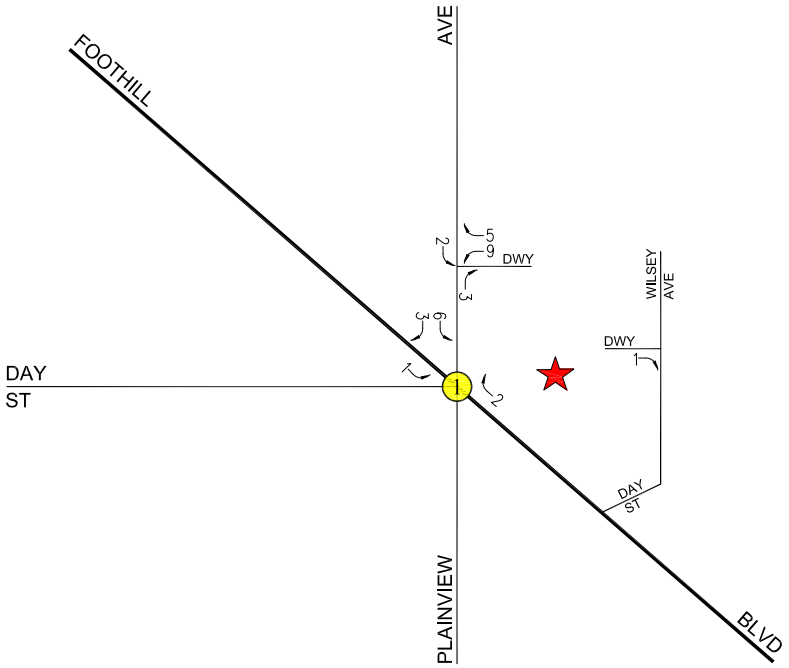
NOT TO SCALE

★ PROJECT SITE
Ⓧ STUDY INTERSECTION
= INBOUND PERCENTAGES
(##) = OUTBOUND PERCENTAGES

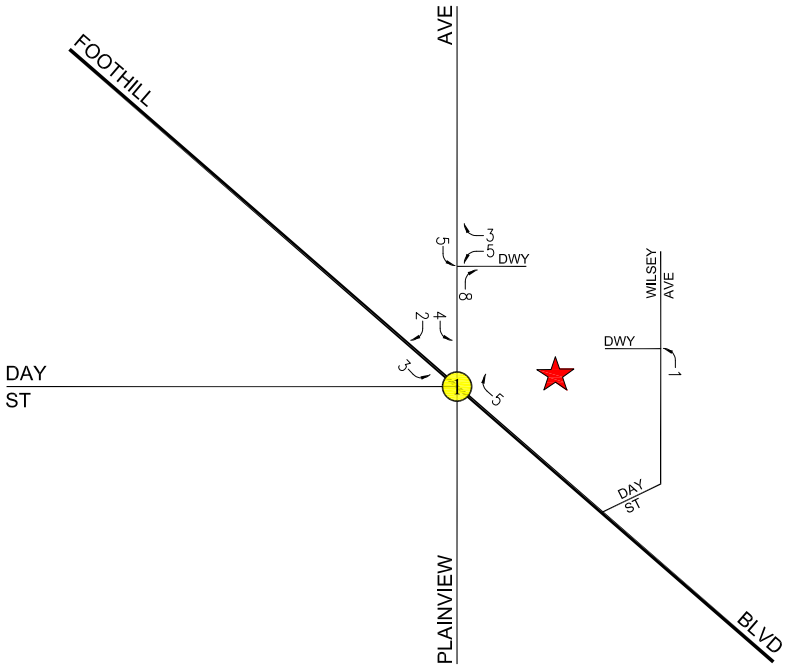
FIGURE 2-3
PROJECT TRIP DISTRIBUTION

LINSCOTT, LAW & GREENSPAN, engineers

7577 FOOTHILL BOULEVARD RESIDENTIAL PROJECT



AM PEAK HOUR



PM PEAK HOUR

N

NOT TO SCALE

★ PROJECT SITE

Ⓧ STUDY INTERSECTION

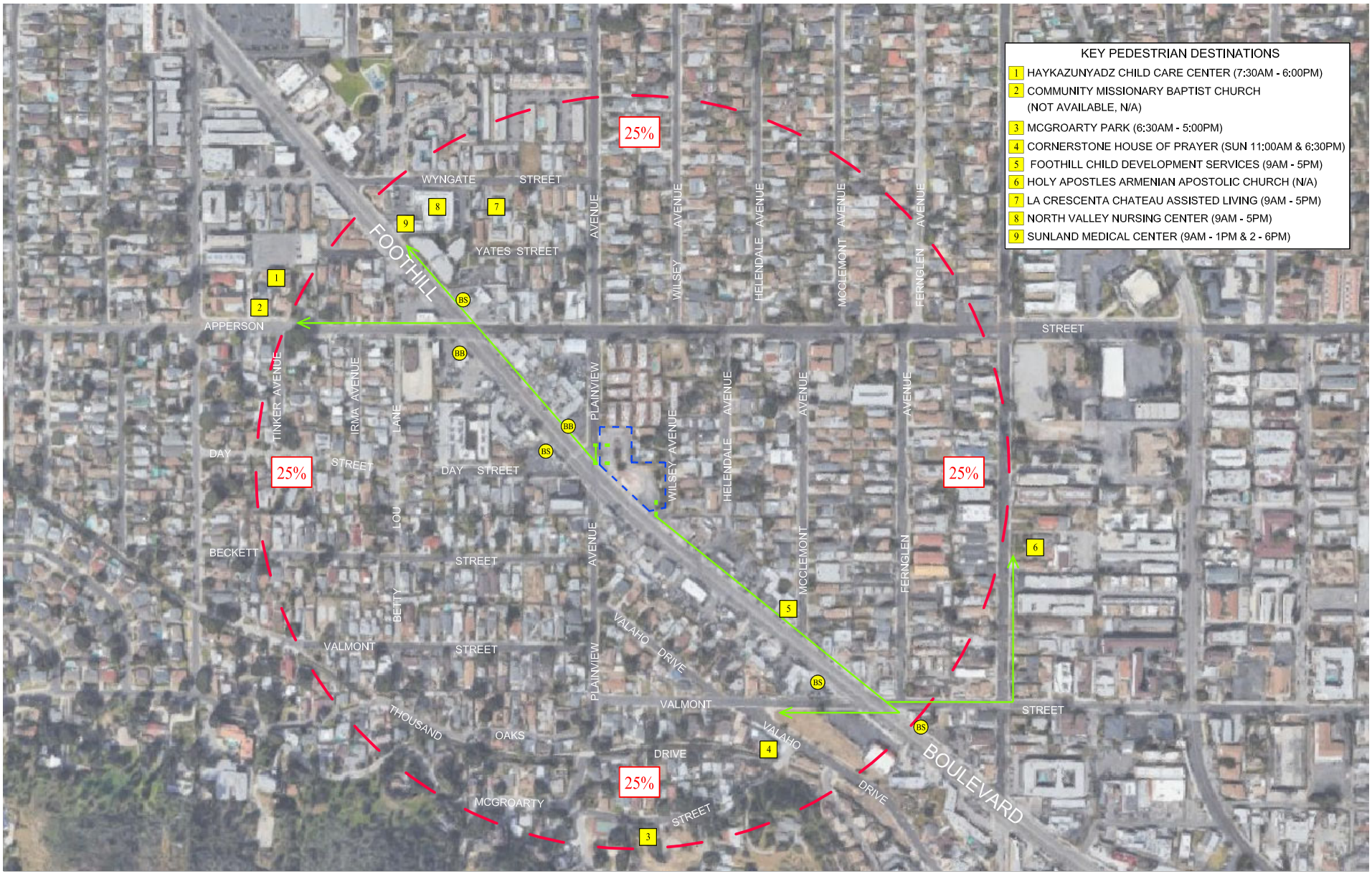
FIGURE 2-4
NET NEW PROJECT TRAFFIC VOLUMES

WEEKDAY AM AND PM PEAK HOURS

7577 FOOTHILL BOULEVARD RESIDENTIAL PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

o:\0531\dwg\f2-4.dwg 12/18/2020 12:25:35 shankar llg exhibits color.ctb



MAP SOURCE: GOOGLE MAPS
PROJECT SITE
QUARTER-MILE RADIUS
PROJECT SITE PEDESTRIAN ENTRANCES
PEDESTRIAN ROUTES TO KEY DESTINATIONS FROM PROJECT SITE
XX% GEOGRAPHIC DISTRIBUTION

BS BUS STOP
BB BUS STOP WITH BENCH

N
NOT TO SCALE

FIGURE 3-1
PEDESTRIAN ATTRACTORS INVENTORY

LINSCOTT, LAW & GREENSPAN, engineers

7577 FOOTHILL BOULEVARD RESIDENTIAL PROJECT

o:\0531\dwg\f3-1.dwg 12/17/2020 13:08:22 shankar llg exhibits color.ctb

N

NOT TO SCALE

MAP SOURCE: GOOGLE MAPS
PROJECT SITE
QUARTER-MILE RADIUS
SIGNAL
STOP STOP SIGN

ADA CURB RAMP
CROSSWALK
BIKE ROUTE

BS BUS STOP
BB BUS STOP WITH BENCH

FIGURE 3-2
FACILITIES INVENTORY

LINSCOTT, LAW & GREENSPAN, engineers

7577 FOOTHILL BOULEVARD RESIDENTIAL PROJECT

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

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

Project Information

Project: 7577 Foothill Boulevard Residential
Scenario: Proposed Project
Address: 7577 W FOOTHILL BLVD, 91042

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

○ Yes ○ No

Existing Land Use

Land Use Type	Value	Unit
Housing | Single Family		DU

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

Proposed Project Land Use

Land Use Type	Value	Unit
Housing | Affordable Housing - Family	5	DU
Housing | Multi-Family	41	DU
Housing | Affordable Housing - Family	5	DU

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

Project Screening Summary

Existing Land Use	Proposed Project
0 Daily Vehicle Trips	246 Daily Vehicle Trips
0 Daily VMT	2,856 Daily VMT

Tier 1 Screening Criteria

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

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	246 Net Daily Trips
The net increase in daily VMT ≤ 0	2,856 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	0.000 ksf

The proposed project is not required to perform VMT analysis.

Measuring the Miles

12/17/2020

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

Project Information

Project: 7577 Foothill Boulevard Residential

Scenario: Proposed Project

Address: 7577 W FOOTHILL BLVD, 91042

Proposed Project Land Use Type	Value	Unit
Housing | Multi-Family	41	DU
Housing | Affordable Housing - Family	5	DU

TDM Strategies

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

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

A Parking

Reduce Parking Supply ☐ Proposed Prj ☐ Mitigation
- 111 city code parking provision for the project site
- 98 actual parking provision for the project site

Unbundle Parking ☐ Proposed Prj ☐ Mitigation
- 100 monthly parking cost (dollar) for the project site

Parking Cash-Out ☐ Proposed Prj ☐ Mitigation
- 50 percent of employees eligible

Price Workplace Parking ☐ Proposed Prj ☐ Mitigation
- 6.00 daily parking charge (dollar)
- 50 percent of employees subject to priced parking

Residential Area Parking Permits ☐ Proposed Prj ☐ Mitigation
- 200 cost (dollar) of annual permit

B Transit

C Education & Encouragement

D Commute Trip Reductions

E Shared Mobility

F Bicycle Infrastructure

G Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
246 Daily Vehicle Trips	**246** Daily Vehicle Trips
2,856 Daily VMT	**2,856** Daily VMT
N/A Household VMT per Capita	**N/A** Household VMT per Capita
N/A Work VMT per Employee	**N/A** Work VMT per Employee

Significant VMT Impact?

Proposed Project	With Mitigation
Household: N/A Threshold = 9.2 15% Below APC	**Household: N/A** Threshold = 9.2 15% Below APC
Work: N/A Threshold = 15.0 15% Below APC	**Work: N/A** Threshold = 15.0 15% Below APC

Measuring the Miles

12/17/2020

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: December 17, 2020
Project Name: 7577 Foothill Boulevard Residential
Project Scenario: Proposed Project
Project Address: 7577 W FOOTHILL BLVD, 91042

Version 1.3

Project Information			
Land Use Type		**Value**	**Units**
Housing	*Single Family*	*0*	*DU*
	Multi Family	41	DU
	Townhouse	*0*	*DU*
	Hotel	*0*	*Rooms*
	Motel	*0*	*Rooms*
Affordable Housing	Family	5	DU
	Senior	*0*	*DU*
	Special Needs	*0*	*DU*
	Permanent Supportive	*0*	*DU*
Retail	*General Retail*	*0.000*	*ksf*
	Furniture Store	*0.000*	*ksf*
	Pharmacy/Drugstore	*0.000*	*ksf*
	Supermarket	*0.000*	*ksf*
	Bank	*0.000*	*ksf*
	Health Club	*0.000*	*ksf*
	High-Turnover Sit-Down Restaurant	*0.000*	*ksf*
	Fast-Food Restaurant	*0.000*	*ksf*
	Quality Restaurant	*0.000*	*ksf*
	Auto Repair	*0.000*	*ksf*
	Home Improvement	*0.000*	*ksf*
	Free-Standing Discount	*0.000*	*ksf*
	Movie Theater	*0*	*Seats*
Office	*General Office*	*0.000*	*ksf*
	Medical Office	*0.000*	*ksf*
Industrial	*Light Industrial*	*0.000*	*ksf*
	Manufacturing	*0.000*	*ksf*
	Warehousing/Self-Storage	*0.000*	*ksf*
School	*University*	*0*	*Students*
	High School	*0*	*Students*
	Middle School	*0*	*Students*
	Elementary	*0*	*Students*
	Private School (K-12)	*0*	*Students*
Other		*0*	*Trips*

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: December 17, 2020
Project Name: 7577 Foothill Boulevard Residential
Project Scenario: Proposed Project
Project Address: 7577 W FOOTHILL BLVD, 91042

Version 1.3

Analysis Results

Total Employees: N/A
Total Population: N/A

Proposed Project		*With Mitigation*	
246	**Daily Vehicle Trips**	**N/A**	**Daily Vehicle Trips**
N/A	**Daily VMT**	**N/A**	**Daily VMT**
N/A	**Household VMT per Capita**	**N/A**	**Household VMT per Capita**
N/A	**Work VMT per Employee**	**N/A**	**Work VMT per Employee**

Significant VMT Impact?

APC: North Valley

Impact Threshold: 15% Below APC Average
Household = 9.2
Work = 15.0

Proposed Project		*With Mitigation*	
VMT Threshold	**Impact**	**VMT Threshold**	**Impact**
Household > 9.2	N/A	Household > 9.2	N/A
Work > 15.0	N/A	Work > 15.0	N/A

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: December 17, 2020
Project Name: 7577 Foothill Boulevard Residential
Project Scenario: Proposed Project
Project Address: 7577 W FOOTHILL BLVD, 91042

Version 1.3

TDM Strategy Inputs

Strategy Type		Description	Proposed Project	Mitigations
Parking	Reduce parking supply	City code parking provision (spaces)	0	0
		Actual parking provision (spaces)	0	0
	Unbundle parking	Monthly cost for parking ($)	$0	$0
	Parking cash-out	Employees eligible (%)	0%	0%
	Price workplace parking	Daily parking charge ($)	$0.00	$0.00
		Employees subject to priced parking (%)	0%	0%
	Residential area parking permits	Cost of annual permit ($)	$0	$0

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Transit	Reduce transit headways	*Reduction in headways (increase in frequency) (%)*	*0%*	*0%*
		Existing transit mode share (as a percent of total daily trips) (%)	*0%*	*0%*
		Lines within project site improved (<50%, >=50%)	*0*	*0*
	Implement neighborhood shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees and residents eligible (%)	*0%*	*0%*
	Transit subsidies	*Employees and residents eligible (%)*	*0%*	*0%*
		Amount of transit subsidy per passenger (daily equivalent) ($)	*$0.00*	*$0.00*
Education & Encouragement	*Voluntary travel behavior change program*	*Employees and residents participating (%)*	*0%*	*0%*
	Promotions and marketing	*Employees and residents participating (%)*	*0%*	*0%*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Commute Trip Reductions	*Required commute trip reduction program*	*Employees participating (%)*	*0%*	*0%*
	Alternative Work Schedules and Telecommute	*Employees participating (%)*	*0%*	*0%*
		Type of program	*0*	*0*
	Employer sponsored vanpool or shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees eligible (%)	*0%*	*0%*
		Employer size (small, medium, large)	*0*	*0*
	Ride-share program	*Employees eligible (%)*	*0%*	*0%*
Shared Mobility	*Car share*	*Car share project setting (Urban, Suburban, All Other)*	*0*	*0*
	Bike share	*Within 600 feet of existing bike share station - OR- implementing new bike share station (Yes/No)*	*0*	*0*
	School carpool program	*Level of implementation (Low, Medium, High)*	*0*	*0*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Bicycle Infrastructure	*Implement/Improve on-street bicycle facility*	*Provide bicycle facility along site (Yes/No)*	*0*	*0*
	Include Bike parking per LAMC	*Meets City Bike Parking Code (Yes/No)*	*0*	*0*
	Include secure bike parking and showers	*Includes indoor bike parking/lockers, showers, & repair station (Yes/No)*	*0*	*0*
Neighborhood Enhancement	*Traffic calming improvements*	*Streets with traffic calming improvements (%)*	*0%*	*0%*
		Intersections with traffic calming improvements (%)	*0%*	*0%*
	Pedestrian network improvements	*Included (within project and connecting off-site/within project only)*	*0*	*0*

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: December 17, 2020
Project Name: 7577 Foothill Boulevard Residential
Project Scenario: Proposed Project
Project Address: 7577 W FOOTHILL BLVD, 91042

Version 1.3

TDM Adjustments by Trip Purpose & Strategy

Place type: Suburban

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Parking cash-out	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Price workplace parking	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Residential area parking permits	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	
Transit	Reduce transit headways	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Transit subsidies	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
Education & Encouragement	Voluntary travel behavior change program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
Commute Trip Reductions	Required commute trip reduction program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Employer sponsored vanpool or shuttle	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Ride-share program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
Shared Mobility	Car-share	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	
	School carpool program	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: December 17, 2020
Project Name: 7577 Foothill Boulevard Residential
Project Scenario: Proposed Project
Project Address: 7577 W FOOTHILL BLVD, 91042

Version 1.3

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Suburban

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Bicycle Infrastructure	Implement/ Improve on-street bicycle facility	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	Include Bike parking per LAMC	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	
	Include secure bike parking and showers	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	
Neighborhood Enhancement	Traffic calming improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Neighborhood Enhancement
	Pedestrian network improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	

Final Combined & Maximum TDM Effect

	Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*
MAX. TDM EFFECT	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*

= Minimum (X%, 1-[(1-A)*(1-B)…])
where X%=

PLACE TYPE MAX:	*urban*	*75%*
	compact infill	*40%*
	suburban center	*20%*
	suburban	*15%*

Note: [1-[(1-A)*(1-B)…]] reflects the dampened combined effectiveness of TDM Strategies (e.g., A, B,…). See the TDM Strategy Appendix (*Transportation Assessment Guidelines Attachment G)* for further discussion of dampening.

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: December 17, 2020
Project Name: 7577 Foothill Boulevard Residential
Project Scenario: Proposed Project
Project Address: 7577 W FOOTHILL BLVD, 91042

Version 1.3

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	41	-9.8%	37	N/A	N/A	N/A
Home Based Other Production	113	-15.0%	96	N/A	N/A	N/A
Non-Home Based Other Production	53	-1.9%	52	N/A	N/A	N/A
Home-Based Work Attraction	0	0.0%	0	N/A	N/A	N/A
Home-Based Other Attraction	54	-11.1%	48	N/A	N/A	N/A
Non-Home Based Other Attraction	13	0.0%	13	N/A	N/A	N/A

MXD Methodology with TDM Measures

	Proposed Project			*Project with Mitigation Measures*		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	N/A	N/A	N/A	N/A	N/A	N/A
Home Based Other Production	N/A	N/A	N/A	N/A	N/A	N/A
Non-Home Based Other Production	N/A	N/A	N/A	N/A	N/A	N/A
Home-Based Work Attraction	N/A	N/A	N/A	N/A	N/A	N/A
Home-Based Other Attraction	N/A	N/A	N/A	N/A	N/A	N/A
Non-Home Based Other Attraction	N/A	N/A	N/A	N/A	N/A	N/A

MXD VMT Methodology Per Capita & Per Employee

Total Population: N/A
Total Employees: N/A
APC: North Valley

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**N/A**	**N/A**
Total Home Based Work Attraction VMT	**N/A**	**N/A**
Total Home Based VMT Per Capita	**N/A**	**N/A**
Total Work Based VMT Per Employee	**N/A**	**N/A**

VMT Calculator User Agreement

The Los Angeles Department of Transportation (LADOT), in partnership with the Department of City Planning and Fehr & Peers, has developed the City of Los Angeles Vehicle Miles Traveled (VMT) Calculator to estimate project-specific daily household VMT per capita and daily work VMT per employee for land use development projects. This application, the VMT Calculator, has been provided to You, the User, to assess vehicle miles traveled (VMT) outcomes of land use projects within the City of Los Angeles. The term "City" as used below shall refer to the City of Los Angeles. The terms "City" and "Fehr & Peers" as used below shall include their respective affiliates, subconsultants, employees, and representatives.

The City is pleased to be able to provide this information to the public. The City believes that the public is most effectively served when they are provided access to the technical tools that inform the public review process of private and public land use investments. However, in using the VMT Calculator, You agree to be bound by this VMT Calculator User Agreement (this Agreement).

VMT Calculator Application for the City of Los Angeles. The City's consultant calibrated the VMT Calculator's parameters in 2018 to estimate travel patterns of locations in the City, and validated those outcomes against empirical data. However, this calibration process is limited to locations within the City, and practitioners applying the VMT Calculator outside of the City boundaries should not apply these estimates without further calibration and validation of travel patterns to verify the VMT Calculator's accuracy in estimating VMT in such other locations.

Limited License to Use. This Agreement gives You a limited, non-transferrable, non-assignable, and non-exclusive license to use and execute a copy of the VMT Calculator on a computer system owned, leased or otherwise controlled by You in Your own facilities, as set out below, provided You do not use the VMT Calculator in an unauthorized manner, and that You do not republish, copy, distribute, reverse-engineer, modify, decompile, disassemble, transfer, or sell any part of the VMT Calculator, and provided that You know and follow the terms of this Agreement. Your failure to follow the terms of this Agreement shall automatically terminate this license and Your right to use the VMT Calculator.

Ownership. You understand and acknowledge that the City owns the VMT Calculator, and shall continue to own it through Your use of it, and that no transfer of ownership of any kind is intended in allowing You to use the VMT Calculator.

Warranty Disclaimer. In spite of the efforts of the City and Fehr & Peers, some information on the VMT Calculator may not be accurate. The VMT Calculator, OUTPUTS AND ASSOCIATED DATA ARE PROVIDED "as is" WITHOUT WARRANTY OF ANY KIND, whether expressed, implied, statutory, or otherwise including but not limited to, the implied warranties of merchantability and fitness for a particular purpose.

Limitation of Liability. It is understood that the VMT Calculator is provided without charge. Neither the City nor Fehr & Peers can be responsible or liable for any information derived from its use, or for any delays, inaccuracies, incompleteness, errors or omissions arising out of your use of the VMT Calculator or with respect to the material contained in the VMT Calculator. You understand and agree that Your sole remedy against the City or Fehr & Peers for loss or damage caused by any defect or failure of the

VMT Calculator, regardless of the form of action, whether in contract, tort, including negligence, strict liability or otherwise, shall be the repair or replacement of the VMT Calculator to the extent feasible as determined solely by the City. In no event shall the City or Fehr & Peers be responsible to You or anyone else for, or have liability for any special, indirect, incidental or consequential damages (including, without limitation, damages for loss of business profits or changes to businesses costs) or lost data or downtime, however caused, and on any theory of liability from the use of, or the inability to use, the VMT Calculator, whether the data, and/or formulas contained in the VMT Calculator are provided by the City or Fehr & Peers, or another third party, even if the City or Fehr & Peers have been advised of the possibility of such damages.

This Agreement and License shall be governed by the laws of the State of California without regard to their conflicts of law provisions, and shall be effective as of the date set forth below and, unless terminated in accordance with the above or extended by written amendment to this Agreement, shall terminate on the earlier of the date that You are not making use of the VMT Calculator or one year after the beginning of Your use of the VMT Calculator.

By using the VMT Calculator, You hereby waive and release all claims, responsibilities, liabilities, actions, damages, costs, and losses, known and unknown, against the City and Fehr & Peers for Your use of the VMT Calculator.

Before making decisions using the information provided in this application, contact City LADOT staff to confirm the validity of the data provided.

Print and sign below, and submit to LADOT along with the transportation assessment Memorandum of Understanding (MOU).

You, the User	
By:	
Print Name:	Amrita Shankar
Title:	Transportation Engineer I
Company:	Linscott, Law, & Greenspan, Engineers
Address:	20931 Burbank Boulevard, Suite C Woodland Hills, CA 91367
Phone:	818.835.8648
Email Address:	shankar@llgengineers.com
Date:	12/17/2020

APPENDIX B.3: LADOT APPROVAL LETTER

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

7577 W. Foothill Bl.
DOT Case No. SFV20-50752

Date: July 17, 2021

To: Susan Jimenez, Administrative Clerk
Department of City Planning

From: Vicente Cordero, Transportation Engineer
Department of Transportation

Subject: **REVISED TRANSPORTATION IMPACT ASSESSMENT FOR THE 46 UNIT RESIDENTIAL PROJECT AT 7577 WEST FOOTHILL BOULEVARD**

The Department of Transportation (LADOT) has reviewed the transportation assessment prepared by Linscott Law & Greenspan Engineers, dated May 18, 2021 for the proposed residential project located at 7577 West Foothill Boulevard, located in the the Sunland-Tujunga-Lake View Terrace-Shadow Hills-East La Tuna Canyon Community Plan Area ofCity of Los Angeles. Additionally, the Project Site is located within the City's Foothill Boulevard Corridor Specific Plan area. On July 30, 2019, pursuant to Senate Bill (SB) 743 and the recent changes to Section 15064.3 of the State's California Environmental Quality Act (CEQA) Guidelines, the City of Los Angeles adopted vehicle miles traveled (VMT) as the criteria by which to determine transportation impacts under CEQA. Based on the VMT thresholds established in LADOT's Transportation Assessment Guidelines (TAG), the proposed project does not require transportation impact assessment and VMT analysis as described below.

DISCUSSION AND FINDINGS

A. Project Description

The proposed project consists of the development of 41 residential apartment dwelling units and five affordable family housing dwelling units (total of 46 residential units). The Project site comprises approximately 0.92 acres and is currently vacant. The Project proposes to provide a total of 92 parking spaces, with 88 parking spaces provided within an on-site parking garage and four (4) parking spaces provided within an on-site surface parking lot. Vehicular access to the Project site will be provided via the existing driveway along the east side of Plainview Avenue and a new driveway along the west side of Wilsey Avenue. The Plainview Avenue driveway will provide access to the parking garage and the Wilsey Avenue driveway will provide access to the surface parking lot. Both driveways will provide full vehicular access. The two existing driveways located along the north side of Foothill Boulevard will be closed. Construction and occupancy of the Project is proposed to be completed by the year 2024.

B. CEQA Screening Threshold

Prior to accounting for trip reductions resulting from the application of Transportation Demand Management (TDM) Strategies, a trip generation analysis was conducted to determine if the project

would exceed the net 250 daily vehicle trips screening threshold. Using the City of Los Angeles VMT Calculator tool Version 1.3, which draws upon trip rate estimates published in the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition as well as applying trip generation adjustments when applicable. This trip generation adjustment is based on sociodemographic data and the built environment factors of the project's surroundings, it was determined that the project **does not** exceed the net 250 daily vehicle trips threshold. A copy of the VMT calculator-screening pages are provided in **Attachment A**. The traffic analysis included further discussion on the screening of the following CEQA transportation thresholds:

1. **Threshold T-1: Conflicting with Plans, Programs, Ordinances, or Policies**
   The transportation assessment evaluated the proposed project for conformance with the adopted City's transportation plans and policies for all travel modes. It was determined by the analysis that the project does not obstruct or conflict with the City's development policies and standards for the transportation system.

2. **Threshold T-2.1: Causing Substantial Vehicle Miles Traveled**
   Using the VMT Calculator, the assessment determined that the project would generate a 246 net increase in DVT and a 2,856 net increase in daily VMT, therefore further analysis is not required. As the project would not exceed the net 250 DVT threshold, per the TAG, the project woulld not result in a significant VMT impact.

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

C. Access and Circulation

During preparation of the new CEQA guidelines, the State's Office of Planning and Research stressed that lead agencies can continue to apply traditional operational analysis requirements to inform land use decisions provided that such analyses were outside of the CEQA process. The authority for requiring non-CEQA transportation analysis and requiring improvements to address potential circulation deficiencies, lies in the City of Los Angeles' Site Plan Review authority as established in Section 16.05 of the LAMC. Therefore, LADOT continues to require and review a project's site access, circulation, and operational plan to determine if any access enhancements, transit amenities, intersection improvements, traffic signal upgrades, neighborhood traffic calming, or other improvements are needed. In accordance with this authority, the project has completed a circulation analysis using a "HCM and Level of Service" screening methodology that indicates that the trips generated by the proposed development will not likely result in adverse circulation conditions at several locations. The proposed project vehicular access to the Project site will be provided via the existing driveway along the east side of Plainview Avenue and a new driveway along the west side of Wilsey Avenue. The location and design of the vehicular and pedestrian access points do not present any hazardous conditions. A copy of the circulation analysis table that summarizes these details including intersection delays is provided as **Attachment B**.

PROJECT REQUIREMENTS

Non-CEQA-Related Requirements and Considerations

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

1. Parking Requirements

The Project proposes to provide a total of 92 parking spaces, with 88 parking spaces provided within an on-site parking garage and four (4) parking spaces provided within an on-site surface parking lot. Bicycle access to the Project site will be provided via Foothill Boulevard and Plainview Avenue. The Project will also provide bicycle parking on-site for residents of the Project. Bicycle parking spaces will be installed in compliance with the Los Angeles Municipal Code (LAMC). The applicant should check with the Departments of Building and Safety on the number of Code-required parking spaces needed for this project.

2. Highway Dedication and Street Widening Requirements

Per the Mobility Element of the General Plan standards of the General Plan, **Foothill Boulevard** is designated as an Avenue I, which requires a 35-foot half-width roadway within a 50-foot half-width right-of-way. **Plainview Avenue** is designated as a Collector Street which requires a 20-foot half-width roadway within 33-foot half-width right-of-way. **Wilsey Avenue and Day Street** are designated as Local Streets which require an 18-foot half-width roadway within 30-foot half-width right-of-way. The applicant should check with the Bureau of Engineering's Land Development Group to determine if there are any other applicable highway dedication, street widening and/or sidewalk requirements for this project.

3. Project Access, Circulation, Passenger Loading/Unloading Area

Vehicular access to the Project will be provided via the existing driveway along the east side of Plainview Avenue and a new driveway along the west side of Wilsey Avenue. The Plainview Avenue driveway will provide access to the parking garage and the Wilsey Avenue driveway will provide access to the surface parking lot. Both driveways will provide full vehicular access (i.e., left-turn and right-turn ingress and egress movements), as shown in **Attachment C**. The two existing driveways located along the north side of Foothill Boulevard will be closed.

The Project will provide pedestrian access via Plainview Avenue, Foothill Boulevard and Day Street (East Leg). Loading activities associated with service and delivery operations, trash collection and waste management for the Project will utilize the driveway located along the east side of Plainview Avenue (i.e., along the Project's westerly frontage). The driveway will lead into the Project's parking garage and loading areas. Therefore, all loading activities will occur off-street and internal to the Project. No pedestrian or bicycle conflicts due to potential loading/unloading activities are anticipated to occur. For any curbside loading/unloading zones that may be proposed by the Project applicant, appropriate signage and pavement/curb markings will be required by the City and installed by the applicant. Any installations that fall within the City's public right-of-way will require prior review and approval by LADOT.

The ultimate design of the driveways and internal circulation will meet the standards of the building code and will be subject to review by LADOT and Department of Building and Safety.

The review of this study does not constitute approval for the new and existing driveways dimension, access and circulation scheme regarding this project. Review and approval of the driveways should be coordinated with LADOT's Citywide Planning Coordination Section (6262 Van Nuys Boulevard, 3rd Floor, Room 320, at 818-374-4699). In order to minimize and prevent last minute building design changes, the applicant should contact LADOT for driveway width and internal circulation requirements prior to the commencement of building or parking layout design.

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

- Plainview Avenue and Apperson Street
- Foothill Boulevard and Apperson Street
- Plainview Avenue and Foothill Boulevard

LADOT finds the transportation assessment adequately evaluated potential project related delays and level of service at all these three intersections. A copy of the circulation analysis table that summarizes these potential deficiencies is provided as **Attachment B** to this report.

4. Worksite Traffic Control Plan

LADOT recommends that a construction worksite traffic control plan be submitted to LADOT's Citywide Temporary Traffic Control Section or Permit Plan Review Section for review and approval prior to the start of any construction work. Refer to http://ladot.lacity.org/what-we-do/plan-review to determine which section to coordinate review of the work site traffic control plan. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. LADOT also recommends that all construction related truck traffic be restricted to off-peak hours.

5. TDM Ordinance Requirements

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

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

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

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

If you have any questions, please contact Durre Shamsi of my staff at (818) 374-4694.

c: Annisa Raja, Council District 7
Steve Rostam, LADOT East Valley District
Ali Nahass, BOE Valley District
Quyen Phan, BOE Land Development Group
Claudia Rodriguez, LADCP Valley Planning
Amrita Shankar, Linscott Law & Greenspan Enginners

APPENDIX C: NOISE DATA

KWAQN

Office
7404 Kingsley Way,
Riverside, CA

15-Minute Noise Measurement Datasheet

Project: 7577 Foothill Blvd, City of Tujunga Project.
Site Address/Location: 7577 Foothill Blvd, Tujunga, California.
Date: 2/4/2021
Field Tech/Engineer: Ian Edward Gallagher

General Location: Foothill Boulevard & Plainview Avenue intersection.
Sound Meter: Larson Davis Sound Track LxT1 **SN:** 3099
Settings: A-weighted, slow, 10-sec, 15-minute interval
Meteorological Con.: 57 deg F, 3 to 5 mph wind, 59% humidity, sunny, clear skies.
Site ID: NM-1 2 & 3

Site Observations: Main noise sources are from vehicular traffic travelling along Foothill Boulevard, Plainview Avenue & surrounding roads . The local buildings reflect much of the sound. Other noise sources include pedestrians, low altitude aircraft both fixed wing propeller & jet, also helicopters. Constant bird song, residential ambiance such as distant radio music , power tools, barking dogs, children playing. Sirens from distant emergency vehicles.

Site Topo: Urbanscape,concrete&stucco bldgs, asphalt & concrete paving.
Ground Type: Hard site conditions, acoustic reflection, refraction & some absorption.

NM locations, lat , long :

NM1 Meter: 34°15'18.14"N 118°17'52.17"W
NM2 Meter: 34°15'17.30"N 118°17'51.23"W
NM3 Meter: 34°15'15.19"N 118°17'49.40"W

Figure 1: Monitoring Locations

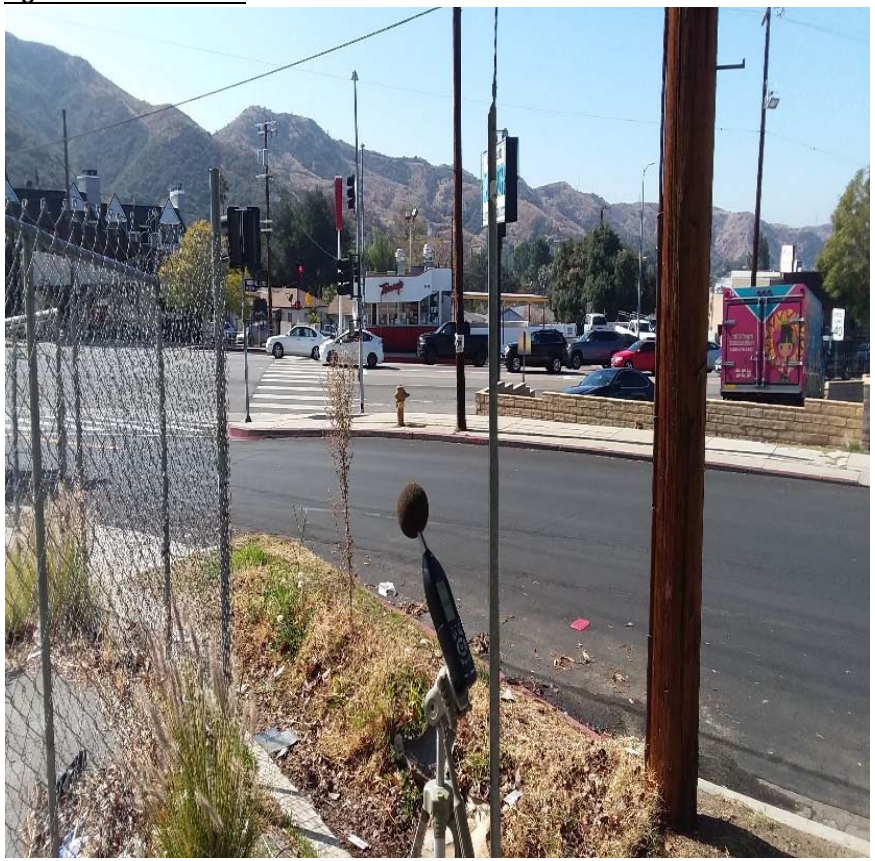
KWAQN

Office
7404 Kingsley Way,
Riverside, CA

15-Minute Noise Measurement Datasheet - Cont.

Project: 7577 Foothill Blvd, City of Tujunga Project.
Site Address/Location: 7577 Foothill Blvd, Tujunga, California.
Site ID: NM-1 2 & 3

Figure 2: STNM1 Photo



NM1 looking SSW down Plainview Avenue towards Foothill Boulevard intersection (55 yards).

NM1 location just outside NW corner of site.

Figure 3: STNM2 Photo

NM2 looking WNW across remains of parking lot of demolished structure. Beyond that, looking across Plainview Avenue towards liquor/ convenience store, building 7611 Foothill Blvd, Tujunga.

Note: noisy vehicle travels along Foothill Blvd at 12:14:20 PM during 15 minute measurement .

KWAQN

Office
7404 Kingsley Way,
Riverside, CA

15-Minute Noise Measurement Datasheet - Cont.

Project: 7577 Foothill Blvd, City of Tujunga Project.
Site Address/Location: 7577 Foothill Blvd, Tujunga, California.
Site ID: NM-1 2 & 3

Figure 4: STNM3 Photo

NM3 looking NE towrds microphone and beyond towards residence 10204 Wilsey Avenue, Tujunga. Wilsey Ave runs left of the photo and Day Street runs right. Measurement taken on 11 Feb 2021. 376 vehicles travelled along Foothill Blvd and 5 vehicles passed microphone travelling along Wilsey Avenue during 15 minute measurement.

Weather at time of NM3 Measurement: Sunny, 65 deg F, 43% humidity, 3-5 mph wind.

KWAQN

Office
7404 Kingsley Way,
Riverside, CA

Project: 7577 Foothill Blvd, City of Tujunga Project.
Site Address/Location: 7577 Foothill Blvd, Tujunga, California.
Site ID: NM-1 2 & 3

Table 1: Noise Measurement Summary

Location	Date	Start	Stop	Leq/ dB	Lmax/ dB	Lmin/ dB	L2/ dB	L8/ dB	L25/ dB	L50/ dB	L90/ dB
NM 1	2/4/2021	11:46 AM	12:01 PM	70.4	94.1	47.1	73.6	67.5	65.2	62.2	53.3
NM 2	2/4/2021	12:11 PM	12:26 PM	72.5	96.5	47.2	75.0	68.4	65.8	61.7	54.1
NM 3	2/11/2021	1:31 PM	1:46 PM	64.8	79.4	44.0	70.4	68.5	66.4	62.9	51.9

NM1 KWAQN 7577 Foothill Boulevard, City of Tujunga Project.

Record #	Record Type	Date	Time	LAeq	LZpeak	LASmax	LASmin	Int. Temp (°F)	LCeq-LAeq	LAleq-LAeq	OVLD	Marker
1	Run	2/4/2021	11:46:24 AM									
2		2/4/2021	11:46:25 AM	57.8	86.1	61.3	53.8	73.9	8.4	0.6	No	
3		2/4/2021	11:46:30 AM	58.2	86.1	60.3	52.8	73.9	8.5	5.8	No	
4		2/4/2021	11:46:40 AM	54.1	83.1	59.8	52.1	73.9	12.1	0.6	No	
5		2/4/2021	11:46:50 AM	62.9	87.2	65.2	53.1	74.4	9.5	0.8	No	
6		2/4/2021	11:47:00 AM	65.7	87.2	67.0	64.7	74.4	6.7	0.7	No	
7		2/4/2021	11:47:10 AM	64.5	90.1	67.5	59.4	74.4	7.8	2.8	No	
8		2/4/2021	11:47:20 AM	60.6	86.5	66.7	58.9	74.4	10.4	0.3	No	
9		2/4/2021	11:47:30 AM	63.2	91.3	65.0	60.6	74.4	13.5	0.6	No	
10		2/4/2021	11:47:40 AM	63.9	88.9	65.9	62.3	74.7	11.8	1.1	No	
11		2/4/2021	11:47:50 AM	66.9	91.0	69.8	63.0	74.9	10.4	5.8	No	
12		2/4/2021	11:48:00 AM	61.4	87.0	67.5	57.7	74.9	10.5	0.2	No	
13		2/4/2021	11:48:10 AM	59.4	87.0	63.1	54.8	74.9	11.0	0.9	No	
14		2/4/2021	11:48:20 AM	71.7	97.6	76.6	63.1	74.9	10.9	3.2	No	
15		2/4/2021	11:48:30 AM	64.2	87.5	66.0	62.6	75.0	8.7	-0.1	No	
16		2/4/2021	11:48:40 AM	64.6	87.2	66.9	60.3	74.9	6.1	0.9	No	
17		2/4/2021	11:48:50 AM	60.1	90.0	60.4	59.8	75.1	7.1	0.4	No	
18		2/4/2021	11:49:00 AM	61.5	90.8	66.1	60.2	75.4	6.0	9.4	No	
19		2/4/2021	11:49:10 AM	60.2	83.3	61.9	58.8	75.4	6.9	0.6	No	
20		2/4/2021	11:49:20 AM	60.2	84.7	61.8	57.8	75.4	7.2	0.3	No	
21		2/4/2021	11:49:30 AM	56.1	83.3	57.8	55.0	75.4	10.1	0.5	No	
22		2/4/2021	11:49:40 AM	64.2	88.5	66.4	56.9	75.4	6.6	0.4	No	
23		2/4/2021	11:49:50 AM	61.1	88.1	64.3	56.6	75.6	8.9	0.4	No	
24		2/4/2021	11:50:00 AM	65.6	87.9	67.1	64.3	75.6	6.2	1.4	No	
25		2/4/2021	11:50:10 AM	66.2	91.9	68.0	64.9	75.8	11.7	0.0	No	
26		2/4/2021	11:50:20 AM	70.0	96.4	72.1	66.5	75.7	4.5	1.4	No	
27		2/4/2021	11:50:30 AM	68.7	94.1	70.3	66.7	75.8	4.0	2.7	No	
28		2/4/2021	11:50:40 AM	65.0	92.8	68.3	60.3	75.8	7.8	1.7	No	
29		2/4/2021	11:50:50 AM	61.8	95.3	65.2	57.9	75.8	8.8	2.0	No	
30		2/4/2021	11:51:00 AM	61.7	91.6	65.6	55.3	75.8	8.2	0.3	No	
31		2/4/2021	11:51:10 AM	56.1	86.6	57.5	54.4	75.8	13.0	1.2	No	
32		2/4/2021	11:51:20 AM	55.4	91.1	57.5	53.0	75.8	13.4	2.6	No	
33		2/4/2021	11:51:30 AM	64.3	93.5	67.3	56.5	75.8	12.6	1.2	No	
34		2/4/2021	11:51:40 AM	88.6	115.6	94.1	67.3	75.8	3.4	8.3	No	
35		2/4/2021	11:51:50 AM	77.1	99.8	82.8	70.7	75.8	4.5	2.2	No	
36		2/4/2021	11:52:00 AM	64.9	95.7	70.7	63.9	75.8	6.2	1.0	No	
37		2/4/2021	11:52:10 AM	62.7	85.1	65.7	60.5	75.8	6.8	0.6	No	
38		2/4/2021	11:52:20 AM	56.7	79.5	60.5	51.6	75.8	7.5	0.8	No	
39		2/4/2021	11:52:30 AM	50.5	83.2	52.4	47.9	75.8	11.5	11.2	No	
40		2/4/2021	11:52:40 AM	56.9	95.9	63.3	51.8	75.8	6.5	17.3	No	
41		2/4/2021	11:52:50 AM	57.0	83.9	62.4	54.5	75.8	7.2	0.5	No	
42		2/4/2021	11:53:00 AM	63.9	85.8	65.5	61.3	75.8	5.7	1.8	No	
43		2/4/2021	11:53:10 AM	65.4	86.3	67.2	62.1	75.8	6.1	0.9	No	
44		2/4/2021	11:53:20 AM	65.6	87.4	67.4	64.2	75.8	6.8	2.1	No	
45		2/4/2021	11:53:30 AM	65.7	88.6	71.8	50.4	75.8	5.4	4.0	No	
46		2/4/2021	11:53:40 AM	50.8	83.3	53.2	48.8	75.8	13.4	0.2	No	
47		2/4/2021	11:53:50 AM	57.8	82.8	61.7	53.2	75.8	8.8	1.2	No	
48		2/4/2021	11:54:00 AM	60.1	87.6	62.3	57.8	76.0	12.0	2.5	No	
49		2/4/2021	11:54:10 AM	65.9	89.7	67.7	62.1	75.8	7.1	1.3	No	
50		2/4/2021	11:54:20 AM	64.7	86.9	67.0	63.0	76.0	6.6	0.0	No	
51		2/4/2021	11:54:30 AM	66.6	89.9	68.1	64.7	76.1	7.8	0.2	No	
52		2/4/2021	11:54:40 AM	65.9	91.6	70.2	62.1	76.1	7.2	8.8	No	
53		2/4/2021	11:54:50 AM	62.7	86.5	64.6	59.8	76.2	7.7	2.8	No	
54		2/4/2021	11:55:00 AM	57.1	84.9	59.8	54.2	76.3	11.6	4.3	No	
55		2/4/2021	11:55:10 AM	58.5	88.7	61.4	55.8	76.3	13.7	0.3	No	
56		2/4/2021	11:55:20 AM	66.7	89.5	67.9	61.5	76.3	9.4	0.6	No	
57		2/4/2021	11:55:30 AM	65.8	91.1	67.0	63.5	76.3	10.0	1.8	No	
58		2/4/2021	11:55:40 AM	57.4	83.7	63.5	55.5	76.3	12.2	0.0	No	
59		2/4/2021	11:55:50 AM	54.6	84.5	56.2	52.9	76.3	13.9	0.2	No	
60		2/4/2021	11:56:00 AM	68.2	94.3	71.8	54.0	76.3	12.5	3.4	No	
61		2/4/2021	11:56:10 AM	63.1	90.4	70.5	59.9	76.3	8.5	0.3	No	
62		2/4/2021	11:56:20 AM	62.6	83.5	65.4	56.9	76.3	6.1	2.7	No	
63		2/4/2021	11:56:30 AM	50.1	81.9	56.9	48.1	76.3	13.4	0.4	No	
64		2/4/2021	11:56:40 AM	56.5	80.7	60.4	48.3	76.3	8.0	4.8	No	
65		2/4/2021	11:56:50 AM	52.4	84.1	59.6	48.4	76.3	11.8	0.7	No	
66		2/4/2021	11:57:00 AM	64.8	85.9	66.1	56.7	76.3	5.6	0.6	No	
67		2/4/2021	11:57:10 AM	65.8	84.0	67.5	63.6	76.3	4.6	0.3	No	
68		2/4/2021	11:57:20 AM	64.8	88.0	67.4	62.6	76.3	4.4	1.2	No	
69		2/4/2021	11:57:30 AM	58.8	84.0	64.0	50.2	76.3	6.9	1.2	No	
70		2/4/2021	11:57:40 AM	61.0	84.4	65.0	53.1	76.3	6.6	0.9	No	
71		2/4/2021	11:57:50 AM	63.7	95.4	65.4	61.0	76.3	7.0	2.2	No	
72		2/4/2021	11:58:00 AM	65.6	86.1	66.9	64.4	76.3	5.9	0.8	No	
73		2/4/2021	11:58:10 AM	62.0	86.2	65.2	54.3	76.3	7.7	0.1	No	
74		2/4/2021	11:58:20 AM	53.9	81.1	56.0	52.6	76.3	12.0	0.2	No	
75		2/4/2021	11:58:30 AM	56.3	82.2	60.0	53.7	76.3	11.3	1.5	No	
76		2/4/2021	11:58:40 AM	59.2	84.7	61.4	54.0	76.3	9.2	0.4	No	
77		2/4/2021	11:58:50 AM	58.9	84.0	60.3	56.4	76.3	8.6	2.1	No	
78		2/4/2021	11:59:00 AM	60.4	85.6	63.9	54.1	76.3	7.0	3.2	No	
79		2/4/2021	11:59:10 AM	64.2	85.3	66.8	61.3	76.3	5.2	0.4	No	
80		2/4/2021	11:59:20 AM	64.9	89.5	65.6	64.1	76.3	5.5	0.8	No	
81		2/4/2021	11:59:30 AM	64.4	91.5	66.9	57.8	76.3	5.8	1.5	No	
82		2/4/2021	11:59:40 AM	54.5	82.2	57.8	53.3	76.3	10.2	0.0	No	
83		2/4/2021	11:59:50 AM	51.0	83.0	53.4	49.5	76.3	13.0	0.0	No	
84		2/4/2021	12:00:00 PM	60.0	84.2	62.6	49.5	76.3	8.2	0.5	No	
85		2/4/2021	12:00:10 PM	62.0	83.5	63.2	60.5	76.3	6.6	1.3	No	
86		2/4/2021	12:00:20 PM	51.7	85.7	60.5	47.5	76.3	12.1	0.6	No	
87		2/4/2021	12:00:30 PM	52.5	82.3	56.9	47.1	76.3	11.3	0.3	No	
88		2/4/2021	12:00:40 PM	64.3	87.2	67.6	56.9	76.3	4.8	0.3	No	
89		2/4/2021	12:00:50 PM	67.2	87.6	68.3	65.9	76.3	4.2	0.6	No	
90		2/4/2021	12:01:00 PM	65.7	88.2	66.3	64.8	76.3	5.9	0.8	No	
91		2/4/2021	12:01:10 PM	68.2	98.2	72.8	62.7	76.3	12.0	6.7	No	
92		2/4/2021	12:01:20 PM	65.5	91.4	72.2	62.5	76.3	10.6	3.9	No	
93	Stop	2/4/2021	12:01:25 PM									

NM2 KWAQN 7577 Foothill Boulevard, City of Tujunga Project.

Record #	Record Type	Date	Time	LAeq	LZpeak	LASmax	LASmin	Int. Temp (°F)	LCeq-LAeq	LAleq-LAeq	OVLD	Marker
1	Calibration Change	2/4/2021	12:09:56 PM									
2	Calibration Change	2/4/2021	12:10:13 PM									
3	Calibration Change	2/4/2021	12:10:29 PM									
4	Calibration Change	2/4/2021	12:10:46 PM									
5	Run	2/4/2021	12:11:01 PM									
6		2/4/2021	12:11:02 PM	66.5	93.1	67.5	65.1	78.2	13.5	-0.1	No	
7		2/4/2021	12:11:10 PM	62.0	89.9	65.2	55.5	78.2	11.6	-0.2	No	
8		2/4/2021	12:11:20 PM	56.7	81.3	58.7	53.9	78.2	10.7	0.5	No	
9		2/4/2021	12:11:30 PM	54.8	79.8	58.4	52.9	78.7	9.0	-0.2	No	
10		2/4/2021	12:11:40 PM	64.6	85.9	66.5	57.2	78.7	6.2	0.3	No	
11		2/4/2021	12:11:50 PM	66.9	89.4	67.5	66.0	78.7	8.6	0.8	No	
12		2/4/2021	12:12:00 PM	65.8	85.8	67.4	61.6	78.8	5.1	0.7	No	
13		2/4/2021	12:12:10 PM	57.3	82.9	61.6	55.0	79.2	6.4	4.5	No	
14		2/4/2021	12:12:20 PM	57.3	79.8	62.1	53.3	79.2	5.9	0.5	No	
15		2/4/2021	12:12:30 PM	60.3	82.3	63.4	55.1	79.3	5.6	0.9	No	
16		2/4/2021	12:12:40 PM	66.6	85.4	68.2	63.4	79.4	4.0	0.4	No	
17		2/4/2021	12:12:50 PM	65.8	86.6	66.8	65.0	79.6	6.5	0.4	No	
18		2/4/2021	12:13:00 PM	65.1	86.6	67.1	60.7	79.6	4.4	0.6	No	
19		2/4/2021	12:13:10 PM	55.1	79.1	60.7	50.8	79.6	8.8	-0.1	No	
20		2/4/2021	12:13:20 PM	52.6	77.2	54.2	51.0	80.0	10.4	0.6	No	
21		2/4/2021	12:13:30 PM	60.5	83.5	63.3	51.2	80.1	8.0	0.9	No	
22		2/4/2021	12:13:40 PM	63.5	85.0	66.4	60.6	80.1	7.8	1.5	No	
23		2/4/2021	12:13:50 PM	59.1	82.4	61.3	56.2	80.1	9.8	0.3	No	
24		2/4/2021	12:14:00 PM	56.8	82.6	60.8	53.5	80.6	13.6	1.7	No	
25		2/4/2021	12:14:10 PM	60.5	92.2	65.1	52.1	80.6	15.8	1.1	No	
26		2/4/2021	12:14:20 PM	91.2	113.8	96.5	65.1	80.6	3.1	16.6	No	
27		2/4/2021	12:14:30 PM	68.1	89.6	83.3	61.7	80.7	5.3	1.1	No	
28		2/4/2021	12:14:40 PM	66.5	87.4	68.3	61.5	81.1	4.4	0.8	No	
29		2/4/2021	12:14:50 PM	68.2	88.8	69.3	67.0	81.1	4.8	0.8	No	
30		2/4/2021	12:15:00 PM	65.6	89.0	68.7	59.3	81.1	5.0	1.3	No	
31		2/4/2021	12:15:10 PM	62.9	94.8	68.8	52.0	81.3	12.8	8.1	No	
32		2/4/2021	12:15:20 PM	66.6	94.7	69.7	64.3	81.5	12.3	5.7	No	
33		2/4/2021	12:15:30 PM	64.7	91.3	67.8	60.5	81.5	11.2	0.9	No	
34		2/4/2021	12:15:40 PM	70.7	99.3	75.2	66.2	81.5	12.9	0.9	No	
35		2/4/2021	12:15:50 PM	63.1	85.9	66.2	61.2	81.7	9.1	1.2	No	
36		2/4/2021	12:16:00 PM	61.3	82.2	64.2	54.5	82.0	5.7	0.4	No	
37		2/4/2021	12:16:10 PM	56.3	86.9	58.3	53.1	82.0	15.6	0.8	No	
38		2/4/2021	12:16:20 PM	55.0	86.6	57.0	53.8	82.0	11.3	-0.8	No	
39		2/4/2021	12:16:30 PM	77.4	97.3	81.4	57.1	82.5	5.3	9.3	No	
40		2/4/2021	12:16:40 PM	63.0	84.1	70.7	61.3	82.5	6.9	0.1	No	
41		2/4/2021	12:16:50 PM	61.5	82.0	64.3	59.5	82.5	5.8	1.4	No	
42		2/4/2021	12:17:00 PM	57.7	79.3	59.5	55.6	82.5	7.5	0.2	No	
43		2/4/2021	12:17:10 PM	55.9	80.4	58.3	52.6	82.5	10.3	0.7	No	
44		2/4/2021	12:17:20 PM	50.6	80.4	52.7	49.5	82.8	14.4	1.3	No	
45		2/4/2021	12:17:30 PM	55.8	81.6	57.0	50.8	83.0	11.1	0.1	No	
46		2/4/2021	12:17:40 PM	56.5	82.3	61.0	52.9	83.0	10.2	0.5	No	
47		2/4/2021	12:17:50 PM	68.7	96.6	71.8	61.1	83.0	13.6	4.7	No	
48		2/4/2021	12:18:00 PM	66.4	92.8	70.8	63.7	83.0	13.1	0.5	No	
49		2/4/2021	12:18:10 PM	62.0	85.3	63.7	60.8	83.3	7.4	0.3	No	
50		2/4/2021	12:18:20 PM	62.6	85.2	65.1	60.4	83.4	5.3	1.6	No	
51		2/4/2021	12:18:30 PM	60.8	83.0	64.4	55.4	83.4	5.4	0.3	No	
52		2/4/2021	12:18:40 PM	56.6	83.4	61.4	51.0	83.4	6.4	0.5	No	
53		2/4/2021	12:18:50 PM	67.8	85.3	69.0	61.4	83.4	3.5	0.6	No	
54		2/4/2021	12:19:00 PM	68.4	88.5	69.6	67.7	83.7	5.5	0.7	No	
55		2/4/2021	12:19:10 PM	64.3	84.1	68.0	60.1	83.9	5.7	0.9	No	
56		2/4/2021	12:19:20 PM	60.0	88.2	61.1	58.5	83.9	10.6	0.4	No	
57		2/4/2021	12:19:30 PM	62.2	87.3	65.9	54.2	83.9	8.8	0.3	No	
58		2/4/2021	12:19:40 PM	62.2	86.1	63.9	56.3	83.9	5.0	1.0	No	
59		2/4/2021	12:19:50 PM	55.3	82.9	61.1	48.1	83.9	8.7	0.5	No	
60		2/4/2021	12:20:00 PM	49.9	84.6	51.8	47.2	84.4	12.0	1.5	No	
61		2/4/2021	12:20:10 PM	49.3	75.2	52.8	47.4	84.4	10.9	0.2	No	
62		2/4/2021	12:20:20 PM	61.5	82.8	63.5	52.9	84.4	5.4	0.5	No	
63		2/4/2021	12:20:30 PM	59.3	80.7	61.9	56.8	84.4	6.3	0.4	No	
64		2/4/2021	12:20:40 PM	66.3	91.5	68.3	59.9	84.4	9.0	-0.2	No	
65		2/4/2021	12:20:50 PM	67.0	91.3	68.6	63.4	84.4	8.8	0.9	No	
66		2/4/2021	12:21:00 PM	61.4	85.0	65.1	56.9	84.4	10.1	0.5	No	
67		2/4/2021	12:21:10 PM	60.5	87.5	64.5	57.7	84.4	14.0	2.3	No	
68		2/4/2021	12:21:20 PM	69.9	97.1	72.6	58.6	84.4	11.3	4.8	No	
69		2/4/2021	12:21:30 PM	60.4	86.1	70.7	54.3	84.9	10.0	0.3	No	
70		2/4/2021	12:21:40 PM	62.2	84.7	65.8	53.5	84.6	4.8	0.6	No	
71		2/4/2021	12:21:50 PM	66.1	86.4	67.7	62.5	84.9	5.4	0.4	No	
72		2/4/2021	12:22:00 PM	59.6	79.0	62.5	57.8	84.9	5.2	0.4	No	
73		2/4/2021	12:22:10 PM	67.1	88.8	69.6	61.7	84.9	6.2	1.0	No	
74		2/4/2021	12:22:20 PM	68.9	94.3	71.2	65.7	84.9	8.6	0.8	No	
75		2/4/2021	12:22:30 PM	62.8	83.8	65.7	59.8	84.9	6.0	2.0	No	
76		2/4/2021	12:22:40 PM	58.8	82.7	60.1	57.0	84.9	9.8	0.4	No	
77		2/4/2021	12:22:50 PM	62.5	87.7	67.3	57.1	84.9	8.1	-0.1	No	
78		2/4/2021	12:23:00 PM	66.9	93.4	70.3	57.4	84.9	11.3	0.7	No	
79		2/4/2021	12:23:10 PM	59.9	86.2	64.5	58.5	85.2	10.4	2.7	No	
80		2/4/2021	12:23:20 PM	61.2	82.0	62.7	58.7	85.3	5.7	0.2	No	
81		2/4/2021	12:23:30 PM	58.8	82.4	61.4	57.4	85.3	6.7	2.4	No	
82		2/4/2021	12:23:40 PM	58.4	82.7	60.7	56.7	85.3	8.5	1.8	No	
83		2/4/2021	12:23:50 PM	59.5	82.9	61.3	55.3	85.3	8.2	4.4	No	
84		2/4/2021	12:24:00 PM	63.9	89.3	66.6	56.6	85.3	8.2	-0.3	No	
85		2/4/2021	12:24:10 PM	64.8	91.9	67.0	62.4	85.3	8.6	0.6	No	
86		2/4/2021	12:24:20 PM	62.3	82.4	64.4	60.6	85.3	4.2	0.5	No	
87		2/4/2021	12:24:30 PM	60.6	80.8	63.4	56.9	85.7	4.8	1.6	No	
88		2/4/2021	12:24:40 PM	65.0	84.7	66.3	61.1	85.8	4.3	1.0	No	
89		2/4/2021	12:24:50 PM	68.7	88.8	70.6	66.4	85.8	6.1	0.9	No	
90		2/4/2021	12:25:00 PM	64.5	84.4	67.9	62.9	85.8	5.2	0.1	No	
91		2/4/2021	12:25:10 PM	63.8	86.9	65.3	62.0	85.8	8.0	2.8	No	
92		2/4/2021	12:25:20 PM	57.3	81.1	64.6	56.0	85.8	8.1	2.2	No	
93		2/4/2021	12:25:30 PM	54.9	80.3	57.4	52.3	85.8	11.6	0.5	No	
94		2/4/2021	12:25:40 PM	58.1	86.3	61.9	54.3	85.9	11.2	0.7	No	
95		2/4/2021	12:25:50 PM	65.6	87.7	67.1	61.9	86.2	9.5	1.5	No	
96		2/4/2021	12:26:00 PM	66.4	85.7	67.3	65.9	86.3	7.2	1.6	No	
97	Stop	2/4/2021	12:26:02 PM									

NM3 KWAQN 7577 Foothill Boulevard, City of Tujunga Project.

Record #	Record Type	Date	Time	LAeq	LZpeak	LASmax	LASmin	Int. Temp (°F)	LCeq-LAeq	LAleq-LAeq	OVLD	Marker
1	Calibration Change	2/11/2021	1:28:53 PM									
2	Calibration Change	2/11/2021	1:29:08 PM									
3	Run	2/11/2021	1:31:40 PM									
4		2/11/2021	1:31:40 PM	51.1	79.5	61.8	45.2	77.7	10.0	0.7	No	
5		2/11/2021	1:31:50 PM	59.4	84.5	62.5	45.2	77.7	4.1	6.8	No	
6		2/11/2021	1:32:00 PM	61.0	83.2	65.5	51.1	78.1	5.0	0.4	No	
7		2/11/2021	1:32:10 PM	65.0	85.9	68.1	58.4	78.2	4.9	0.9	No	
8		2/11/2021	1:32:20 PM	66.2	93.0	71.2	55.2	78.6	6.1	0.6	No	
9		2/11/2021	1:32:30 PM	68.5	93.8	71.4	65.6	78.7	9.4	0.7	No	
10		2/11/2021	1:32:40 PM	63.4	90.8	65.7	60.8	78.8	4.9	0.5	No	
11		2/11/2021	1:32:50 PM	65.2	88.0	67.0	61.6	79.2	3.5	2.5	No	
12		2/11/2021	1:33:00 PM	63.9	84.6	66.4	60.1	79.2	3.8	2.0	No	
13		2/11/2021	1:33:10 PM	64.2	85.1	67.0	59.4	79.6	4.3	1.7	No	
14		2/11/2021	1:33:20 PM	61.9	85.5	64.7	59.2	79.6	6.1	2.8	No	
15		2/11/2021	1:33:30 PM	65.8	91.4	67.6	63.8	80.1	11.0	0.3	No	
16		2/11/2021	1:33:40 PM	68.5	93.9	70.4	63.6	80.1	9.4	1.2	No	
17		2/11/2021	1:33:50 PM	65.7	88.2	68.2	59.4	80.1	4.9	2.1	No	
18		2/11/2021	1:34:00 PM	64.6	88.2	67.3	56.9	80.6	5.4	0.9	No	
19		2/11/2021	1:34:10 PM	64.7	86.8	66.7	60.2	80.6	3.8	0.3	No	
20		2/11/2021	1:34:20 PM	67.3	89.0	68.7	64.4	80.8	4.0	0.4	No	
21		2/11/2021	1:34:30 PM	65.7	90.9	70.1	57.1	81.1	8.3	1.2	No	
22		2/11/2021	1:34:40 PM	54.2	81.2	65.0	49.5	81.1	9.4	0.8	No	
23		2/11/2021	1:34:50 PM	55.2	86.5	58.1	49.2	81.5	6.7	0.2	No	
24		2/11/2021	1:35:00 PM	66.8	92.0	67.8	53.2	81.5	6.0	0.5	No	
25		2/11/2021	1:35:10 PM	66.9	91.6	67.8	66.2	81.5	7.6	0.6	No	
26		2/11/2021	1:35:20 PM	63.7	93.6	66.7	59.6	81.9	5.8	0.7	No	
27		2/11/2021	1:35:30 PM	56.0	89.7	63.8	46.1	82.0	7.5	2.0	No	
28		2/11/2021	1:35:40 PM	61.7	83.0	65.0	46.0	82.0	4.5	0.4	No	
29		2/11/2021	1:35:50 PM	64.7	83.9	67.4	57.0	82.4	6.0	2.3	No	
30		2/11/2021	1:36:00 PM	69.4	100.2	74.4	55.3	82.5	12.7	6.3	No	
31		2/11/2021	1:36:10 PM	63.2	89.0	69.4	57.0	82.5	9.8	2.9	No	
32		2/11/2021	1:36:20 PM	60.7	82.2	66.0	49.7	82.5	4.8	0.0	No	
33		2/11/2021	1:36:30 PM	61.7	89.8	67.7	54.7	83.0	4.4	0.1	No	
34		2/11/2021	1:36:40 PM	64.1	88.2	70.1	51.3	83.0	4.8	4.0	No	
35		2/11/2021	1:36:50 PM	57.5	86.7	60.3	51.2	83.0	9.5	3.0	No	
36		2/11/2021	1:37:00 PM	64.7	87.7	68.5	53.6	83.2	6.0	0.5	No	
37		2/11/2021	1:37:10 PM	67.4	87.8	68.8	65.7	83.4	5.7	0.4	No	
38		2/11/2021	1:37:20 PM	68.0	88.5	70.0	65.9	83.4	4.6	1.7	No	
39		2/11/2021	1:37:30 PM	58.6	85.5	66.5	51.9	83.4	6.0	4.5	No	
40		2/11/2021	1:37:40 PM	45.0	78.7	51.9	44.0	83.9	13.8	0.1	No	
41		2/11/2021	1:37:50 PM	53.9	80.1	60.8	44.7	83.9	6.3	0.8	No	
42		2/11/2021	1:38:00 PM	66.0	85.4	68.4	60.8	83.9	4.2	0.6	No	
43		2/11/2021	1:38:10 PM	67.1	89.4	69.0	64.1	84.0	4.2	1.5	No	
44		2/11/2021	1:38:20 PM	65.4	89.0	69.2	60.2	84.3	3.9	1.7	No	
45		2/11/2021	1:38:30 PM	60.8	84.6	66.6	50.9	84.4	3.8	0.1	No	
46		2/11/2021	1:38:40 PM	52.6	79.7	56.5	47.7	84.4	7.4	0.1	No	
47		2/11/2021	1:38:50 PM	57.9	82.2	62.2	47.3	84.4	5.7	1.3	No	
48		2/11/2021	1:39:00 PM	53.2	82.1	56.3	47.6	84.5	13.9	-0.1	No	
49		2/11/2021	1:39:10 PM	61.2	85.8	67.4	47.9	84.9	6.7	1.3	No	
50		2/11/2021	1:39:20 PM	67.8	91.0	69.3	66.3	84.9	7.2	0.2	No	
51		2/11/2021	1:39:30 PM	66.3	90.9	68.4	63.1	84.9	6.7	0.0	No	
52		2/11/2021	1:39:40 PM	60.2	86.5	65.7	53.4	85.0	5.3	0.1	No	
53		2/11/2021	1:39:50 PM	62.9	87.0	66.5	50.5	85.3	6.0	2.3	No	
54		2/11/2021	1:40:00 PM	62.8	84.1	66.1	49.9	85.3	3.9	7.2	No	
55		2/11/2021	1:40:10 PM	60.0	82.9	63.3	54.7	85.3	4.3	4.2	No	
56		2/11/2021	1:40:20 PM	66.8	87.9	70.2	56.8	85.3	3.8	1.5	No	
57		2/11/2021	1:40:30 PM	60.1	85.7	68.5	53.2	85.5	6.4	0.0	No	
58		2/11/2021	1:40:40 PM	65.7	88.2	69.0	53.5	85.8	3.2	0.8	No	
59		2/11/2021	1:40:50 PM	68.2	89.4	69.4	64.0	85.8	5.9	0.6	No	
60		2/11/2021	1:41:00 PM	71.3	101.0	74.4	66.0	85.8	14.1	3.1	No	
61		2/11/2021	1:41:10 PM	59.6	86.5	69.2	54.7	85.8	9.2	1.7	No	
62		2/11/2021	1:41:20 PM	55.9	84.9	62.6	47.5	85.9	8.2	0.6	No	
63		2/11/2021	1:41:30 PM	63.0	84.7	68.1	47.5	86.2	3.8	0.2	No	
64		2/11/2021	1:41:40 PM	67.7	86.4	69.5	65.1	86.3	3.8	0.0	No	
65		2/11/2021	1:41:50 PM	67.2	87.9	68.8	64.3	86.3	5.2	0.7	No	
66		2/11/2021	1:42:00 PM	61.5	83.8	65.3	55.8	86.3	6.6	-0.1	No	
67		2/11/2021	1:42:10 PM	62.6	84.3	66.6	55.8	86.3	6.0	3.8	No	
68		2/11/2021	1:42:20 PM	63.3	87.4	68.9	54.2	86.4	6.8	2.1	No	
69		2/11/2021	1:42:30 PM	58.9	84.5	62.8	55.7	86.8	11.2	1.5	No	
70		2/11/2021	1:42:40 PM	57.6	81.7	59.2	55.8	86.8	10.4	1.1	No	
71		2/11/2021	1:42:50 PM	68.6	96.2	75.5	58.0	86.8	8.4	0.1	No	
72		2/11/2021	1:43:00 PM	68.7	92.7	70.4	67.1	86.8	10.2	1.1	No	
73		2/11/2021	1:43:10 PM	64.2	91.2	70.3	60.0	86.8	6.1	0.9	No	
74		2/11/2021	1:43:20 PM	67.7	89.6	70.4	62.6	86.8	4.6	1.0	No	
75		2/11/2021	1:43:30 PM	67.1	94.2	70.2	65.4	87.2	3.4	0.6	No	
76		2/11/2021	1:43:40 PM	62.6	88.2	68.4	58.1	87.2	5.3	0.9	No	
77		2/11/2021	1:43:50 PM	56.9	84.8	58.5	55.8	87.2	9.2	1.7	No	
78		2/11/2021	1:44:00 PM	62.9	95.1	69.0	54.9	87.2	14.3	2.0	No	
79		2/11/2021	1:44:10 PM	73.2	107.0	79.4	59.7	87.2	14.2	0.0	No	
80		2/11/2021	1:44:20 PM	61.9	87.3	64.6	57.1	87.5	4.5	5.6	No	
81		2/11/2021	1:44:30 PM	60.9	85.3	64.6	52.7	87.7	4.4	1.8	No	
82		2/11/2021	1:44:40 PM	62.7	83.2	66.4	52.6	87.7	4.6	4.9	No	
83		2/11/2021	1:44:50 PM	58.1	83.1	61.0	49.8	87.7	5.3	1.5	No	
84		2/11/2021	1:45:00 PM	64.6	85.8	67.2	57.0	87.7	4.7	0.2	No	
85		2/11/2021	1:45:10 PM	68.6	90.1	70.5	65.7	87.7	6.5	2.6	No	
86		2/11/2021	1:45:20 PM	66.2	85.1	68.4	63.2	87.7	4.3	1.3	No	
87		2/11/2021	1:45:30 PM	58.0	82.7	63.2	50.8	88.1	5.8	0.9	No	
88		2/11/2021	1:45:40 PM	63.4	83.0	66.4	58.2	88.2	3.9	4.5	No	
89		2/11/2021	1:45:50 PM	60.4	83.0	64.5	52.8	88.2	4.1	1.6	No	
90		2/11/2021	1:46:00 PM	65.7	86.6	68.3	61.9	88.2	3.2	1.4	No	
91		2/11/2021	1:46:10 PM	54.0	83.9	61.9	48.9	88.2	7.1	0.5	No	
92		2/11/2021	1:46:20 PM	58.6	83.7	62.1	48.8	88.2	6.7	0.5	No	
93		2/11/2021	1:46:30 PM	60.3	83.5	63.0	54.8	88.5	6.2	1.2	No	
94		2/11/2021	1:46:40 PM	62.9	79.3	63.0	62.9	88.5	5.1	2.3	No	
95	Stop	2/11/2021	1:46:41 PM									

Table A
Construction Noise by Phase - Receptors North of the Project Site (NM1)

A	B	C	D	E	F	G	H	I
Equipment Type	# of Equipment	Equipment Lmax at 50 feet, dBA[1, 2]	Distance to Receptor[3]	Equipment Usage Percent	Usage Factor	Dist. Correction dB	Usage Adj. dB	Noise Level Leq (dBA) at Receptor
Demolition								
Concrete/Industrial Saw	1	85	180	20	0.20	-11.1	-7.0	66.9
Rubber Tired Dozers	1	85	180	40	0.40	-11.1	-4.0	69.9
Tractors/Loaders/Backhoes	2	85	180	25	0.50	-11.1	-3.0	70.9
							Log Sum	74.3
Grading/Excavation								
Rubber Tired Dozers	1	85	180	40	0.40	-11.1	-4.0	69.9
Tractors/Loaders/Backhoes	1	85	180	40	0.40	-11.1	-4.0	69.9
Excavators	1	85	180	40	0.40	-11.1	-4.0	69.9
							Log Sum	74.7
Site Preparation/Foundation								
Pumps	3	85	180	50	1.50	-11.1	1.8	75.6
Cranes	1	85	180	16	0.16	-11.1	-8.0	65.9
Tractors/Loaders/Backhoes	1	85	180	25	0.25	-11.1	-6.0	67.9
							Log Sum	76.7
Building Construction								
Cranes	1	85	180	16	0.16	-11.1	-8.0	65.9
Forklifts	2	85	180	50	1.00	-11.1	0.0	73.9
Tractors/Loaders/Backhoes	2	85	180	25	0.50	-11.1	-3.0	70.9
							Log Sum	76.1
Architectural Coating								
Air Compressors	1	85	180	40	0.40	-11.1	-4.0	69.9
Aerial Lifts	1	85	180	20	0.20	-11.1	-7.0	66.9
							Log Sum	71.7

Notes:

(1) Source: Referenced noise levels from the Federal Transit Administration (FTA) Transit Noise and Vibration Impact Assessment Manual (September 2018).

(2) Source: https://www.google.com/url?q=http://www.noisetesting.info/blog/warehouse-forklift-workplace-noise-levels/&sa=D&source=hangouts&ust=1545259247311000&usg=AFQjCNHFcKKoEKUjv5VZMOtw_KO977Em1A

(3) Distance to receptor calculated from center of site. Construction noise projected from the center of the project site to the structural façade of the nearest sensitive use.

Table B
Construction Noise by Phase - Receptors Northeast of the Project Site (NM2)

A	B	C	D	E	F	G	H	I
Equipment Type	# of Equipment	Equipment Lmax at 50 feet, dBA[1, 2]	Distance to Receptor[3]	Equipment Usage Percent	Usage Factor	Dist. Correction dB	Usage Adj. dB	Noise Level Leq (dBA) at Receptor
Demolition								
Concrete/Industrial Saw	1	85	86	20	0.20	-4.7	-7.0	73.3
Rubber Tired Dozers	1	85	86	40	0.40	-4.7	-4.0	76.3
Tractors/Loaders/Backhoes	2	85	86	25	0.50	-4.7	-3.0	77.3
							Log Sum	80.7
Grading/Excavation								
Rubber Tired Dozers	1	85	86	40	0.40	-4.7	-4.0	76.3
Tractors/Loaders/Backhoes	1	85	86	40	0.40	-4.7	-4.0	76.3
Excavators	1	85	86	40	0.40	-4.7	-4.0	76.3
							Log Sum	81.1
Site Preparation/Foundation								
Pumps	3	85	86	50	1.50	-4.7	1.8	82.1
Cranes	1	85	86	16	0.16	-4.7	-8.0	72.3
Tractors/Loaders/Backhoes	1	85	86	25	0.25	-4.7	-6.0	74.3
							Log Sum	83.1
Building Construction								
Cranes	1	85	86	16	0.16	-4.7	-8.0	72.3
Forklifts	2	85	86	50	1.00	-4.7	0.0	80.3
Tractors/Loaders/Backhoes	2	85	86	25	0.50	-4.7	-3.0	77.3
							Log Sum	82.5
Architectural Coating								
Air Compressors	1	85	86	40	0.40	-4.7	-4.0	76.3
Aerial Lifts	1	85	86	20	0.20	-4.7	-7.0	73.3
							Log Sum	78.1

Notes:

(1) Source: Referenced noise levels from the Federal Transit Administration (FTA) Transit Noise and Vibration Impact Assessment Manual (September 2018).

(2) Source: https://www.google.com/url?q=http://www.noisetesting.info/blog/warehouse-forklift-workplace-noise-levels/&sa=D&source=hangouts&ust=1545259247311000&usg=AFQjCNHFcKKoEKUjv5VZMOtw_KO977Em1A

(3) Distance to receptor calculated from center of site. Construction noise projected from the center of the project site to the structural façade of the nearest sensitive use.

Table C
Construction Noise by Phase - Receptors East of the Project Site (NM3)

A	B	C	D	E	F	G	H	I
Equipment Type	# of Equipment	Equipment Lmax at 50 feet, dBA[1, 2]	Distance to Receptor[3]	Equipment Usage Percent	Usage Factor	Dist. Correction dB	Usage Adj. dB	Noise Level Leq (dBA) at Receptor
Demolition								
Concrete/Industrial Saw	1	89.6	175	20	0.20	-10.9	-7.0	71.7
Rubber Tired Dozers	1	82	175	40	0.40	-10.9	-4.0	67.1
Tractors/Loaders/Backhoes	2	80	175	25	0.50	-10.9	-3.0	66.1
							Log Sum	73.8
Grading/Excavation								
Rubber Tired Dozers	1	82	175	40	0.40	-10.9	-4.0	67.1
Tractors/Loaders/Backhoes	1	80	175	40	0.40	-10.9	-4.0	65.1
Excavators	1	81	175	40	0.40	-10.9	-4.0	66.1
							Log Sum	71.0
Site Preparation/Foundation								
Pumps	3	77	175	50	1.50	-10.9	1.8	67.9
Cranes	1	81	175	16	0.16	-10.9	-8.0	62.2
Tractors/Loaders/Backhoes	1	80	175	25	0.25	-10.9	-6.0	63.1
							Log Sum	69.9
Building Construction								
Cranes	1	81	175	16	0.16	-10.9	-8.0	62.2
Forklifts	2	64	175	50	1.00	-10.9	0.0	53.1
Tractors/Loaders/Backhoes	2	80	175	25	0.50	-10.9	-3.0	66.1
							Log Sum	67.7
Architectural Coating								
Air Compressors	1	78	175	40	0.40	-10.9	-4.0	63.1
Aerial Lifts	1	75	175	20	0.20	-10.9	-7.0	57.1
							Log Sum	64.1

Notes:

(1) Source: Referenced noise levels from the Federal Transit Administration (FTA) Transit Noise and Vibration Impact Assessment Manual (September 2018).

(2) Source: https://www.google.com/url?q=http://www.noisetesting.info/blog/warehouse-forklift-workplace-noise-levels/&sa=D&source=hangouts&ust=1545259247311000&usg=AFQjCNHFcKKoEKUjv5VZMOtw_KO977Em1A

(3) Distance to receptor calculated from center of site. Construction noise projected from the center of the project site to the structural façade of the nearest sensitive use.

Table D
Construction Noise Levels (L_{eq}) With Incorporation of BMPs

Construction Phase	Receptor Location	Existing Ambient Noise Levels (dBA Leq)[1]	Noise Level with Incorporation of BMPs (dBA)[3]	Allowable Noise Threshold[4]	Exceeds Threshold?	Noise Reduction from BMPs (dBA)
Demolition	North (NM1)	70.4	65.3	75.4	No	9.0
	Northeast (NM2)	72.5	71.7	77.5	No	9.0
	East (NM3)	64.8	64.8	69.8	No	9.0
Grading/Excavation	North (NM1)	70.4	65.7	75.4	No	9.0
	Northeast (NM2)	72.5	72.1	77.5	No	9.0
	East (NM3)	64.8	62.0	69.8	No	9.0
Site Prep/Foundation	North (NM1)	70.4	67.7	75.4	No	9.0
	Northeast (NM2)	72.5	74.1	77.5	No	9.0
	East (NM3)	64.8	60.9	69.8	No	9.0
Building Construction	North (NM1)	70.4	67.1	75.4	No	9.0
	Northeast (NM2)	72.5	73.5	77.5	No	9.0
	East (NM3)	64.8	58.7	69.8	No	9.0
Architectural Coating	North (NM1)	70.4	62.7	75.4	No	9.0
	Northeast (NM2)	72.5	69.1	77.5	No	9.0
	East (NM3)	64.8	55.1	69.8	No	9.0

Notes:

(1) Noise measurement locations are shown on Figure III-1.

(2) Construction noise calculated in Tables A, B, and C.

(3)This reduction can be verified by measuring on-site equipment or by special ordering mufflers to meet reduction requirement. Mufflers can reduce noise levels by as much as 25 dBA (http://www.paraglidingteam.nl/PPGTechnics/sound%20and%20noise/Mufflers/KamerDemperBerekening.pdf,

(4) Ambient noise level plus 5 dBA.

APPENDIX D: AIR QUALITY AND GREENHOUSE GAS DATA

7577 Foothill Blvd - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

7577 Foothill Blvd

Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
User Defined Commercial	1.00	User Defined Unit	0.00	0.00	0
Enclosed Parking with Elevator	92.00	Space	0.91	36,800.00	0
Apartments Low Rise	46.00	Dwelling Unit	0.00	67,822.00	132

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	12			**Operational Year**	2024
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	691.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - 3-story, 67,822 gross square foot residential building with 46 apartments, 92-space subterranean parking structure on 0.91 ac. Commercial use added for VMT calcs only.

Construction Phase - Demo to start 3rd quarter of 2022 (~July 2022) and be completed 3rd quarter of 2024 (~July 2024)

Demolition - Approximately 39,934 SF of existing paving to be demolished.

Grading - 15,523 CY of export.

Vehicle Trips - Per TIA weekday trips = 246. Trip length = 2,856/246 = 11.6097560976 miles.

Woodstoves - No woodburing stoves or fireplaces

Construction Off-road Equipment Mitigation -

Water Mitigation - 20% reduction in indoor ware use per CalGreen requirements.

7577 Foothill Blvd - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Waste Mitigation - 75% recycling per AB 341

Off-road Equipment - No grader, added in excavator

Off-road Equipment - Added in pumps and crane for foundation work.

Off-road Equipment -

Off-road Equipment - Added in aerial lift

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	2.00	150.00
tblConstructionPhase	NumDays	1.00	150.00
tblConstructionPhase	NumDays	100.00	225.00
tblConstructionPhase	NumDays	5.00	30.00
tblFireplaces	NumberGas	39.10	41.40
tblFireplaces	NumberWood	2.30	0.00
tblGrading	MaterialExported	0.00	15,523.00
tblLandUse	LandUseSquareFeet	46,000.00	67,822.00
tblLandUse	LotAcreage	0.83	0.91
tblLandUse	LotAcreage	2.88	0.00
tblOffRoadEquipment	LoadFactor	0.29	0.29
tblOffRoadEquipment	LoadFactor	0.31	0.31
tblOffRoadEquipment	OffRoadEquipmentType		Excavators
tblOffRoadEquipment	OffRoadEquipmentType		Pumps
tblOffRoadEquipment	OffRoadEquipmentType		Cranes
tblOffRoadEquipment	OffRoadEquipmentType		Aerial Lifts
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	6.00	0.00
tblVehicleTrips	CC_TL	8.40	0.00

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CW_TL	16.60	11.61
tblVehicleTrips	CW_TTP	0.00	100.00
tblVehicleTrips	PR_TP	0.00	100.00
tblVehicleTrips	WD_TR	7.32	0.00
tblVehicleTrips	WD_TR	0.00	246.00
tblWoodstoves	NumberCatalytic	2.30	0.00
tblWoodstoves	NumberNoncatalytic	2.30	0.00

2.0 Emissions Summary

7577 Foothill Blvd - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	0.0684	0.7833	0.5696	1.5200e-003	0.3445	0.0317	0.3762	0.1622	0.0293	0.1915	0.0000	139.9551	139.9551	0.0285	8.6900e-003	143.2585
2023	0.1531	1.3787	1.6232	3.1900e-003	0.1359	0.0639	0.1998	0.0500	0.0612	0.1112	0.0000	281.0133	281.0133	0.0422	3.6000e-003	283.1418
2024	0.2750	0.4946	0.6770	1.3700e-003	0.0453	0.0217	0.0670	0.0122	0.0201	0.0322	0.0000	123.6545	123.6545	0.0254	2.8200e-003	125.1284
Maximum	**0.2750**	**1.3787**	**1.6232**	**3.1900e-003**	**0.3445**	**0.0639**	**0.3762**	**0.1622**	**0.0612**	**0.1915**	**0.0000**	**281.0133**	**281.0133**	**0.0422**	**8.6900e-003**	**283.1418**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	0.0684	0.7833	0.5696	1.5200e-003	0.1471	0.0317	0.1788	0.0667	0.0293	0.0960	0.0000	139.9550	139.9550	0.0285	8.6900e-003	143.2584
2023	0.1531	1.3787	1.6232	3.1900e-003	0.0773	0.0639	0.1412	0.0260	0.0612	0.0872	0.0000	281.0130	281.0130	0.0422	3.6000e-003	283.1415
2024	0.2750	0.4946	0.6770	1.3700e-003	0.0453	0.0217	0.0670	0.0122	0.0201	0.0322	0.0000	123.6544	123.6544	0.0254	2.8200e-003	125.1283
Maximum	**0.2750**	**1.3787**	**1.6232**	**3.1900e-003**	**0.1471**	**0.0639**	**0.1788**	**0.0667**	**0.0612**	**0.0960**	**0.0000**	**281.0130**	**281.0130**	**0.0422**	**8.6900e-003**	**283.1415**

7577 Foothill Blvd - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**48.71**	**0.00**	**39.82**	**53.25**	**0.00**	**35.68**	**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	**7-1-2022**	**9-30-2022**	0.4164	0.4164
2	**10-1-2022**	**12-31-2022**	0.4332	0.4332
3	**1-1-2023**	**3-31-2023**	0.4078	0.4078
4	**4-1-2023**	**6-30-2023**	0.4584	0.4584
5	**7-1-2023**	**9-30-2023**	0.4112	0.4112
6	**10-1-2023**	**12-31-2023**	0.2561	0.2561
7	**1-1-2024**	**3-31-2024**	0.2369	0.2369
8	**4-1-2024**	**6-30-2024**	0.3407	0.3407
9	**7-1-2024**	**9-30-2024**	0.1868	0.1868
		Highest	0.4584	0.4584

7577 Foothill Blvd - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.2846	0.0141	0.4790	8.0000e-005		3.3300e-003	3.3300e-003		3.3300e-003	3.3300e-003	0.0000	10.7189	10.7189	9.4000e-004	1.8000e-004	10.7967
Energy	2.6200e-003	0.0224	9.5300e-003	1.4000e-004		1.8100e-003	1.8100e-003		1.8100e-003	1.8100e-003	0.0000	146.8873	146.8873	6.2700e-003	1.1700e-003	147.3940
Mobile	0.1560	0.1859	1.6931	3.7700e-003	0.4006	2.7500e-003	0.4034	0.1069	2.5500e-003	0.1094	0.0000	354.9014	354.9014	0.0232	0.0148	359.8852
Waste						0.0000	0.0000		0.0000	0.0000	4.2953	0.0000	4.2953	0.2538	0.0000	10.6414
Water						0.0000	0.0000		0.0000	0.0000	0.9508	18.8380	19.7888	0.0986	2.4100e-003	22.9724
Total	**0.4432**	**0.2224**	**2.1816**	**3.9900e-003**	**0.4006**	**7.8900e-003**	**0.4085**	**0.1069**	**7.6900e-003**	**0.1146**	**5.2461**	**531.3455**	**536.5916**	**0.3828**	**0.0185**	**551.6896**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.2846	0.0141	0.4790	8.0000e-005		3.3300e-003	3.3300e-003		3.3300e-003	3.3300e-003	0.0000	10.7189	10.7189	9.4000e-004	1.8000e-004	10.7967
Energy	2.6200e-003	0.0224	9.5300e-003	1.4000e-004		1.8100e-003	1.8100e-003		1.8100e-003	1.8100e-003	0.0000	146.8873	146.8873	6.2700e-003	1.1700e-003	147.3940
Mobile	0.1560	0.1859	1.6931	3.7700e-003	0.4006	2.7500e-003	0.4034	0.1069	2.5500e-003	0.1094	0.0000	354.9014	354.9014	0.0232	0.0148	359.8852
Waste						0.0000	0.0000		0.0000	0.0000	1.0738	0.0000	1.0738	0.0635	0.0000	2.6604
Water						0.0000	0.0000		0.0000	0.0000	0.7607	16.3881	17.1488	0.0789	1.9400e-003	19.6995
Total	**0.4432**	**0.2224**	**2.1816**	**3.9900e-003**	**0.4006**	**7.8900e-003**	**0.4085**	**0.1069**	**7.6900e-003**	**0.1146**	**1.8345**	**528.8957**	**530.7302**	**0.1728**	**0.0181**	**540.4357**

	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**	**65.03**	**0.46**	**1.09**	**54.87**	**2.54**	**2.04**

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	7/1/2022	7/14/2022	5	10	
2	Grading	Grading	7/15/2022	2/9/2023	5	150	Excavation
3	Site Preparation	Site Preparation	2/10/2023	9/7/2023	5	150	Foundation

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4	Building Construction	Building Construction	9/8/2023	7/18/2024	5	225	
5	Architectural Coating	Architectural Coating	6/13/2024	7/24/2024	5	30	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 56.25

Acres of Paving: 0.91

Residential Indoor: 137,340; Residential Outdoor: 45,780; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 2,208 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	1.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Site Preparation	Graders	0	0.00	187	0.41
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Graders	0	0.00	187	0.41
Grading	Rubber Tired Dozers	1	6.00	247	0.40
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Grading	Excavators	1	8.00	158	0.38
Site Preparation	Pumps	3	8.00	84	0.74
Site Preparation	Cranes	1	6.00	231	0.29
Architectural Coating	Aerial Lifts	1	6.00	63	0.31
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

7577 Foothill Blvd - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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
Demolition	4	10.00	0.00	182.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	5	13.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	3	8.00	0.00	1,940.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	49.00	11.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	2	10.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Demolition - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0197	0.0000	0.0197	2.9800e-003	0.0000	2.9800e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.5500e-003	0.0321	0.0374	6.0000e-005		1.6900e-003	1.6900e-003		1.6100e-003	1.6100e-003	0.0000	5.2068	5.2068	9.6000e-004	0.0000	5.2308
Total	**3.5500e-003**	**0.0321**	**0.0374**	**6.0000e-005**	**0.0197**	**1.6900e-003**	**0.0213**	**2.9800e-003**	**1.6100e-003**	**4.5900e-003**	**0.0000**	**5.2068**	**5.2068**	**9.6000e-004**	**0.0000**	**5.2308**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	4.2000e-004	0.0161	3.5900e-003	6.0000e-005	1.5700e-003	1.1000e-004	1.6800e-003	4.3000e-004	1.1000e-004	5.4000e-004	0.0000	5.6208	5.6208	3.0000e-004	8.9000e-004	5.8940
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	1.7000e-004	1.4000e-004	1.8600e-003	0.0000	5.5000e-004	0.0000	5.5000e-004	1.5000e-004	0.0000	1.5000e-004	0.0000	0.4535	0.4535	1.0000e-005	1.0000e-005	0.4575
Total	**5.9000e-004**	**0.0162**	**5.4500e-003**	**6.0000e-005**	**2.1200e-003**	**1.1000e-004**	**2.2300e-003**	**5.8000e-004**	**1.1000e-004**	**6.9000e-004**	**0.0000**	**6.0743**	**6.0743**	**3.1000e-004**	**9.0000e-004**	**6.3515**

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					
Fugitive Dust					7.6700e-003	0.0000	7.6700e-003	1.1600e-003	0.0000	1.1600e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.5500e-003	0.0321	0.0374	6.0000e-005		1.6900e-003	1.6900e-003		1.6100e-003	1.6100e-003	0.0000	5.2068	5.2068	9.6000e-004	0.0000	5.2308
Total	**3.5500e-003**	**0.0321**	**0.0374**	**6.0000e-005**	**7.6700e-003**	**1.6900e-003**	**9.3600e-003**	**1.1600e-003**	**1.6100e-003**	**2.7700e-003**	**0.0000**	**5.2068**	**5.2068**	**9.6000e-004**	**0.0000**	**5.2308**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	4.2000e-004	0.0161	3.5900e-003	6.0000e-005	1.5700e-003	1.1000e-004	1.6800e-003	4.3000e-004	1.1000e-004	5.4000e-004	0.0000	5.6208	5.6208	3.0000e-004	8.9000e-004	5.8940
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	1.7000e-004	1.4000e-004	1.8600e-003	0.0000	5.5000e-004	0.0000	5.5000e-004	1.5000e-004	0.0000	1.5000e-004	0.0000	0.4535	0.4535	1.0000e-005	1.0000e-005	0.4575
Total	**5.9000e-004**	**0.0162**	**5.4500e-003**	**6.0000e-005**	**2.1200e-003**	**1.1000e-004**	**2.2300e-003**	**5.8000e-004**	**1.1000e-004**	**6.9000e-004**	**0.0000**	**6.0743**	**6.0743**	**3.1000e-004**	**9.0000e-004**	**6.3515**

3.3 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.3040	0.0000	0.3040	0.1536	0.0000	0.1536	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0590	0.5952	0.4779	8.6000e-004		0.0289	0.0289		0.0266	0.0266	0.0000	75.9536	75.9536	0.0246	0.0000	76.5677
Total	**0.0590**	**0.5952**	**0.4779**	**8.6000e-004**	**0.3040**	**0.0289**	**0.3329**	**0.1536**	**0.0266**	**0.1802**	**0.0000**	**75.9536**	**75.9536**	**0.0246**	**0.0000**	**76.5677**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	3.6100e-003	0.1384	0.0309	4.9000e-004	0.0135	9.8000e-004	0.0144	3.7000e-003	9.3000e-004	4.6300e-003	0.0000	48.3302	48.3302	2.5600e-003	7.6700e-003	50.6796
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	1.6600e-003	1.3800e-003	0.0180	5.0000e-005	5.3000e-003	3.0000e-005	5.3400e-003	1.4100e-003	3.0000e-005	1.4400e-003	0.0000	4.3902	4.3902	1.3000e-004	1.2000e-004	4.4289
Total	**5.2700e-003**	**0.1398**	**0.0488**	**5.4000e-004**	**0.0188**	**1.0100e-003**	**0.0198**	**5.1100e-003**	**9.6000e-004**	**6.0700e-003**	**0.0000**	**52.7205**	**52.7205**	**2.6900e-003**	**7.7900e-003**	**55.1085**

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					
Fugitive Dust					0.1185	0.0000	0.1185	0.0599	0.0000	0.0599	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0590	0.5952	0.4779	8.6000e-004		0.0289	0.0289		0.0266	0.0266	0.0000	75.9535	75.9535	0.0246	0.0000	76.5676
Total	**0.0590**	**0.5952**	**0.4779**	**8.6000e-004**	**0.1185**	**0.0289**	**0.1475**	**0.0599**	**0.0266**	**0.0865**	**0.0000**	**75.9535**	**75.9535**	**0.0246**	**0.0000**	**76.5676**

7577 Foothill Blvd - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	3.6100e-003	0.1384	0.0309	4.9000e-004	0.0135	9.8000e-004	0.0144	3.7000e-003	9.3000e-004	4.6300e-003	0.0000	48.3302	48.3302	2.5600e-003	7.6700e-003	50.6796
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	1.6600e-003	1.3800e-003	0.0180	5.0000e-005	5.3000e-003	3.0000e-005	5.3400e-003	1.4100e-003	3.0000e-005	1.4400e-003	0.0000	4.3902	4.3902	1.3000e-004	1.2000e-004	4.4289
Total	**5.2700e-003**	**0.1398**	**0.0488**	**5.4000e-004**	**0.0188**	**1.0100e-003**	**0.0198**	**5.1100e-003**	**9.6000e-004**	**6.0700e-003**	**0.0000**	**52.7205**	**52.7205**	**2.6900e-003**	**7.7900e-003**	**55.1085**

3.3 Grading - 2023

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					0.0962	0.0000	0.0962	0.0394	0.0000	0.0394	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0121	0.1195	0.1093	2.1000e-004		5.5500e-003	5.5500e-003		5.1100e-003	5.1100e-003	0.0000	18.2085	18.2085	5.8900e-003	0.0000	18.3557
Total	**0.0121**	**0.1195**	**0.1093**	**2.1000e-004**	**0.0962**	**5.5500e-003**	**0.1017**	**0.0394**	**5.1100e-003**	**0.0445**	**0.0000**	**18.2085**	**18.2085**	**5.8900e-003**	**0.0000**	**18.3557**

7577 Foothill Blvd - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Grading - 2023

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	4.0000e-004	0.0258	6.5700e-003	1.1000e-004	3.2300e-003	1.5000e-004	3.3800e-003	8.9000e-004	1.5000e-004	1.0300e-003	0.0000	10.9382	10.9382	6.0000e-004	1.7400e-003	11.4709
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	3.7000e-004	2.9000e-004	3.9600e-003	1.0000e-005	1.2700e-003	1.0000e-005	1.2800e-003	3.4000e-004	1.0000e-005	3.4000e-004	0.0000	1.0245	1.0245	3.0000e-005	3.0000e-005	1.0330
Total	**7.7000e-004**	**0.0261**	**0.0105**	**1.2000e-004**	**4.5000e-003**	**1.6000e-004**	**4.6600e-003**	**1.2300e-003**	**1.6000e-004**	**1.3700e-003**	**0.0000**	**11.9627**	**11.9627**	**6.3000e-004**	**1.7700e-003**	**12.5040**

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					
Fugitive Dust					0.0375	0.0000	0.0375	0.0154	0.0000	0.0154	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0121	0.1195	0.1093	2.1000e-004		5.5500e-003	5.5500e-003		5.1100e-003	5.1100e-003	0.0000	18.2085	18.2085	5.8900e-003	0.0000	18.3557
Total	**0.0121**	**0.1195**	**0.1093**	**2.1000e-004**	**0.0375**	**5.5500e-003**	**0.0431**	**0.0154**	**5.1100e-003**	**0.0205**	**0.0000**	**18.2085**	**18.2085**	**5.8900e-003**	**0.0000**	**18.3557**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Grading - 2023

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	4.0000e-004	0.0258	6.5700e-003	1.1000e-004	3.2300e-003	1.5000e-004	3.3800e-003	8.9000e-004	1.5000e-004	1.0300e-003	0.0000	10.9382	10.9382	6.0000e-004	1.7400e-003	11.4709
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	3.7000e-004	2.9000e-004	3.9600e-003	1.0000e-005	1.2700e-003	1.0000e-005	1.2800e-003	3.4000e-004	1.0000e-005	3.4000e-004	0.0000	1.0245	1.0245	3.0000e-005	3.0000e-005	1.0330
Total	**7.7000e-004**	**0.0261**	**0.0105**	**1.2000e-004**	**4.5000e-003**	**1.6000e-004**	**4.6600e-003**	**1.2300e-003**	**1.6000e-004**	**1.3700e-003**	**0.0000**	**11.9627**	**11.9627**	**6.3000e-004**	**1.7700e-003**	**12.5040**

3.4 Site Preparation - 2023

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					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1047	0.9478	1.1081	2.0400e-003		0.0449	0.0449		0.0438	0.0438	0.0000	176.0198	176.0198	0.0216	0.0000	176.5603
Total	**0.1047**	**0.9478**	**1.1081**	**2.0400e-003**	**0.0000**	**0.0449**	**0.0449**	**0.0000**	**0.0438**	**0.0438**	**0.0000**	**176.0198**	**176.0198**	**0.0216**	**0.0000**	**176.5603**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Site Preparation - 2023

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	3.1000e-003	2.4600e-003	0.0333	9.0000e-005	0.0107	7.0000e-005	0.0108	2.8400e-003	6.0000e-005	2.9000e-003	0.0000	8.6110	8.6110	2.3000e-004	2.2000e-004	8.6826
Total	**3.1000e-003**	**2.4600e-003**	**0.0333**	**9.0000e-005**	**0.0107**	**7.0000e-005**	**0.0108**	**2.8400e-003**	**6.0000e-005**	**2.9000e-003**	**0.0000**	**8.6110**	**8.6110**	**2.3000e-004**	**2.2000e-004**	**8.6826**

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					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1047	0.9478	1.1081	2.0400e-003		0.0449	0.0449		0.0438	0.0438	0.0000	176.0196	176.0196	0.0216	0.0000	176.5600
Total	**0.1047**	**0.9478**	**1.1081**	**2.0400e-003**	**0.0000**	**0.0449**	**0.0449**	**0.0000**	**0.0438**	**0.0438**	**0.0000**	**176.0196**	**176.0196**	**0.0216**	**0.0000**	**176.5600**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Site Preparation - 2023

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	3.1000e-003	2.4600e-003	0.0333	9.0000e-005	0.0107	7.0000e-005	0.0108	2.8400e-003	6.0000e-005	2.9000e-003	0.0000	8.6110	8.6110	2.3000e-004	2.2000e-004	8.6826
Total	**3.1000e-003**	**2.4600e-003**	**0.0333**	**9.0000e-005**	**0.0107**	**7.0000e-005**	**0.0108**	**2.8400e-003**	**6.0000e-005**	**2.9000e-003**	**0.0000**	**8.6110**	**8.6110**	**2.3000e-004**	**2.2000e-004**	**8.6826**

3.5 Building Construction - 2023

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	0.0256	0.2600	0.2874	4.6000e-004		0.0130	0.0130		0.0119	0.0119	0.0000	40.5844	40.5844	0.0131	0.0000	40.9126
Total	**0.0256**	**0.2600**	**0.2874**	**4.6000e-004**		**0.0130**	**0.0130**		**0.0119**	**0.0119**	**0.0000**	**40.5844**	**40.5844**	**0.0131**	**0.0000**	**40.9126**

7577 Foothill Blvd - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2023

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	5.0000e-004	0.0180	6.7200e-003	8.0000e-005	2.8100e-003	9.0000e-005	2.8900e-003	8.1000e-004	8.0000e-005	8.9000e-004	0.0000	8.1002	8.1002	2.7000e-004	1.1700e-003	8.4543
Worker	6.3000e-003	5.0000e-003	0.0678	1.9000e-004	0.0218	1.3000e-004	0.0219	5.7800e-003	1.2000e-004	5.9000e-003	0.0000	17.5266	17.5266	4.6000e-004	4.5000e-004	17.6724
Total	**6.8000e-003**	**0.0230**	**0.0745**	**2.7000e-004**	**0.0246**	**2.2000e-004**	**0.0248**	**6.5900e-003**	**2.0000e-004**	**6.7900e-003**	**0.0000**	**25.6268**	**25.6268**	**7.3000e-004**	**1.6200e-003**	**26.1268**

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	0.0256	0.2600	0.2874	4.6000e-004		0.0130	0.0130		0.0119	0.0119	0.0000	40.5844	40.5844	0.0131	0.0000	40.9125
Total	**0.0256**	**0.2600**	**0.2874**	**4.6000e-004**		**0.0130**	**0.0130**		**0.0119**	**0.0119**	**0.0000**	**40.5844**	**40.5844**	**0.0131**	**0.0000**	**40.9125**

7577 Foothill Blvd - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2023

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	5.0000e-004	0.0180	6.7200e-003	8.0000e-005	2.8100e-003	9.0000e-005	2.8900e-003	8.1000e-004	8.0000e-005	8.9000e-004	0.0000	8.1002	8.1002	2.7000e-004	1.1700e-003	8.4543
Worker	6.3000e-003	5.0000e-003	0.0678	1.9000e-004	0.0218	1.3000e-004	0.0219	5.7800e-003	1.2000e-004	5.9000e-003	0.0000	17.5266	17.5266	4.6000e-004	4.5000e-004	17.6724
Total	**6.8000e-003**	**0.0230**	**0.0745**	**2.7000e-004**	**0.0246**	**2.2000e-004**	**0.0248**	**6.5900e-003**	**2.0000e-004**	**6.7900e-003**	**0.0000**	**25.6268**	**25.6268**	**7.3000e-004**	**1.6200e-003**	**26.1268**

3.5 Building Construction - 2024

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	0.0428	0.4301	0.5089	8.2000e-004		0.0203	0.0203		0.0187	0.0187	0.0000	72.1745	72.1745	0.0233	0.0000	72.7581
Total	**0.0428**	**0.4301**	**0.5089**	**8.2000e-004**		**0.0203**	**0.0203**		**0.0187**	**0.0187**	**0.0000**	**72.1745**	**72.1745**	**0.0233**	**0.0000**	**72.7581**

7577 Foothill Blvd - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2024

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	8.7000e-004	0.0320	0.0117	1.5000e-004	4.9900e-003	1.5000e-004	5.1500e-003	1.4400e-003	1.5000e-004	1.5900e-003	0.0000	14.1843	14.1843	4.8000e-004	2.0400e-003	14.8053
Worker	0.0105	7.9400e-003	0.1123	3.3000e-004	0.0387	2.3000e-004	0.0389	0.0103	2.1000e-004	0.0105	0.0000	30.5183	30.5183	7.4000e-004	7.4000e-004	30.7587
Total	**0.0113**	**0.0399**	**0.1240**	**4.8000e-004**	**0.0437**	**3.8000e-004**	**0.0440**	**0.0117**	**3.6000e-004**	**0.0121**	**0.0000**	**44.7025**	**44.7025**	**1.2200e-003**	**2.7800e-003**	**45.5639**

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	0.0428	0.4301	0.5089	8.2000e-004		0.0203	0.0203		0.0187	0.0187	0.0000	72.1745	72.1745	0.0233	0.0000	72.7580
Total	**0.0428**	**0.4301**	**0.5089**	**8.2000e-004**		**0.0203**	**0.0203**		**0.0187**	**0.0187**	**0.0000**	**72.1745**	**72.1745**	**0.0233**	**0.0000**	**72.7580**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2024

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	8.7000e-004	0.0320	0.0117	1.5000e-004	4.9900e-003	1.5000e-004	5.1500e-003	1.4400e-003	1.5000e-004	1.5900e-003	0.0000	14.1843	14.1843	4.8000e-004	2.0400e-003	14.8053
Worker	0.0105	7.9400e-003	0.1123	3.3000e-004	0.0387	2.3000e-004	0.0389	0.0103	2.1000e-004	0.0105	0.0000	30.5183	30.5183	7.4000e-004	7.4000e-004	30.7587
Total	**0.0113**	**0.0399**	**0.1240**	**4.8000e-004**	**0.0437**	**3.8000e-004**	**0.0440**	**0.0117**	**3.6000e-004**	**0.0121**	**0.0000**	**44.7025**	**44.7025**	**1.2200e-003**	**2.7800e-003**	**45.5639**

3.6 Architectural Coating - 2024

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	0.2173					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.1000e-003	0.0242	0.0394	6.0000e-005		1.0200e-003	1.0200e-003		1.0100e-003	1.0100e-003	0.0000	5.4799	5.4799	7.5000e-004	0.0000	5.4987
Total	**0.2204**	**0.0242**	**0.0394**	**6.0000e-005**		**1.0200e-003**	**1.0200e-003**		**1.0100e-003**	**1.0100e-003**	**0.0000**	**5.4799**	**5.4799**	**7.5000e-004**	**0.0000**	**5.4987**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Architectural Coating - 2024

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	4.4000e-004	3.4000e-004	4.7700e-003	1.0000e-005	1.6400e-003	1.0000e-005	1.6500e-003	4.4000e-004	1.0000e-005	4.5000e-004	0.0000	1.2976	1.2976	3.0000e-005	3.0000e-005	1.3078
Total	**4.4000e-004**	**3.4000e-004**	**4.7700e-003**	**1.0000e-005**	**1.6400e-003**	**1.0000e-005**	**1.6500e-003**	**4.4000e-004**	**1.0000e-005**	**4.5000e-004**	**0.0000**	**1.2976**	**1.2976**	**3.0000e-005**	**3.0000e-005**	**1.3078**

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	0.2173					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.1000e-003	0.0242	0.0394	6.0000e-005		1.0200e-003	1.0200e-003		1.0100e-003	1.0100e-003	0.0000	5.4799	5.4799	7.5000e-004	0.0000	5.4986
Total	**0.2204**	**0.0242**	**0.0394**	**6.0000e-005**		**1.0200e-003**	**1.0200e-003**		**1.0100e-003**	**1.0100e-003**	**0.0000**	**5.4799**	**5.4799**	**7.5000e-004**	**0.0000**	**5.4986**

3.6 Architectural Coating - 2024

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	4.4000e-004	3.4000e-004	4.7700e-003	1.0000e-005	1.6400e-003	1.0000e-005	1.6500e-003	4.4000e-004	1.0000e-005	4.5000e-004	0.0000	1.2976	1.2976	3.0000e-005	3.0000e-005	1.3078
Total	**4.4000e-004**	**3.4000e-004**	**4.7700e-003**	**1.0000e-005**	**1.6400e-003**	**1.0000e-005**	**1.6500e-003**	**4.4000e-004**	**1.0000e-005**	**4.5000e-004**	**0.0000**	**1.2976**	**1.2976**	**3.0000e-005**	**3.0000e-005**	**1.3078**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.1560	0.1859	1.6931	3.7700e-003	0.4006	2.7500e-003	0.4034	0.1069	2.5500e-003	0.1094	0.0000	354.9014	354.9014	0.0232	0.0148	359.8852
Unmitigated	0.1560	0.1859	1.6931	3.7700e-003	0.4006	2.7500e-003	0.4034	0.1069	2.5500e-003	0.1094	0.0000	354.9014	354.9014	0.0232	0.0148	359.8852

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	0.00	374.44	288.88	323,809	323,809
Enclosed Parking with Elevator	0.00	0.00	0.00		
User Defined Commercial	246.00	0.00	0.00	742,560	742,560
Total	246.00	374.44	288.88	1,066,369	1,066,369

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
Apartments Low Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
User Defined Commercial	11.61	0.00	0.00	100.00	0.00	0.00	100	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.542464	0.063735	0.188241	0.126899	0.023249	0.006239	0.010717	0.008079	0.000923	0.000604	0.024795	0.000702	0.003352
Enclosed Parking with Elevator	0.542464	0.063735	0.188241	0.126899	0.023249	0.006239	0.010717	0.008079	0.000923	0.000604	0.024795	0.000702	0.003352

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

User Defined Commercial	0.542464	0.063735	0.188241	0.126899	0.023249	0.006239	0.010717	0.008079	0.000923	0.000604	0.024795	0.000702	0.003352

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	120.9495	120.9495	5.7700e-003	7.0000e-004	121.3021
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	120.9495	120.9495	5.7700e-003	7.0000e-004	121.3021
NaturalGas Mitigated	2.6200e-003	0.0224	9.5300e-003	1.4000e-004		1.8100e-003	1.8100e-003		1.8100e-003	1.8100e-003	0.0000	25.9378	25.9378	5.0000e-004	4.8000e-004	26.0919
NaturalGas Unmitigated	2.6200e-003	0.0224	9.5300e-003	1.4000e-004		1.8100e-003	1.8100e-003		1.8100e-003	1.8100e-003	0.0000	25.9378	25.9378	5.0000e-004	4.8000e-004	26.0919

7577 Foothill Blvd - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Low Rise	486056	2.6200e-003	0.0224	9.5300e-003	1.4000e-004		1.8100e-003	1.8100e-003		1.8100e-003	1.8100e-003	0.0000	25.9378	25.9378	5.0000e-004	4.8000e-004	26.0919
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
User Defined Commercial	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**2.6200e-003**	**0.0224**	**9.5300e-003**	**1.4000e-004**		**1.8100e-003**	**1.8100e-003**		**1.8100e-003**	**1.8100e-003**	**0.0000**	**25.9378**	**25.9378**	**5.0000e-004**	**4.8000e-004**	**26.0919**

7577 Foothill Blvd - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Low Rise	486056	2.6200e-003	0.0224	9.5300e-003	1.4000e-004		1.8100e-003	1.8100e-003		1.8100e-003	1.8100e-003	0.0000	25.9378	25.9378	5.0000e-004	4.8000e-004	26.0919
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
User Defined Commercial	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**2.6200e-003**	**0.0224**	**9.5300e-003**	**1.4000e-004**		**1.8100e-003**	**1.8100e-003**		**1.8100e-003**	**1.8100e-003**	**0.0000**	**25.9378**	**25.9378**	**5.0000e-004**	**4.8000e-004**	**26.0919**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	185149	58.1139	2.7700e-003	3.4000e-004	58.2833
Enclosed Parking with Elevator	200192	62.8356	3.0000e-003	3.6000e-004	63.0188
User Defined Commercial	0	0.0000	0.0000	0.0000	0.0000
Total		**120.9495**	**5.7700e-003**	**7.0000e-004**	**121.3021**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	185149	58.1139	2.7700e-003	3.4000e-004	58.2833
Enclosed Parking with Elevator	200192	62.8356	3.0000e-003	3.6000e-004	63.0188
User Defined Commercial	0	0.0000	0.0000	0.0000	0.0000
Total		**120.9495**	**5.7700e-003**	**7.0000e-004**	**121.3021**

6.0 Area Detail

6.1 Mitigation Measures Area

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.2846	0.0141	0.4790	8.0000e-005		3.3300e-003	3.3300e-003		3.3300e-003	3.3300e-003	0.0000	10.7189	10.7189	9.4000e-004	1.8000e-004	10.7967
Unmitigated	0.2846	0.0141	0.4790	8.0000e-005		3.3300e-003	3.3300e-003		3.3300e-003	3.3300e-003	0.0000	10.7189	10.7189	9.4000e-004	1.8000e-004	10.7967

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	0.0217					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.2475					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	1.0000e-003	8.5800e-003	3.6500e-003	5.0000e-005		6.9000e-004	6.9000e-004		6.9000e-004	6.9000e-004	0.0000	9.9417	9.9417	1.9000e-004	1.8000e-004	10.0008
Landscaping	0.0144	5.4700e-003	0.4754	3.0000e-005		2.6300e-003	2.6300e-003		2.6300e-003	2.6300e-003	0.0000	0.7772	0.7772	7.5000e-004	0.0000	0.7959
Total	**0.2846**	**0.0141**	**0.4790**	**8.0000e-005**		**3.3200e-003**	**3.3200e-003**		**3.3200e-003**	**3.3200e-003**	**0.0000**	**10.7189**	**10.7189**	**9.4000e-004**	**1.8000e-004**	**10.7967**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0217					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.2475					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	1.0000e-003	8.5800e-003	3.6500e-003	5.0000e-005		6.9000e-004	6.9000e-004		6.9000e-004	6.9000e-004	0.0000	9.9417	9.9417	1.9000e-004	1.8000e-004	10.0008
Landscaping	0.0144	5.4700e-003	0.4754	3.0000e-005		2.6300e-003	2.6300e-003		2.6300e-003	2.6300e-003	0.0000	0.7772	0.7772	7.5000e-004	0.0000	0.7959
Total	**0.2846**	**0.0141**	**0.4790**	**8.0000e-005**		**3.3200e-003**	**3.3200e-003**		**3.3200e-003**	**3.3200e-003**	**0.0000**	**10.7189**	**10.7189**	**9.4000e-004**	**1.8000e-004**	**10.7967**

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	17.1488	0.0789	1.9400e-003	19.6995
Unmitigated	19.7888	0.0986	2.4100e-003	22.9724

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	2.99709 / 1.88947	19.7888	0.0986	2.4100e-003	22.9724
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
User Defined Commercial	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**19.7888**	**0.0986**	**2.4100e-003**	**22.9724**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	2.39767 / 1.88947	17.1488	0.0789	1.9400e-003	19.6995
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
User Defined Commercial	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**17.1488**	**0.0789**	**1.9400e-003**	**19.6995**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	1.0738	0.0635	0.0000	2.6604
Unmitigated	4.2953	0.2538	0.0000	10.6414

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	21.16	4.2953	0.2538	0.0000	10.6414
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
User Defined Commercial	0	0.0000	0.0000	0.0000	0.0000
Total		**4.2953**	**0.2538**	**0.0000**	**10.6414**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	5.29	1.0738	0.0635	0.0000	2.6604
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
User Defined Commercial	0	0.0000	0.0000	0.0000	0.0000
Total		**1.0738**	**0.0635**	**0.0000**	**2.6604**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

7577 Foothill Blvd - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

7577 Foothill Blvd

Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
User Defined Commercial	1.00	User Defined Unit	0.00	0.00	0
Enclosed Parking with Elevator	92.00	Space	0.91	36,800.00	0
Apartments Low Rise	46.00	Dwelling Unit	0.00	67,822.00	132

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	12			**Operational Year**	2024
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	691.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - 3-story, 67,822 gross square foot residential building with 46 apartments, 92-space subterranean parking structure on 0.91 ac. Commercial use added for VMT calcs only.

Construction Phase - Demo to start 3rd quarter of 2022 (~July 2022) and be completed 3rd quarter of 2024 (~July 2024)

Demolition - Approximately 39,934 SF of existing paving to be demolished.

Grading - 15,523 CY of export.

Vehicle Trips - Per TIA weekday trips = 246. Trip length = 2,856/246 = 11.6097560976 miles.

Woodstoves - No woodburing stoves or fireplaces

Construction Off-road Equipment Mitigation -

Water Mitigation - 20% reduction in indoor ware use per CalGreen requirements.

7577 Foothill Blvd - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Waste Mitigation - 75% recycling per AB 341

Off-road Equipment - No grader, added in excavator

Off-road Equipment - Added in pumps and crane for foundation work.

Off-road Equipment -

Off-road Equipment - Added in aerial lift

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	2.00	150.00
tblConstructionPhase	NumDays	1.00	150.00
tblConstructionPhase	NumDays	100.00	225.00
tblConstructionPhase	NumDays	5.00	30.00
tblFireplaces	NumberGas	39.10	41.40
tblFireplaces	NumberWood	2.30	0.00
tblGrading	MaterialExported	0.00	15,523.00
tblLandUse	LandUseSquareFeet	46,000.00	67,822.00
tblLandUse	LotAcreage	0.83	0.91
tblLandUse	LotAcreage	2.88	0.00
tblOffRoadEquipment	LoadFactor	0.29	0.29
tblOffRoadEquipment	LoadFactor	0.31	0.31
tblOffRoadEquipment	OffRoadEquipmentType		Excavators
tblOffRoadEquipment	OffRoadEquipmentType		Pumps
tblOffRoadEquipment	OffRoadEquipmentType		Cranes
tblOffRoadEquipment	OffRoadEquipmentType		Aerial Lifts
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	6.00	0.00
tblVehicleTrips	CC_TL	8.40	0.00

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CW_TL	16.60	11.61
tblVehicleTrips	CW_TTP	0.00	100.00
tblVehicleTrips	PR_TP	0.00	100.00
tblVehicleTrips	WD_TR	7.32	0.00
tblVehicleTrips	WD_TR	0.00	246.00
tblWoodstoves	NumberCatalytic	2.30	0.00
tblWoodstoves	NumberNoncatalytic	2.30	0.00

2.0 Emissions Summary

7577 Foothill Blvd - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	1.0623	12.0308	8.7216	0.0243	5.2418	0.4945	5.7363	2.6132	0.4555	3.0687	0.0000	2,490.9268	2,490.9268	0.4966	0.1991	2,557.2681
2023	1.4382	12.6661	15.2450	0.0284	5.2418	0.6000	5.6358	2.6132	0.5843	2.9761	0.0000	2,718.6884	2,718.6884	0.4955	0.1338	2,727.6072
2024	15.4771	8.1259	11.8426	0.0233	0.7299	0.3560	1.0860	0.1952	0.3325	0.5277	0.0000	2,309.8162	2,309.8162	0.4333	0.0439	2,333.7297
Maximum	**15.4771**	**12.6661**	**15.2450**	**0.0284**	**5.2418**	**0.6000**	**5.7363**	**2.6132**	**0.5843**	**3.0687**	**0.0000**	**2,718.6884**	**2,718.6884**	**0.4966**	**0.1991**	**2,727.6072**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	1.0623	12.0308	8.7216	0.0243	2.2369	0.4945	2.7314	1.0715	0.4555	1.5270	0.0000	2,490.9268	2,490.9268	0.4966	0.1991	2,557.2681
2023	1.4382	12.6661	15.2450	0.0284	2.2369	0.6000	2.6309	1.0715	0.5843	1.4344	0.0000	2,718.6884	2,718.6884	0.4955	0.1338	2,727.6072
2024	15.4771	8.1259	11.8426	0.0233	0.7299	0.3560	1.0860	0.1952	0.3325	0.5277	0.0000	2,309.8162	2,309.8162	0.4333	0.0439	2,333.7297
Maximum	**15.4771**	**12.6661**	**15.2450**	**0.0284**	**2.2369**	**0.6000**	**2.7314**	**1.0715**	**0.5843**	**1.5270**	**0.0000**	**2,718.6884**	**2,718.6884**	**0.4966**	**0.1991**	**2,727.6072**

7577 Foothill Blvd - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**53.59**	**0.00**	**48.24**	**56.87**	**0.00**	**46.91**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

7577 Foothill Blvd - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.6703	0.7306	4.0952	4.5800e-003		0.0766	0.0766		0.0766	0.0766	0.0000	883.5596	883.5596	0.0234	0.0161	888.9347
Energy	0.0144	0.1227	0.0522	7.8000e-004		9.9200e-003	9.9200e-003		9.9200e-003	9.9200e-003		156.6658	156.6658	3.0000e-003	2.8700e-003	157.5968
Mobile	1.9672	2.0458	20.7232	0.0466	4.8825	0.0330	4.9155	1.3006	0.0306	1.3312		4,835.8016	4,835.8016	0.3028	0.1871	4,899.1129
Total	**3.6518**	**2.8991**	**24.8706**	**0.0520**	**4.8825**	**0.1195**	**5.0020**	**1.3006**	**0.1171**	**1.4177**	**0.0000**	**5,876.0271**	**5,876.0271**	**0.3292**	**0.2060**	**5,945.6444**

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	1.6703	0.7306	4.0952	4.5800e-003		0.0766	0.0766		0.0766	0.0766	0.0000	883.5596	883.5596	0.0234	0.0161	888.9347
Energy	0.0144	0.1227	0.0522	7.8000e-004		9.9200e-003	9.9200e-003		9.9200e-003	9.9200e-003		156.6658	156.6658	3.0000e-003	2.8700e-003	157.5968
Mobile	1.9672	2.0458	20.7232	0.0466	4.8825	0.0330	4.9155	1.3006	0.0306	1.3312		4,835.8016	4,835.8016	0.3028	0.1871	4,899.1129
Total	**3.6518**	**2.8991**	**24.8706**	**0.0520**	**4.8825**	**0.1195**	**5.0020**	**1.3006**	**0.1171**	**1.4177**	**0.0000**	**5,876.0271**	**5,876.0271**	**0.3292**	**0.2060**	**5,945.6444**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	7/1/2022	7/14/2022	5	10	
2	Grading	Grading	7/15/2022	2/9/2023	5	150	Excavation
3	Site Preparation	Site Preparation	2/10/2023	9/7/2023	5	150	Foundation
4	Building Construction	Building Construction	9/8/2023	7/18/2024	5	225	
5	Architectural Coating	Architectural Coating	6/13/2024	7/24/2024	5	30	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 56.25

Acres of Paving: 0.91

Residential Indoor: 137,340; Residential Outdoor: 45,780; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 2,208 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	1.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Site Preparation	Graders	0	0.00	187	0.41
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Graders	0	0.00	187	0.41

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Grading	Rubber Tired Dozers	1	6.00	247	0.40
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Grading	Excavators	1	8.00	158	0.38
Site Preparation	Pumps	3	8.00	84	0.74
Site Preparation	Cranes	1	6.00	231	0.29
Architectural Coating	Aerial Lifts	1	6.00	63	0.31
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	4	10.00	0.00	182.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	5	13.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	3	8.00	0.00	1,940.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	49.00	11.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	2	10.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.9309	0.0000	3.9309	0.5952	0.0000	0.5952			0.0000			0.0000
Off-Road	0.7094	6.4138	7.4693	0.0120		0.3375	0.3375		0.3225	0.3225		1,147.9025	1,147.9025	0.2119		1,153.2001
Total	**0.7094**	**6.4138**	**7.4693**	**0.0120**	**3.9309**	**0.3375**	**4.2684**	**0.5952**	**0.3225**	**0.9177**		**1,147.9025**	**1,147.9025**	**0.2119**		**1,153.2001**

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	0.0848	3.0567	0.7127	0.0113	0.3186	0.0227	0.3413	0.0873	0.0217	0.1091		1,239.0116	1,239.0116	0.0658	0.1966	1,299.2392
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
Worker	0.0346	0.0253	0.3941	1.0200e-003	0.1118	7.2000e-004	0.1125	0.0296	6.6000e-004	0.0303		104.0127	104.0127	2.8200e-003	2.5000e-003	104.8288
Total	**0.1194**	**3.0819**	**1.1068**	**0.0123**	**0.4304**	**0.0234**	**0.4538**	**0.1170**	**0.0224**	**0.1394**		**1,343.0243**	**1,343.0243**	**0.0686**	**0.1991**	**1,404.0680**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.5331	0.0000	1.5331	0.2321	0.0000	0.2321			0.0000			0.0000
Off-Road	0.7094	6.4138	7.4693	0.0120		0.3375	0.3375		0.3225	0.3225	0.0000	1,147.9025	1,147.9025	0.2119		1,153.2001
Total	**0.7094**	**6.4138**	**7.4693**	**0.0120**	**1.5331**	**0.3375**	**1.8706**	**0.2321**	**0.3225**	**0.5547**	**0.0000**	**1,147.9025**	**1,147.9025**	**0.2119**		**1,153.2001**

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	0.0848	3.0567	0.7127	0.0113	0.3186	0.0227	0.3413	0.0873	0.0217	0.1091		1,239.0116	1,239.0116	0.0658	0.1966	1,299.2392
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
Worker	0.0346	0.0253	0.3941	1.0200e-003	0.1118	7.2000e-004	0.1125	0.0296	6.6000e-004	0.0303		104.0127	104.0127	2.8200e-003	2.5000e-003	104.8288
Total	**0.1194**	**3.0819**	**1.1068**	**0.0123**	**0.4304**	**0.0234**	**0.4538**	**0.1170**	**0.0224**	**0.1394**		**1,343.0243**	**1,343.0243**	**0.0686**	**0.1991**	**1,404.0680**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					4.9260	0.0000	4.9260	2.5274	0.0000	2.5274			0.0000			0.0000
Off-Road	0.9744	9.8384	7.8998	0.0143		0.4778	0.4778		0.4396	0.4396		1,383.8759	1,383.8759	0.4476		1,395.0652
Total	**0.9744**	**9.8384**	**7.8998**	**0.0143**	**4.9260**	**0.4778**	**5.4038**	**2.5274**	**0.4396**	**2.9670**		**1,383.8759**	**1,383.8759**	**0.4476**		**1,395.0652**

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	0.0603	2.1721	0.5065	8.0400e-003	0.2264	0.0161	0.2425	0.0621	0.0154	0.0775		880.4698	880.4698	0.0468	0.1397	923.2689
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
Worker	0.0277	0.0202	0.3153	8.2000e-004	0.0894	5.7000e-004	0.0900	0.0237	5.3000e-004	0.0242		83.2102	83.2102	2.2500e-003	2.0000e-003	83.8630
Total	**0.0880**	**2.1924**	**0.8218**	**8.8600e-003**	**0.3158**	**0.0167**	**0.3325**	**0.0858**	**0.0160**	**0.1018**		**963.6799**	**963.6799**	**0.0490**	**0.1417**	**1,007.1319**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Grading - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.9211	0.0000	1.9211	0.9857	0.0000	0.9857			0.0000			0.0000
Off-Road	0.9744	9.8384	7.8998	0.0143		0.4778	0.4778		0.4396	0.4396	0.0000	1,383.8759	1,383.8759	0.4476		1,395.0652
Total	**0.9744**	**9.8384**	**7.8998**	**0.0143**	**1.9211**	**0.4778**	**2.3989**	**0.9857**	**0.4396**	**1.4253**	**0.0000**	**1,383.8759**	**1,383.8759**	**0.4476**		**1,395.0652**

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	0.0603	2.1721	0.5065	8.0400e-003	0.2264	0.0161	0.2425	0.0621	0.0154	0.0775		880.4698	880.4698	0.0468	0.1397	923.2689
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
Worker	0.0277	0.0202	0.3153	8.2000e-004	0.0894	5.7000e-004	0.0900	0.0237	5.3000e-004	0.0242		83.2102	83.2102	2.2500e-003	2.0000e-003	83.8630
Total	**0.0880**	**2.1924**	**0.8218**	**8.8600e-003**	**0.3158**	**0.0167**	**0.3325**	**0.0858**	**0.0160**	**0.1018**		**963.6799**	**963.6799**	**0.0490**	**0.1417**	**1,007.1319**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Grading - 2023

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					4.9260	0.0000	4.9260	2.5274	0.0000	2.5274			0.0000			0.0000
Off-Road	0.8346	8.2377	7.5399	0.0143		0.3828	0.3828		0.3522	0.3522		1,384.2356	1,384.2356	0.4477		1,395.4279
Total	**0.8346**	**8.2377**	**7.5399**	**0.0143**	**4.9260**	**0.3828**	**5.3088**	**2.5274**	**0.3522**	**2.8796**		**1,384.2356**	**1,384.2356**	**0.4477**		**1,395.4279**

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	0.0281	1.6877	0.4505	7.5600e-003	0.2264	0.0107	0.2370	0.0621	0.0102	0.0723		831.1737	831.1737	0.0458	0.1320	871.6517
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
Worker	0.0256	0.0179	0.2899	7.9000e-004	0.0894	5.4000e-004	0.0900	0.0237	5.0000e-004	0.0242		81.0090	81.0090	2.0200e-003	1.8500e-003	81.6097
Total	**0.0537**	**1.7055**	**0.7404**	**8.3500e-003**	**0.3158**	**0.0112**	**0.3270**	**0.0858**	**0.0107**	**0.0965**		**912.1828**	**912.1828**	**0.0478**	**0.1338**	**953.2614**

7577 Foothill Blvd - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Grading - 2023

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					1.9211	0.0000	1.9211	0.9857	0.0000	0.9857			0.0000			0.0000
Off-Road	0.8346	8.2377	7.5399	0.0143		0.3828	0.3828		0.3522	0.3522	0.0000	1,384.2356	1,384.2356	0.4477		1,395.4278
Total	**0.8346**	**8.2377**	**7.5399**	**0.0143**	**1.9211**	**0.3828**	**2.3040**	**0.9857**	**0.3522**	**1.3379**	**0.0000**	**1,384.2356**	**1,384.2356**	**0.4477**		**1,395.4278**

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	0.0281	1.6877	0.4505	7.5600e-003	0.2264	0.0107	0.2370	0.0621	0.0102	0.0723		831.1737	831.1737	0.0458	0.1320	871.6517
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
Worker	0.0256	0.0179	0.2899	7.9000e-004	0.0894	5.4000e-004	0.0900	0.0237	5.0000e-004	0.0242		81.0090	81.0090	2.0200e-003	1.8500e-003	81.6097
Total	**0.0537**	**1.7055**	**0.7404**	**8.3500e-003**	**0.3158**	**0.0112**	**0.3270**	**0.0858**	**0.0107**	**0.0965**		**912.1828**	**912.1828**	**0.0478**	**0.1338**	**953.2614**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Site Preparation - 2023

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					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	1.3966	12.6371	14.7740	0.0272		0.5991	0.5991		0.5835	0.5835		2,587.0487	2,587.0487	0.3177		2,594.9915
Total	**1.3966**	**12.6371**	**14.7740**	**0.0272**	**0.0000**	**0.5991**	**0.5991**	**0.0000**	**0.5835**	**0.5835**		**2,587.0487**	**2,587.0487**	**0.3177**		**2,594.9915**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
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
Worker	0.0416	0.0290	0.4711	1.2900e-003	0.1453	8.8000e-004	0.1462	0.0385	8.1000e-004	0.0393		131.6397	131.6397	3.2800e-003	3.0000e-003	132.6157
Total	**0.0416**	**0.0290**	**0.4711**	**1.2900e-003**	**0.1453**	**8.8000e-004**	**0.1462**	**0.0385**	**8.1000e-004**	**0.0393**		**131.6397**	**131.6397**	**3.2800e-003**	**3.0000e-003**	**132.6157**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Site Preparation - 2023

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					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	1.3966	12.6371	14.7740	0.0272		0.5991	0.5991		0.5835	0.5835	0.0000	2,587.0487	2,587.0487	0.3177		2,594.9915
Total	**1.3966**	**12.6371**	**14.7740**	**0.0272**	**0.0000**	**0.5991**	**0.5991**	**0.0000**	**0.5835**	**0.5835**	**0.0000**	**2,587.0487**	**2,587.0487**	**0.3177**		**2,594.9915**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
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
Worker	0.0416	0.0290	0.4711	1.2900e-003	0.1453	8.8000e-004	0.1462	0.0385	8.1000e-004	0.0393		131.6397	131.6397	3.2800e-003	3.0000e-003	132.6157
Total	**0.0416**	**0.0290**	**0.4711**	**1.2900e-003**	**0.1453**	**8.8000e-004**	**0.1462**	**0.0385**	**8.1000e-004**	**0.0393**		**131.6397**	**131.6397**	**3.2800e-003**	**3.0000e-003**	**132.6157**

7577 Foothill Blvd - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2023

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	0.6322	6.4186	7.0970	0.0114		0.3203	0.3203		0.2946	0.2946		1,104.6089	1,104.6089	0.3573		1,113.5402
Total	**0.6322**	**6.4186**	**7.0970**	**0.0114**		**0.3203**	**0.3203**		**0.2946**	**0.2946**		**1,104.6089**	**1,104.6089**	**0.3573**		**1,113.5402**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0127	0.4222	0.1636	2.0500e-003	0.0705	2.1200e-003	0.0726	0.0203	2.0300e-003	0.0223		220.3107	220.3107	7.3800e-003	0.0317	229.9342
Worker	0.1569	0.1094	1.7756	4.8500e-003	0.5477	3.3000e-003	0.5510	0.1453	3.0400e-003	0.1483		496.1803	496.1803	0.0124	0.0113	499.8592
Total	**0.1696**	**0.5316**	**1.9392**	**6.9000e-003**	**0.6182**	**5.4200e-003**	**0.6236**	**0.1655**	**5.0700e-003**	**0.1706**		**716.4910**	**716.4910**	**0.0197**	**0.0430**	**729.7934**

7577 Foothill Blvd - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2023

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	0.6322	6.4186	7.0970	0.0114		0.3203	0.3203		0.2946	0.2946	0.0000	1,104.6089	1,104.6089	0.3573		1,113.5402
Total	**0.6322**	**6.4186**	**7.0970**	**0.0114**		**0.3203**	**0.3203**		**0.2946**	**0.2946**	**0.0000**	**1,104.6089**	**1,104.6089**	**0.3573**		**1,113.5402**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0127	0.4222	0.1636	2.0500e-003	0.0705	2.1200e-003	0.0726	0.0203	2.0300e-003	0.0223		220.3107	220.3107	7.3800e-003	0.0317	229.9342
Worker	0.1569	0.1094	1.7756	4.8500e-003	0.5477	3.3000e-003	0.5510	0.1453	3.0400e-003	0.1483		496.1803	496.1803	0.0124	0.0113	499.8592
Total	**0.1696**	**0.5316**	**1.9392**	**6.9000e-003**	**0.6182**	**5.4200e-003**	**0.6236**	**0.1655**	**5.0700e-003**	**0.1706**		**716.4910**	**716.4910**	**0.0197**	**0.0430**	**729.7934**

7577 Foothill Blvd - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2024

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	0.5950	5.9739	7.0675	0.0114		0.2824	0.2824		0.2598	0.2598		1,104.9834	1,104.9834	0.3574		1,113.9177
Total	**0.5950**	**5.9739**	**7.0675**	**0.0114**		**0.2824**	**0.2824**		**0.2598**	**0.2598**		**1,104.9834**	**1,104.9834**	**0.3574**		**1,113.9177**

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	0.0000	0.0000	0.0000	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	0.0123	0.4231	0.1601	2.0100e-003	0.0705	2.1400e-003	0.0726	0.0203	2.0400e-003	0.0223		217.0021	217.0021	7.4100e-003	0.0312	226.4944
Worker	0.1463	0.0977	1.6528	4.7100e-003	0.5477	3.1700e-003	0.5509	0.1453	2.9200e-003	0.1482		485.9521	485.9521	0.0112	0.0105	489.3656
Total	**0.1585**	**0.5208**	**1.8129**	**6.7200e-003**	**0.6182**	**5.3100e-003**	**0.6235**	**0.1655**	**4.9600e-003**	**0.1705**		**702.9542**	**702.9542**	**0.0186**	**0.0418**	**715.8600**

7577 Foothill Blvd - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2024

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	0.5950	5.9739	7.0675	0.0114		0.2824	0.2824		0.2598	0.2598	0.0000	1,104.9834	1,104.9834	0.3574		1,113.9177
Total	**0.5950**	**5.9739**	**7.0675**	**0.0114**		**0.2824**	**0.2824**		**0.2598**	**0.2598**	**0.0000**	**1,104.9834**	**1,104.9834**	**0.3574**		**1,113.9177**

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	0.0000	0.0000	0.0000	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	0.0123	0.4231	0.1601	2.0100e-003	0.0705	2.1400e-003	0.0726	0.0203	2.0400e-003	0.0223		217.0021	217.0021	7.4100e-003	0.0312	226.4944
Worker	0.1463	0.0977	1.6528	4.7100e-003	0.5477	3.1700e-003	0.5509	0.1453	2.9200e-003	0.1482		485.9521	485.9521	0.0112	0.0105	489.3656
Total	**0.1585**	**0.5208**	**1.8129**	**6.7200e-003**	**0.6182**	**5.3100e-003**	**0.6235**	**0.1655**	**4.9600e-003**	**0.1705**		**702.9542**	**702.9542**	**0.0186**	**0.0418**	**715.8600**

7577 Foothill Blvd - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Architectural Coating - 2024

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	14.4872					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2066	1.6112	2.6250	4.2200e-003		0.0677	0.0677		0.0672	0.0672		402.7048	402.7048	0.0551		404.0814
Total	**14.6937**	**1.6112**	**2.6250**	**4.2200e-003**		**0.0677**	**0.0677**		**0.0672**	**0.0672**		**402.7048**	**402.7048**	**0.0551**		**404.0814**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
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
Worker	0.0299	0.0199	0.3373	9.6000e-004	0.1118	6.5000e-004	0.1124	0.0296	6.0000e-004	0.0302		99.1739	99.1739	2.2800e-003	2.1500e-003	99.8705
Total	**0.0299**	**0.0199**	**0.3373**	**9.6000e-004**	**0.1118**	**6.5000e-004**	**0.1124**	**0.0296**	**6.0000e-004**	**0.0302**		**99.1739**	**99.1739**	**2.2800e-003**	**2.1500e-003**	**99.8705**

7577 Foothill Blvd - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Architectural Coating - 2024

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	14.4872					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2066	1.6112	2.6250	4.2200e-003		0.0677	0.0677		0.0672	0.0672	0.0000	402.7048	402.7048	0.0551		404.0814
Total	**14.6937**	**1.6112**	**2.6250**	**4.2200e-003**		**0.0677**	**0.0677**		**0.0672**	**0.0672**	**0.0000**	**402.7048**	**402.7048**	**0.0551**		**404.0814**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
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
Worker	0.0299	0.0199	0.3373	9.6000e-004	0.1118	6.5000e-004	0.1124	0.0296	6.0000e-004	0.0302		99.1739	99.1739	2.2800e-003	2.1500e-003	99.8705
Total	**0.0299**	**0.0199**	**0.3373**	**9.6000e-004**	**0.1118**	**6.5000e-004**	**0.1124**	**0.0296**	**6.0000e-004**	**0.0302**		**99.1739**	**99.1739**	**2.2800e-003**	**2.1500e-003**	**99.8705**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.9672	2.0458	20.7232	0.0466	4.8825	0.0330	4.9155	1.3006	0.0306	1.3312		4,835.8016	4,835.8016	0.3028	0.1871	4,899.1129
Unmitigated	1.9672	2.0458	20.7232	0.0466	4.8825	0.0330	4.9155	1.3006	0.0306	1.3312		4,835.8016	4,835.8016	0.3028	0.1871	4,899.1129

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	0.00	374.44	288.88	323,809	323,809
Enclosed Parking with Elevator	0.00	0.00	0.00		
User Defined Commercial	246.00	0.00	0.00	742,560	742,560
Total	246.00	374.44	288.88	1,066,369	1,066,369

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
Apartments Low Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
User Defined Commercial	11.61	0.00	0.00	100.00	0.00	0.00	100	0	0

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.542464	0.063735	0.188241	0.126899	0.023249	0.006239	0.010717	0.008079	0.000923	0.000604	0.024795	0.000702	0.003352
Enclosed Parking with Elevator	0.542464	0.063735	0.188241	0.126899	0.023249	0.006239	0.010717	0.008079	0.000923	0.000604	0.024795	0.000702	0.003352
User Defined Commercial	0.542464	0.063735	0.188241	0.126899	0.023249	0.006239	0.010717	0.008079	0.000923	0.000604	0.024795	0.000702	0.003352

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	0.0144	0.1227	0.0522	7.8000e-004		9.9200e-003	9.9200e-003		9.9200e-003	9.9200e-003		156.6658	156.6658	3.0000e-003	2.8700e-003	157.5968
NaturalGas Unmitigated	0.0144	0.1227	0.0522	7.8000e-004		9.9200e-003	9.9200e-003		9.9200e-003	9.9200e-003		156.6658	156.6658	3.0000e-003	2.8700e-003	157.5968

7577 Foothill Blvd - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	1331.66	0.0144	0.1227	0.0522	7.8000e-004		9.9200e-003	9.9200e-003		9.9200e-003	9.9200e-003		156.6658	156.6658	3.0000e-003	2.8700e-003	157.5968
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
User Defined Commercial	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0144**	**0.1227**	**0.0522**	**7.8000e-004**		**9.9200e-003**	**9.9200e-003**		**9.9200e-003**	**9.9200e-003**		**156.6658**	**156.6658**	**3.0000e-003**	**2.8700e-003**	**157.5968**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	1.33166	0.0144	0.1227	0.0522	7.8000e-004		9.9200e-003	9.9200e-003		9.9200e-003	9.9200e-003		156.6658	156.6658	3.0000e-003	2.8700e-003	157.5968
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
User Defined Commercial	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0144**	**0.1227**	**0.0522**	**7.8000e-004**		**9.9200e-003**	**9.9200e-003**		**9.9200e-003**	**9.9200e-003**		**156.6658**	**156.6658**	**3.0000e-003**	**2.8700e-003**	**157.5968**

6.0 Area Detail

6.1 Mitigation Measures Area

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.6703	0.7306	4.0952	4.5800e-003		0.0766	0.0766		0.0766	0.0766	0.0000	883.5596	883.5596	0.0234	0.0161	888.9347
Unmitigated	1.6703	0.7306	4.0952	4.5800e-003		0.0766	0.0766		0.0766	0.0766	0.0000	883.5596	883.5596	0.0234	0.0161	888.9347

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	0.1191					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.3559					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0804	0.6868	0.2922	4.3800e-003		0.0555	0.0555		0.0555	0.0555	0.0000	876.7059	876.7059	0.0168	0.0161	881.9157
Landscaping	0.1149	0.0438	3.8029	2.0000e-004		0.0211	0.0211		0.0211	0.0211		6.8538	6.8538	6.6100e-003		7.0190
Total	**1.6703**	**0.7305**	**4.0952**	**4.5800e-003**		**0.0766**	**0.0766**		**0.0766**	**0.0766**	**0.0000**	**883.5596**	**883.5596**	**0.0234**	**0.0161**	**888.9347**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.1191					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.3559					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0804	0.6868	0.2922	4.3800e-003		0.0555	0.0555		0.0555	0.0555	0.0000	876.7059	876.7059	0.0168	0.0161	881.9157
Landscaping	0.1149	0.0438	3.8029	2.0000e-004		0.0211	0.0211		0.0211	0.0211		6.8538	6.8538	6.6100e-003		7.0190
Total	**1.6703**	**0.7305**	**4.0952**	**4.5800e-003**		**0.0766**	**0.0766**		**0.0766**	**0.0766**	**0.0000**	**883.5596**	**883.5596**	**0.0234**	**0.0161**	**888.9347**

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

7577 Foothill Blvd - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

7577 Foothill Blvd

Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
User Defined Commercial	1.00	User Defined Unit	0.00	0.00	0
Enclosed Parking with Elevator	92.00	Space	0.91	36,800.00	0
Apartments Low Rise	46.00	Dwelling Unit	0.00	67,822.00	132

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	12			**Operational Year**	2024
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	691.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - 3-story, 67,822 gross square foot residential building with 46 apartments, 92-space subterranean parking structure on 0.91 ac. Commercial use added for VMT calcs only.

Construction Phase - Demo to start 3rd quarter of 2022 (~July 2022) and be completed 3rd quarter of 2024 (~July 2024)

Demolition - Approximately 39,934 SF of existing paving to be demolished.

Grading - 15,523 CY of export.

Vehicle Trips - Per TIA weekday trips = 246. Trip length = 2,856/246 = 11.6097560976 miles.

Woodstoves - No woodburing stoves or fireplaces

Construction Off-road Equipment Mitigation -

Water Mitigation - 20% reduction in indoor ware use per CalGreen requirements.

7577 Foothill Blvd - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Waste Mitigation - 75% recycling per AB 341

Off-road Equipment - No grader, added in excavator

Off-road Equipment - Added in pumps and crane for foundation work.

Off-road Equipment -

Off-road Equipment - Added in aerial lift

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	2.00	150.00
tblConstructionPhase	NumDays	1.00	150.00
tblConstructionPhase	NumDays	100.00	225.00
tblConstructionPhase	NumDays	5.00	30.00
tblFireplaces	NumberGas	39.10	41.40
tblFireplaces	NumberWood	2.30	0.00
tblGrading	MaterialExported	0.00	15,523.00
tblLandUse	LandUseSquareFeet	46,000.00	67,822.00
tblLandUse	LotAcreage	0.83	0.91
tblLandUse	LotAcreage	2.88	0.00
tblOffRoadEquipment	LoadFactor	0.29	0.29
tblOffRoadEquipment	LoadFactor	0.31	0.31
tblOffRoadEquipment	OffRoadEquipmentType		Excavators
tblOffRoadEquipment	OffRoadEquipmentType		Pumps
tblOffRoadEquipment	OffRoadEquipmentType		Cranes
tblOffRoadEquipment	OffRoadEquipmentType		Aerial Lifts
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	6.00	0.00
tblVehicleTrips	CC_TL	8.40	0.00

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CW_TL	16.60	11.61
tblVehicleTrips	CW_TTP	0.00	100.00
tblVehicleTrips	PR_TP	0.00	100.00
tblVehicleTrips	WD_TR	7.32	0.00
tblVehicleTrips	WD_TR	0.00	246.00
tblWoodstoves	NumberCatalytic	2.30	0.00
tblWoodstoves	NumberNoncatalytic	2.30	0.00

2.0 Emissions Summary

7577 Foothill Blvd - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	1.0628	12.1210	8.7047	0.0243	5.2418	0.4945	5.7363	2.6132	0.4556	3.0687	0.0000	2,485.7906	2,485.7906	0.4965	0.1993	2,552.2002
2023	1.4413	12.6692	15.2070	0.0284	5.2418	0.6000	5.6358	2.6132	0.5843	2.9761	0.0000	2,711.7482	2,711.7482	0.4955	0.1341	2,720.7291
2024	15.4904	8.1580	11.6885	0.0230	0.7299	0.3561	1.0860	0.1952	0.3325	0.5277	0.0000	2,279.3924	2,279.3924	0.4335	0.0448	2,303.5903
Maximum	**15.4904**	**12.6692**	**15.2070**	**0.0284**	**5.2418**	**0.6000**	**5.7363**	**2.6132**	**0.5843**	**3.0687**	**0.0000**	**2,711.7482**	**2,711.7482**	**0.4965**	**0.1993**	**2,720.7291**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	1.0628	12.1210	8.7047	0.0243	2.2369	0.4945	2.7315	1.0715	0.4556	1.5270	0.0000	2,485.7906	2,485.7906	0.4965	0.1993	2,552.2002
2023	1.4413	12.6692	15.2070	0.0284	2.2369	0.6000	2.6310	1.0715	0.5843	1.4344	0.0000	2,711.7482	2,711.7482	0.4955	0.1341	2,720.7291
2024	15.4904	8.1580	11.6885	0.0230	0.7299	0.3561	1.0860	0.1952	0.3325	0.5277	0.0000	2,279.3924	2,279.3924	0.4335	0.0448	2,303.5903
Maximum	**15.4904**	**12.6692**	**15.2070**	**0.0284**	**2.2369**	**0.6000**	**2.7315**	**1.0715**	**0.5843**	**1.5270**	**0.0000**	**2,711.7482**	**2,711.7482**	**0.4965**	**0.1993**	**2,720.7291**

7577 Foothill Blvd - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	53.59	0.00	48.24	56.87	0.00	46.91	0.00	0.00	0.00	0.00	0.00	0.00

7577 Foothill Blvd - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.6703	0.7306	4.0952	4.5800e-003		0.0766	0.0766		0.0766	0.0766	0.0000	883.5596	883.5596	0.0234	0.0161	888.9347
Energy	0.0144	0.1227	0.0522	7.8000e-004		9.9200e-003	9.9200e-003		9.9200e-003	9.9200e-003		156.6658	156.6658	3.0000e-003	2.8700e-003	157.5968
Mobile	1.9355	2.2091	20.2003	0.0446	4.8825	0.0330	4.9155	1.3006	0.0307	1.3312		4,629.7323	4,629.7323	0.3105	0.1952	4,695.6696
Total	**3.6202**	**3.0623**	**24.3477**	**0.0500**	**4.8825**	**0.1195**	**5.0020**	**1.3006**	**0.1172**	**1.4177**	**0.0000**	**5,669.9578**	**5,669.9578**	**0.3369**	**0.2142**	**5,742.2011**

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	1.6703	0.7306	4.0952	4.5800e-003		0.0766	0.0766		0.0766	0.0766	0.0000	883.5596	883.5596	0.0234	0.0161	888.9347
Energy	0.0144	0.1227	0.0522	7.8000e-004		9.9200e-003	9.9200e-003		9.9200e-003	9.9200e-003		156.6658	156.6658	3.0000e-003	2.8700e-003	157.5968
Mobile	1.9355	2.2091	20.2003	0.0446	4.8825	0.0330	4.9155	1.3006	0.0307	1.3312		4,629.7323	4,629.7323	0.3105	0.1952	4,695.6696
Total	**3.6202**	**3.0623**	**24.3477**	**0.0500**	**4.8825**	**0.1195**	**5.0020**	**1.3006**	**0.1172**	**1.4177**	**0.0000**	**5,669.9578**	**5,669.9578**	**0.3369**	**0.2142**	**5,742.2011**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	7/1/2022	7/14/2022	5	10	
2	Grading	Grading	7/15/2022	2/9/2023	5	150	Excavation
3	Site Preparation	Site Preparation	2/10/2023	9/7/2023	5	150	Foundation
4	Building Construction	Building Construction	9/8/2023	7/18/2024	5	225	
5	Architectural Coating	Architectural Coating	6/13/2024	7/24/2024	5	30	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 56.25

Acres of Paving: 0.91

Residential Indoor: 137,340; Residential Outdoor: 45,780; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 2,208 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	1.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Site Preparation	Graders	0	0.00	187	0.41
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Graders	0	0.00	187	0.41

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Grading	Rubber Tired Dozers	1	6.00	247	0.40
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Grading	Excavators	1	8.00	158	0.38
Site Preparation	Pumps	3	8.00	84	0.74
Site Preparation	Cranes	1	6.00	231	0.29
Architectural Coating	Aerial Lifts	1	6.00	63	0.31
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	4	10.00	0.00	182.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	5	13.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	3	8.00	0.00	1,940.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	49.00	11.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	2	10.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.9309	0.0000	3.9309	0.5952	0.0000	0.5952			0.0000			0.0000
Off-Road	0.7094	6.4138	7.4693	0.0120		0.3375	0.3375		0.3225	0.3225		1,147.9025	1,147.9025	0.2119		1,153.2001
Total	**0.7094**	**6.4138**	**7.4693**	**0.0120**	**3.9309**	**0.3375**	**4.2684**	**0.5952**	**0.3225**	**0.9177**		**1,147.9025**	**1,147.9025**	**0.2119**		**1,153.2001**

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	0.0828	3.1807	0.7253	0.0113	0.3186	0.0228	0.3413	0.0873	0.0218	0.1091		1,239.3748	1,239.3748	0.0657	0.1967	1,299.6188
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
Worker	0.0371	0.0279	0.3619	9.7000e-004	0.1118	7.2000e-004	0.1125	0.0296	6.6000e-004	0.0303		98.5133	98.5133	2.8500e-003	2.6700e-003	99.3813
Total	**0.1198**	**3.2086**	**1.0871**	**0.0123**	**0.4304**	**0.0235**	**0.4538**	**0.1170**	**0.0224**	**0.1394**		**1,337.8881**	**1,337.8881**	**0.0686**	**0.1993**	**1,399.0001**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.5331	0.0000	1.5331	0.2321	0.0000	0.2321			0.0000			0.0000
Off-Road	0.7094	6.4138	7.4693	0.0120		0.3375	0.3375		0.3225	0.3225	0.0000	1,147.9025	1,147.9025	0.2119		1,153.2001
Total	**0.7094**	**6.4138**	**7.4693**	**0.0120**	**1.5331**	**0.3375**	**1.8706**	**0.2321**	**0.3225**	**0.5547**	**0.0000**	**1,147.9025**	**1,147.9025**	**0.2119**		**1,153.2001**

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	0.0828	3.1807	0.7253	0.0113	0.3186	0.0228	0.3413	0.0873	0.0218	0.1091		1,239.3748	1,239.3748	0.0657	0.1967	1,299.6188
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
Worker	0.0371	0.0279	0.3619	9.7000e-004	0.1118	7.2000e-004	0.1125	0.0296	6.6000e-004	0.0303		98.5133	98.5133	2.8500e-003	2.6700e-003	99.3813
Total	**0.1198**	**3.2086**	**1.0871**	**0.0123**	**0.4304**	**0.0235**	**0.4538**	**0.1170**	**0.0224**	**0.1394**		**1,337.8881**	**1,337.8881**	**0.0686**	**0.1993**	**1,399.0001**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					4.9260	0.0000	4.9260	2.5274	0.0000	2.5274			0.0000			0.0000
Off-Road	0.9744	9.8384	7.8998	0.0143		0.4778	0.4778		0.4396	0.4396		1,383.8759	1,383.8759	0.4476		1,395.0652
Total	**0.9744**	**9.8384**	**7.8998**	**0.0143**	**4.9260**	**0.4778**	**5.4038**	**2.5274**	**0.4396**	**2.9670**		**1,383.8759**	**1,383.8759**	**0.4476**		**1,395.0652**

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	0.0588	2.2603	0.5154	8.0400e-003	0.2264	0.0162	0.2426	0.0621	0.0155	0.0775		880.7279	880.7279	0.0467	0.1397	923.5386
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
Worker	0.0296	0.0223	0.2895	7.7000e-004	0.0894	5.7000e-004	0.0900	0.0237	5.3000e-004	0.0242		78.8107	78.8107	2.2800e-003	2.1400e-003	79.5051
Total	**0.0885**	**2.2826**	**0.8049**	**8.8100e-003**	**0.3158**	**0.0167**	**0.3325**	**0.0858**	**0.0160**	**0.1018**		**959.5385**	**959.5385**	**0.0490**	**0.1419**	**1,003.0437**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Grading - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.9211	0.0000	1.9211	0.9857	0.0000	0.9857			0.0000			0.0000
Off-Road	0.9744	9.8384	7.8998	0.0143		0.4778	0.4778		0.4396	0.4396	0.0000	1,383.8759	1,383.8759	0.4476		1,395.0652
Total	**0.9744**	**9.8384**	**7.8998**	**0.0143**	**1.9211**	**0.4778**	**2.3989**	**0.9857**	**0.4396**	**1.4253**	**0.0000**	**1,383.8759**	**1,383.8759**	**0.4476**		**1,395.0652**

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	0.0588	2.2603	0.5154	8.0400e-003	0.2264	0.0162	0.2426	0.0621	0.0155	0.0775		880.7279	880.7279	0.0467	0.1397	923.5386
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
Worker	0.0296	0.0223	0.2895	7.7000e-004	0.0894	5.7000e-004	0.0900	0.0237	5.3000e-004	0.0242		78.8107	78.8107	2.2800e-003	2.1400e-003	79.5051
Total	**0.0885**	**2.2826**	**0.8049**	**8.8100e-003**	**0.3158**	**0.0167**	**0.3325**	**0.0858**	**0.0160**	**0.1018**		**959.5385**	**959.5385**	**0.0490**	**0.1419**	**1,003.0437**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Grading - 2023

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					4.9260	0.0000	4.9260	2.5274	0.0000	2.5274			0.0000			0.0000
Off-Road	0.8346	8.2377	7.5399	0.0143		0.3828	0.3828		0.3522	0.3522		1,384.2356	1,384.2356	0.4477		1,395.4279
Total	**0.8346**	**8.2377**	**7.5399**	**0.0143**	**4.9260**	**0.3828**	**5.3088**	**2.5274**	**0.3522**	**2.8796**		**1,384.2356**	**1,384.2356**	**0.4477**		**1,395.4279**

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	0.0262	1.7621	0.4566	7.5700e-003	0.2264	0.0107	0.2371	0.0621	0.0102	0.0723		832.0498	832.0498	0.0457	0.1321	872.5679
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
Worker	0.0275	0.0197	0.2665	7.5000e-004	0.0894	5.4000e-004	0.0900	0.0237	5.0000e-004	0.0242		76.7381	76.7381	2.0500e-003	1.9700e-003	77.3770
Total	**0.0538**	**1.7818**	**0.7231**	**8.3200e-003**	**0.3158**	**0.0112**	**0.3270**	**0.0858**	**0.0107**	**0.0965**		**908.7880**	**908.7880**	**0.0478**	**0.1341**	**949.9448**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Grading - 2023

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					1.9211	0.0000	1.9211	0.9857	0.0000	0.9857			0.0000			0.0000
Off-Road	0.8346	8.2377	7.5399	0.0143		0.3828	0.3828		0.3522	0.3522	0.0000	1,384.2356	1,384.2356	0.4477		1,395.4278
Total	**0.8346**	**8.2377**	**7.5399**	**0.0143**	**1.9211**	**0.3828**	**2.3040**	**0.9857**	**0.3522**	**1.3379**	**0.0000**	**1,384.2356**	**1,384.2356**	**0.4477**		**1,395.4278**

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	0.0262	1.7621	0.4566	7.5700e-003	0.2264	0.0107	0.2371	0.0621	0.0102	0.0723		832.0498	832.0498	0.0457	0.1321	872.5679
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
Worker	0.0275	0.0197	0.2665	7.5000e-004	0.0894	5.4000e-004	0.0900	0.0237	5.0000e-004	0.0242		76.7381	76.7381	2.0500e-003	1.9700e-003	77.3770
Total	**0.0538**	**1.7818**	**0.7231**	**8.3200e-003**	**0.3158**	**0.0112**	**0.3270**	**0.0858**	**0.0107**	**0.0965**		**908.7880**	**908.7880**	**0.0478**	**0.1341**	**949.9448**

7577 Foothill Blvd - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Site Preparation - 2023

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					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	1.3966	12.6371	14.7740	0.0272		0.5991	0.5991		0.5835	0.5835		2,587.0487	2,587.0487	0.3177		2,594.9915
Total	**1.3966**	**12.6371**	**14.7740**	**0.0272**	**0.0000**	**0.5991**	**0.5991**	**0.0000**	**0.5835**	**0.5835**		**2,587.0487**	**2,587.0487**	**0.3177**		**2,594.9915**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
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
Worker	0.0447	0.0321	0.4330	1.2200e-003	0.1453	8.8000e-004	0.1462	0.0385	8.1000e-004	0.0393		124.6995	124.6995	3.3200e-003	3.2000e-003	125.7376
Total	**0.0447**	**0.0321**	**0.4330**	**1.2200e-003**	**0.1453**	**8.8000e-004**	**0.1462**	**0.0385**	**8.1000e-004**	**0.0393**		**124.6995**	**124.6995**	**3.3200e-003**	**3.2000e-003**	**125.7376**

7577 Foothill Blvd - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Site Preparation - 2023

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					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	1.3966	12.6371	14.7740	0.0272		0.5991	0.5991		0.5835	0.5835	0.0000	2,587.0487	2,587.0487	0.3177		2,594.9915
Total	**1.3966**	**12.6371**	**14.7740**	**0.0272**	**0.0000**	**0.5991**	**0.5991**	**0.0000**	**0.5835**	**0.5835**	**0.0000**	**2,587.0487**	**2,587.0487**	**0.3177**		**2,594.9915**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
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
Worker	0.0447	0.0321	0.4330	1.2200e-003	0.1453	8.8000e-004	0.1462	0.0385	8.1000e-004	0.0393		124.6995	124.6995	3.3200e-003	3.2000e-003	125.7376
Total	**0.0447**	**0.0321**	**0.4330**	**1.2200e-003**	**0.1453**	**8.8000e-004**	**0.1462**	**0.0385**	**8.1000e-004**	**0.0393**		**124.6995**	**124.6995**	**3.3200e-003**	**3.2000e-003**	**125.7376**

7577 Foothill Blvd - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2023

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	0.6322	6.4186	7.0970	0.0114		0.3203	0.3203		0.2946	0.2946		1,104.6089	1,104.6089	0.3573		1,113.5402
Total	**0.6322**	**6.4186**	**7.0970**	**0.0114**		**0.3203**	**0.3203**		**0.2946**	**0.2946**		**1,104.6089**	**1,104.6089**	**0.3573**		**1,113.5402**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0122	0.4421	0.1687	2.0500e-003	0.0705	2.1400e-003	0.0726	0.0203	2.0400e-003	0.0223		220.6823	220.6823	7.3500e-003	0.0318	230.3302
Worker	0.1686	0.1208	1.6321	4.5900e-003	0.5477	3.3000e-003	0.5510	0.1453	3.0400e-003	0.1483		470.0211	470.0211	0.0125	0.0121	473.9340
Total	**0.1808**	**0.5629**	**1.8008**	**6.6400e-003**	**0.6182**	**5.4400e-003**	**0.6236**	**0.1655**	**5.0800e-003**	**0.1706**		**690.7034**	**690.7034**	**0.0199**	**0.0438**	**704.2642**

7577 Foothill Blvd - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2023

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	0.6322	6.4186	7.0970	0.0114		0.3203	0.3203		0.2946	0.2946	0.0000	1,104.6089	1,104.6089	0.3573		1,113.5402
Total	**0.6322**	**6.4186**	**7.0970**	**0.0114**		**0.3203**	**0.3203**		**0.2946**	**0.2946**	**0.0000**	**1,104.6089**	**1,104.6089**	**0.3573**		**1,113.5402**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0122	0.4421	0.1687	2.0500e-003	0.0705	2.1400e-003	0.0726	0.0203	2.0400e-003	0.0223		220.6823	220.6823	7.3500e-003	0.0318	230.3302
Worker	0.1686	0.1208	1.6321	4.5900e-003	0.5477	3.3000e-003	0.5510	0.1453	3.0400e-003	0.1483		470.0211	470.0211	0.0125	0.0121	473.9340
Total	**0.1808**	**0.5629**	**1.8008**	**6.6400e-003**	**0.6182**	**5.4400e-003**	**0.6236**	**0.1655**	**5.0800e-003**	**0.1706**		**690.7034**	**690.7034**	**0.0199**	**0.0438**	**704.2642**

7577 Foothill Blvd - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2024

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	0.5950	5.9739	7.0675	0.0114		0.2824	0.2824		0.2598	0.2598		1,104.9834	1,104.9834	0.3574		1,113.9177
Total	**0.5950**	**5.9739**	**7.0675**	**0.0114**		**0.2824**	**0.2824**		**0.2598**	**0.2598**		**1,104.9834**	**1,104.9834**	**0.3574**		**1,113.9177**

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	0.0000	0.0000	0.0000	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	0.0118	0.4430	0.1652	2.0200e-003	0.0705	2.1500e-003	0.0726	0.0203	2.0600e-003	0.0223		217.3758	217.3758	7.3800e-003	0.0313	226.8918
Worker	0.1577	0.1079	1.5205	4.4600e-003	0.5477	3.1700e-003	0.5509	0.1453	2.9200e-003	0.1482		460.3745	460.3745	0.0114	0.0112	464.0046
Total	**0.1695**	**0.5508**	**1.6857**	**6.4800e-003**	**0.6182**	**5.3200e-003**	**0.6235**	**0.1655**	**4.9800e-003**	**0.1705**		**677.7503**	**677.7503**	**0.0187**	**0.0425**	**690.8964**

7577 Foothill Blvd - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2024

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	0.5950	5.9739	7.0675	0.0114		0.2824	0.2824		0.2598	0.2598	0.0000	1,104.9834	1,104.9834	0.3574		1,113.9177
Total	**0.5950**	**5.9739**	**7.0675**	**0.0114**		**0.2824**	**0.2824**		**0.2598**	**0.2598**	**0.0000**	**1,104.9834**	**1,104.9834**	**0.3574**		**1,113.9177**

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	0.0000	0.0000	0.0000	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	0.0118	0.4430	0.1652	2.0200e-003	0.0705	2.1500e-003	0.0726	0.0203	2.0600e-003	0.0223		217.3758	217.3758	7.3800e-003	0.0313	226.8918
Worker	0.1577	0.1079	1.5205	4.4600e-003	0.5477	3.1700e-003	0.5509	0.1453	2.9200e-003	0.1482		460.3745	460.3745	0.0114	0.0112	464.0046
Total	**0.1695**	**0.5508**	**1.6857**	**6.4800e-003**	**0.6182**	**5.3200e-003**	**0.6235**	**0.1655**	**4.9800e-003**	**0.1705**		**677.7503**	**677.7503**	**0.0187**	**0.0425**	**690.8964**

7577 Foothill Blvd - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Architectural Coating - 2024

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	14.4872					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2066	1.6112	2.6250	4.2200e-003		0.0677	0.0677		0.0672	0.0672		402.7048	402.7048	0.0551		404.0814
Total	**14.6937**	**1.6112**	**2.6250**	**4.2200e-003**		**0.0677**	**0.0677**		**0.0672**	**0.0672**		**402.7048**	**402.7048**	**0.0551**		**404.0814**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
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
Worker	0.0322	0.0220	0.3103	9.1000e-004	0.1118	6.5000e-004	0.1124	0.0296	6.0000e-004	0.0302		93.9540	93.9540	2.3200e-003	2.2900e-003	94.6948
Total	**0.0322**	**0.0220**	**0.3103**	**9.1000e-004**	**0.1118**	**6.5000e-004**	**0.1124**	**0.0296**	**6.0000e-004**	**0.0302**		**93.9540**	**93.9540**	**2.3200e-003**	**2.2900e-003**	**94.6948**

7577 Foothill Blvd - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Architectural Coating - 2024

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	14.4872					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2066	1.6112	2.6250	4.2200e-003		0.0677	0.0677		0.0672	0.0672	0.0000	402.7048	402.7048	0.0551		404.0814
Total	**14.6937**	**1.6112**	**2.6250**	**4.2200e-003**		**0.0677**	**0.0677**		**0.0672**	**0.0672**	**0.0000**	**402.7048**	**402.7048**	**0.0551**		**404.0814**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
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
Worker	0.0322	0.0220	0.3103	9.1000e-004	0.1118	6.5000e-004	0.1124	0.0296	6.0000e-004	0.0302		93.9540	93.9540	2.3200e-003	2.2900e-003	94.6948
Total	**0.0322**	**0.0220**	**0.3103**	**9.1000e-004**	**0.1118**	**6.5000e-004**	**0.1124**	**0.0296**	**6.0000e-004**	**0.0302**		**93.9540**	**93.9540**	**2.3200e-003**	**2.2900e-003**	**94.6948**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.9355	2.2091	20.2003	0.0446	4.8825	0.0330	4.9155	1.3006	0.0307	1.3312		4,629.7323	4,629.7323	0.3105	0.1952	4,695.6696
Unmitigated	1.9355	2.2091	20.2003	0.0446	4.8825	0.0330	4.9155	1.3006	0.0307	1.3312		4,629.7323	4,629.7323	0.3105	0.1952	4,695.6696

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	0.00	374.44	288.88	323,809	323,809
Enclosed Parking with Elevator	0.00	0.00	0.00		
User Defined Commercial	246.00	0.00	0.00	742,560	742,560
Total	246.00	374.44	288.88	1,066,369	1,066,369

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
Apartments Low Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
User Defined Commercial	11.61	0.00	0.00	100.00	0.00	0.00	100	0	0

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.542464	0.063735	0.188241	0.126899	0.023249	0.006239	0.010717	0.008079	0.000923	0.000604	0.024795	0.000702	0.003352
Enclosed Parking with Elevator	0.542464	0.063735	0.188241	0.126899	0.023249	0.006239	0.010717	0.008079	0.000923	0.000604	0.024795	0.000702	0.003352
User Defined Commercial	0.542464	0.063735	0.188241	0.126899	0.023249	0.006239	0.010717	0.008079	0.000923	0.000604	0.024795	0.000702	0.003352

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	0.0144	0.1227	0.0522	7.8000e-004		9.9200e-003	9.9200e-003		9.9200e-003	9.9200e-003		156.6658	156.6658	3.0000e-003	2.8700e-003	157.5968
NaturalGas Unmitigated	0.0144	0.1227	0.0522	7.8000e-004		9.9200e-003	9.9200e-003		9.9200e-003	9.9200e-003		156.6658	156.6658	3.0000e-003	2.8700e-003	157.5968

7577 Foothill Blvd - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	1331.66	0.0144	0.1227	0.0522	7.8000e-004		9.9200e-003	9.9200e-003		9.9200e-003	9.9200e-003		156.6658	156.6658	3.0000e-003	2.8700e-003	157.5968
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
User Defined Commercial	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0144**	**0.1227**	**0.0522**	**7.8000e-004**		**9.9200e-003**	**9.9200e-003**		**9.9200e-003**	**9.9200e-003**		**156.6658**	**156.6658**	**3.0000e-003**	**2.8700e-003**	**157.5968**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	1.33166	0.0144	0.1227	0.0522	7.8000e-004		9.9200e-003	9.9200e-003		9.9200e-003	9.9200e-003		156.6658	156.6658	3.0000e-003	2.8700e-003	157.5968
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
User Defined Commercial	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0144**	**0.1227**	**0.0522**	**7.8000e-004**		**9.9200e-003**	**9.9200e-003**		**9.9200e-003**	**9.9200e-003**		**156.6658**	**156.6658**	**3.0000e-003**	**2.8700e-003**	**157.5968**

6.0 Area Detail

6.1 Mitigation Measures Area

7577 Foothill Blvd - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.6703	0.7306	4.0952	4.5800e-003		0.0766	0.0766		0.0766	0.0766	0.0000	883.5596	883.5596	0.0234	0.0161	888.9347
Unmitigated	1.6703	0.7306	4.0952	4.5800e-003		0.0766	0.0766		0.0766	0.0766	0.0000	883.5596	883.5596	0.0234	0.0161	888.9347

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	0.1191					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.3559					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0804	0.6868	0.2922	4.3800e-003		0.0555	0.0555		0.0555	0.0555	0.0000	876.7059	876.7059	0.0168	0.0161	881.9157
Landscaping	0.1149	0.0438	3.8029	2.0000e-004		0.0211	0.0211		0.0211	0.0211		6.8538	6.8538	6.6100e-003		7.0190
Total	**1.6703**	**0.7305**	**4.0952**	**4.5800e-003**		**0.0766**	**0.0766**		**0.0766**	**0.0766**	**0.0000**	**883.5596**	**883.5596**	**0.0234**	**0.0161**	**888.9347**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.1191					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.3559					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0804	0.6868	0.2922	4.3800e-003		0.0555	0.0555		0.0555	0.0555	0.0000	876.7059	876.7059	0.0168	0.0161	881.9157
Landscaping	0.1149	0.0438	3.8029	2.0000e-004		0.0211	0.0211		0.0211	0.0211		6.8538	6.8538	6.6100e-003		7.0190
Total	**1.6703**	**0.7305**	**4.0952**	**4.5800e-003**		**0.0766**	**0.0766**		**0.0766**	**0.0766**	**0.0000**	**883.5596**	**883.5596**	**0.0234**	**0.0161**	**888.9347**

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

APPENDIX E: PHASE I

Rincon Consultants, Inc.
180 North Ashwood Avenue
Ventura, California 93003

805 644 4455
FAX 644 4240

info@rinconconsultants.com
www.rinconconsultants.com

February 18, 2015
Project 15-01264

Rod Nourafshan
President
Reliable Properties
6399 Wilshire Blvd, Suite 604
Los Angeles, CA 90048

Subject: **Phase I Environmental Site Assessment**
7577 Foothill Boulevard, Tujunga, California

Dear Mr. Nourafshan:

This report presents the findings of a Phase I Environmental Site Assessment (ESA) completed by Rincon Consultants, Inc. for the property located at 7577 Foothill Boulevard in Tujunga, California. The Phase I ESA was performed in accordance with our proposal and contract dated January 29, 2015.

The accompanying report presents our findings and provides an opinion regarding the presence of recognized environmental conditions. Our work program for this project is intended to meet the guidelines outlined in the American Society for Testing and Materials (ASTM), Standard Practice for Environmental Site Assessments: *Phase I Environmental Site Assessment Process* (ASTM Standard E-1527-13). Our scope of services, pursuant to ASTM practice, did not include any inquiries with respect to asbestos containing building materials, biological agents, cultural and historic resources, ecological resources, endangered species, health and safety, indoor air quality unrelated to releases of hazardous substances or petroleum products into the environment, industrial hygiene, lead-based paint, lead in drinking water, mold, radon, regulatory compliance, wetlands, or high voltage power lines.

Thank you for selecting Rincon for this project. If you have any questions, or if we can be of any future assistance, please contact us.

Sincerely,
RINCON CONSULTANTS, INC.

Sarah A. Larese
Senior Environmental Scientist

Walt Hamann, PG, CEG, CHG
Vice President, Environmental Services

Table of Contents

Phase I Environmental Site Assessment

Denny's Restaurant

7577 Foothill Boulevard, Tujunga, California

EXECUTIVE SUMMARY

This report presents the findings of a Phase I Environmental Site Assessment (ESA) for the property located at 7577 Foothill Boulevard, Tujunga, California (Figure 1, Vicinity Map). The subject property is currently developed with a Denny's Restaurant and associated parking lot.

Rincon Consultants performed a reconnaissance of the subject property on February 5, 2015. The purpose of the reconnaissance was to observe existing subject property conditions and to obtain information indicating the presence of recognized environmental conditions in connection with the subject property. The use, storage or disposal of hazardous materials on the subject property was not observed during the site reconnaissance.

The subject property is located in an area that is primarily comprised of residential and commercial land uses. Properties in the vicinity of the subject property include an apartment complex to the north, single family homes to the east, commercial businesses (including auto repair businesses) to the south across Foothill Boulevard and commercial businesses to the west across Plainview Avenue and Foothill Boulevard.

Environmental Data Resources, Inc. (EDR) was contracted to provide a database search of public lists of sites that generate, store, treat or dispose of hazardous materials or sites for which a release or incident has occurred. The EDR search was conducted for the subject property and included data from surrounding sites within a specified radius of the property. The subject property was not listed in any of the databases searched by EDR. One adjacent property was listed in one of the databases searched by EDR:

- ***NS Auto -7572 Foothill Blvd.***: NS Auto was formerly located about 100 feet south of the subject property (across Foothill Boulevard) and was listed in the EDR Historical Auto Stations database. The EDR Historical Auto Stations database listings are obtained from EDR's review of city directory and business directory listings. According to the EDR report, NS Auto occupied this adjacent property in at least 2003. No releases were reported by EDR for this adjacent site. The listing of this adjacent property in the EDR Historical Auto Stations database is not indicative of a release of hazardous materials on the adjacent property. However, even if a hazardous material release has occurred at this adjacent site, based on the distance from the subject property (about 100 feet across Foothill Boulevard), and the anticipated groundwater flow direction to the west (hydrologically cross-gradient to the subject property), this adjacent site is not expected to be adversely affecting soil or groundwater beneath the subject property.

Historical sources reviewed as part of the Phase I ESA include aerial photographs, topographic maps, and city directories. The photos and maps reviewed indicate that the subject property was vacant land from at least 1900 through at least 1938 (with what appears to be former agricultural use in at least 1928) and was developed with the existing restaurant structure since at least 1946. The 1928 aerial photograph depicts smaller trees in a pattern similar to an orchard on the subject property. According to the Los Angeles County Office of the Assessor website, the original onsite structure was constructed in 1946, with an "effective year built" noted as 1950, indicating that either original construction was finalized or that a reconstruction occurred

at that time. The subject property was listed as Murphy's Drive-In in the 1950 city directory. Denny's has occupied the subject property since at least 2006.

Based on the findings of this Phase I ESA, it is our opinion that no recognized environmental conditions were identified for the subject property. Because we have no evidence indicating that the subject property has been impacted by hazardous materials or petroleum products, no additional assessment is recommended.

However, based on our review of historical sources, the existing restaurant structure was built in 1946. Although not considered a recognized environmental condition (REC), pursuant to ASTM E 1527-13, structures constructed prior to 1978 may contain lead based paint (LBP) and structures constructed prior to 1981 may contain asbestos containing building materials (ACBM). Based on the age of the onsite structure, there is the potential that LBP and ACBM were used during the construction of the onsite structure. To determine if LBP and ACBM are present in the onsite structure, LBP and ACBM surveys should be conducted.

INTRODUCTION

This report presents the findings of a Phase I ESA conducted for the property located at 7577 Foothill Boulevard, Tujunga, California (Figure 1, Vicinity Map). The Phase I ESA was performed by Rincon Consultants, Inc. for the Reliable Properties, Inc. in general conformance with ASTM E 1527-13 and our proposal and contract dated January 29, 2015. The following sections present our findings and provide our opinion as to the presence of recognized environmental conditions.

PURPOSE

The purpose of this Phase I ESA was to assess the environmental conditions of a property, taking into account commonly and reasonably ascertainable information and to qualify for Landowner Liability Protections under the Brownfields Amendments to the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA).

A recognized environmental condition (REC) is defined pursuant to ASTM E 1527-13 as,

> *"the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: 1) due to any release to the environment; 2) under conditions indicative of a release to the environment; 3) under conditions that pose a material threat of a future release to the environment".*

A Controlled REC is defined pursuant to ASTM E 1527-13 as,

> *"a recognized environmental 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). A condition considered by the environmental professional to be a*

controlled recognized environmental condition shall be listed in the findings section of the Phase I Environmental Site Assessment report, and as a recognized environmental condition in the conclusions section of the Phase I Environmental Site Assessment report".

A Historical REC is defined pursuant to ASTM E 1527-13 as,

"a past release of any hazardous substances or petroleum products that has occurred in connection with the property and has been addressed to the satisfaction of the applicable regulatory authority or meeting unrestricted use criteria established by regulatory authority, without subjecting the property to any required controls (for example, use restrictions, activity and use limitations, institutional controls, or engineering controls). Before calling the past release a historical recognized environmental condition, the environmental professional must determine whether the past release is a recognized environmental condition at the time the Phase I Environmental Site Assessment is conducted (for example, if there has been a change in the regulatory criteria). If the EP [Environmental Professional] considers the past release to be a recognized environmental condition at the time the Phase I ESA is conducted, the condition shall be included in the conclusions section of the report as a recognized environmental condition".

A de minimis condition is defined pursuant to ASTM E 1527-13 as,

"a condition that generally does not present a threat to human 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. Conditions determined to be de minimis conditions are not recognized environmental conditions nor controlled recognized environmental conditions".

SCOPE OF SERVICES

The scope of services conducted for this study is outlined below:

- Perform a reconnaissance of the site to identify obvious indicators of the existence of hazardous materials.
- Observe adjacent or nearby properties from public thoroughfares in an attempt to see if such properties are likely to use, store, generate, or dispose of hazardous materials.
- Obtain and review an environmental records database search from Environmental Data Resources, Inc. (EDR) to obtain information about the potential for hazardous materials to exist at the subject property or at properties located in the vicinity of the subject property.
- Review files for the subject property and immediately adjacent properties as identified in the EDR report, as applicable.
- Review the current U.S. Geological Survey (USGS) topographic map to obtain information about the subject property's topography and uses of the subject property and properties in the vicinity of the subject property.
- Review additional pertinent record sources (e.g., California Division of Oil and Gas records, online databases of hazardous substance release sites), as necessary, to identify the presence of RECs at the subject property.
- Review reasonably ascertainable historical resources (e.g., aerial photographs, topographic maps, fire insurance maps, city directories) to assess the historical land use of the subject property and adjacent properties.

- Provide a property owner interview questionnaire to the property owner or a designated subject property representative identified to Rincon by the client.
- Provide a user interview questionnaire to a representative of the client, the user of the Phase I ESA.
- Conduct interviews with other property representatives (e.g., key site manager, occupants), as applicable.
- Review Client-provided information (e.g., previous environmental reports, title documentation), as applicable.

SIGNIFICANT ASSUMPTIONS, LIMITATIONS, DEVIATIONS, EXCEPTIONS, SPECIAL TERMS, AND CONDITIONS

This work is intended to adhere to good commercial, customary, and generally accepted environmental investigation practices for similar investigations conducted at this time and in this geographic area. No guarantee or warranties, expressed or implied are provided. The findings and opinions conveyed in this report are based on findings derived from a site reconnaissance, review of an environmental database report, specified regulatory records and historical sources, and comments made by interviewees. This report is not intended as a comprehensive site characterization and should not be construed as such. Standard data sources relied upon during the completion of Phase I ESAs may vary with regard to accuracy and completeness. Although Rincon believes the data sources are reasonably reliable, Rincon cannot and does not guarantee the authenticity or reliability of the data sources it has used. Additionally, pursuant to our contract, the data sources reviewed included only those that are practically reviewable without the need for extraordinary analysis.

Rincon has not found evidence that hazardous materials or petroleum products exist at the subject property at levels likely to warrant mitigation. Rincon does not under any circumstances warrant or guarantee that not finding evidence of hazardous materials or petroleum products means that hazardous materials or petroleum products do not exist on the subject property. Additional research, including surface or subsurface sampling and analysis, can reduce the client's risks, but no techniques commonly employed can eliminate these risks altogether.

In addition, pursuant to ASTM E 1527-13 practice, our scope of services did not include any inquiries with respect to asbestos containing building materials, biological agents, cultural and historic resources, ecological resources, endangered species, health and safety, indoor air quality unrelated to release of hazardous substances or petroleum products into the environment, industrial hygiene, lead-based paint, lead in drinking water, mold, radon, regulatory compliance, wetlands, or high voltage power lines.

USER RELIANCE

Reliable Properties has requested this assessment and will use the assessment to provide information for the purposes of purchasing or acquiring said property. This Phase I ESA was prepared for use solely and exclusively by Reliable Properties. No other use or disclosure is intended or authorized by Rincon. Also, this report is issued with the understanding that it is to be used only in its entirety. It is intended for use only by the client, and no other person or entity may rely upon the report without the express written consent of Rincon.

SITE DESCRIPTION

Location

The subject property is an approximately 39,905 square-feet (0.91-acre) property located north of Foothill Boulevard, west of Wilsey Avenue and east of Plainview Avenue in the Tujunga area of Los Angeles, California (Figure 2, Site Map). The property is identified as 7577 Foothill Boulevard and 10252 through 10258 Plainview Avenue and Assessor Parcel Number (APN) 2558-032-005, -006, -008, 009, -010, -011, -012, -013,- 014, -015, -016, -017, -018, -021,

Subject Property and Vicinity General Characteristics

The subject property is currently developed with a Denny's restaurant and associated parking lots.

The subject property is located in an area that is primarily comprised of residential and commercial land uses. Properties in the vicinity of the subject property include an apartment complex to the north, single family homes to the east, commercial businesses (including auto repair businesses) to the south across Foothill Boulevard and commercial businesses to the west across Plainview Avenue and Foothill Boulevard. The current adjacent land uses are described in Table 1 and depicted on Figure 3, Adjacent Land Use Map.

Table 1 - Current Uses of Adjacent Properties

Area	Use
Northern Properties	Residential land.
Eastern Properties	Residences (northeast) and Wilsey Avenue followed by residences (east) and commercial businesses (southeast).
Western Properties	Plainview Avenue and Foothill Boulevard followed by commercial businesses.
Southern Properties	Foothill Boulevard followed by commercial businesses.

Descriptions of Structures, Roads, Other Improvements on the Site

The subject property is developed with an approximately 4,000 square-feet commercial building in use as a Denny's restaurant. The remaining areas of the site are paved parking areas with an enclosed garbage area, driveways, and landscaping. Access to the subject property is available from driveways on Foothill Boulevard and Plainview Avenue.

According to the property owner, water, sewer and electric services are provided by the Los Angeles Department of Water and Power (LADWP) and the Southern California Gas Company provides natural gas service.

USER PROVIDED INFORMATION

As described in ASTM E 1527-13 Section 6, Reliable Properties was provided an interview questionnaire regarding actual knowledge pertaining to the subject property to help identify recognized environmental conditions in connection with the property. A completed questionnaire has not been returned as of the date of this report.

RECORDS REVIEW

PHYSICAL SETTING SOURCES

Topography

The current USGS topographic map (1995 Sunland Quadrangle) indicates that the subject property and adjacent properties are situated at an elevation of about 1,600 feet above mean sea level with topography sloping to the west. The subject property is located in the Tujunga Valley with the San Gabriel Mountains to the north and northeast and the Verdugo Mountains to the south.

Geology and Hydrogeology

The subject property is located within the Transverse Ranges Geomorphic Province of California. This province is characterized by east-west trending mountains and faults. Mountain ranges within this province include the Santa Ynez, Santa Susana, Topatopa, San Gabriel, Sierra Pelona, and San Bernardino. The Transverse Range is comprised of rocks that are progressively older from west to east. East-west trending folds and faults predominate. Valleys, faults, and downwarps separate mountain ranges. Sedimentary basins within the province include the Ventura, Soledad, and Ridge Basins, and the San Fernando Valley.

Site Geology

According to the California Geological Survey, Geologic Map of the Sunland and Burbank (North ½) Quadrangles, 1991, the subject property is primarily underlain by Quaternary age surficial sediments described as alluvium consisting of gravel sand and clay of valley areas. The northeastern portion of the subject property is underlain by Quaternary-age older dissected surficial sediments which is described as alluvial fan gravel and sand derived from San Gabriel Mountains. The nearest mapped fault is a located about one mile to the east and northeast of the subject property. According to the State of California Special Studies Zones - Sunland Quadrangle, the subject property is not located within an Alquist-Priolo earthquake fault zone. According to the City of Los Angeles Zoning Information and Map Access System (Zimas), the site is not located within a methane hazard zone.

Regional Groundwater Occurrence and Quality

The subject property is located in the San Fernando Valley Groundwater Basin which was adjudicated in 1979. The San Fernando Valley Groundwater Basin includes the water-bearing sediments beneath the San Fernando Valley, Tujunga Valley, Browns Canyon, and the alluvial areas surrounding the Verdugo Mountains near La Crescenta and Eagle Rock. The basin is bounded on the north and northwest by the Santa Susana Mountains, on the north and northeast by the San Gabriel Mountains, on the east by the San Rafael Hills, on the south by the Santa Monica Mountains and Chalk Hills, and on the west by the Simi Hills. The valley is drained by the Los Angeles River and its tributaries.

Regionally, groundwater in the Tujunga area flows west following the Tujunga Wash around the Verdugo Mountains. During the preparation of this Phase I ESA, we reviewed the California State Water Resources Control Board's (SWRCBs) online GeoTracker database to determine groundwater flow direction in the vicinity for the site:

- A case closure package for a nearby Shell Service Station located at 7671 Foothill Boulevard (about 600 feet northwest of the subject property) indicates that groundwater is expected to be encountered at about 130 feet below grade. Flow direction was not stated but is expected to flow to the west in accordance with the regional and topographic gradient.

STANDARD ENVIRONMENTAL RECORD SOURCES

Environmental Data Resources, Inc. (EDR) was contracted to provide a database search of public lists of sites that generate, store, treat or dispose of hazardous materials or sites for which a release or incident has occurred. The EDR search was conducted for the subject property and included data from surrounding sites within specified radii of the property. A copy of the EDR report, which specifies the ASTM search distance for each public list, is included as Appendix 2. As shown on the attached EDR report, federal, state and county lists were reviewed as part of the research effort. Please refer to Appendix 2 for a complete listing of sites reported by EDR and a description of the databases reviewed.

The Map Findings Summary, included in the EDR report, provides a summary of the databases searched, the number of reported facilities within the search radii, and whether the facility is located onsite or adjacent to the subject property. The following information is based on our review of the Map Findings Summary and the information contained in the EDR report.

Subject Property

The subject property was not listed on any of the regulatory databases reviewed.

Offsite Properties

Offsite properties listed by EDR fall under two general categories of databases: those reporting unauthorized releases of hazardous substances (e.g., LUST, National Priority List [a.k.a. Superfund sites], and corrective action facilities), and databases of businesses permitted to use

hazardous materials or generate hazardous wastes, for which an unauthorized release has not been reported to a regulatory agency.

Rincon reviewed the EDR Radius Map and select detailed listings to evaluate their potential to impact the subject property, based on the following factors:

- Reported distance of the facility from the subject property
- The nature of the database on which the facility is listed, and/or whether the facility was listed on a database reporting unauthorized releases of hazardous materials, petroleum products, or hazardous wastes
- Reported case type (e.g., soil only, failed UST test only)
- Reported substance released (e.g., chlorinated solvents, gasoline, metals)
- Reported regulatory agency status (e.g., case closed, "no further action")
- Location of the facility with respect to the reported groundwater flow direction (discussed in the Geology and Hydrogeology section of this report)

Facilities/properties that were interpreted by Rincon to be of potential environmental concern to the subject property, based on one or more of the factors listed above, are summarized in Table 2. In accordance with ASTM, contamination migration pathways in soil, groundwater, and soil vapor were considered in our analysis of offsite properties of potential environmental concern.

Table 2 - EDR Listing Summary of Select Sites within One-Quarter Mile of the Subject Site

Site Name	EDR Site ID	Site Address	Distance from Subject Property (miles)	Database Reference
Subject Property				
The subject property was not listed in any of the databases searched by EDR				
Adjacent Properties				
NS Auto	A1	7572 Foothill Blvd.	Adjacent Property - South	EDR US Hist Auto Station
Nearby or Up-gradient Release Sites				
76 Products Station #4595 / TOSCO Corporation #30681/ Union Oil #4595	A	7545 Foothill Blvd.	Less than 1/8 Mile - Southeast	**LUST,** UST, SWEEPS UST, HIST CORTESE, CA FID UST, HIST UST

Regulatory agency information reviewed for the listings in the table above are summarized in the Additional Environmental Record Sources section of this report.

Orphan Listings

EDR reported one orphan or unmapped site listings, which EDR is unable to plot due to insufficient address information. Based on Rincon's review of the limited address information and site description for the orphan listing, the listing is not expected to impact the subject property.

ADDITIONAL ENVIRONMENTAL RECORD SOURCES

Review of Agency Files

As a follow-up to the database search, Rincon reviewed regulatory information for facilities within the specified search radii that were interpreted to have the potential to impact the subject property, based on one or more factors previously discussed (e.g., distance, open case status, up-gradient location, soil vapor migration).

The following is a summary of our review of regulatory information obtained from review of online sources (e.g., SWRCB GeoTracker database, DTSC Envirostor database) and/or files requested from the applicable regulatory agency, as described below.

Subject Property

The subject property was not listed in any of the databases searched by EDR.

Adjacent Properties

One adjacent property was listed in one of databases searched by EDR:

- ***NS Auto -7572 Foothill Blvd.***: NS Auto was formerly located about 100 feet south of the subject property (across Foothill Boulevard) and was listed in the EDR Historical Auto Stations database. The EDR Historical Auto Stations database listings are obtained from EDR's review of city directory and business directory listings. According to the EDR report, NS Auto occupied this adjacent property in at least 2003. No releases were reported by EDR for this adjacent site. The listing of this adjacent property in the EDR Historical Auto Stations database is not indicative of a release of hazardous materials on the adjacent property. However, even if a hazardous material release has occurred at this adjacent site, based on the distance from the subject property (about 100 feet across Foothill Boulevard), and the anticipated groundwater flow direction to the west (hydrologically cross-gradient to the subject property), this adjacent site is not expected to be adversely affecting soil or groundwater beneath the subject property.

Nearby or Up-gradient Release Sites

One nearby property was listed in one or more of the databases searched by EDR:

- ***76 Products Station #4595/TOSCO Corporation #30681/Union Oil #4595 – 7545 Foothill Blvd.:*** The 76 Products station was located about 150 feet southeast of the subject property and was listed in the leaking underground storage tank (UST) database. According to the EDR report and GeoTracker, a release of gasoline affected soil beneath the 76 Products site. Reportedly groundwater was not impacted. The release was reportedly discovered in 1993 and the case was closed by the Los Angeles Regional Water Quality Control Board (RWQCB) in 1999. According to the EDR report, Pete's Union 76 occupied the site through at least 2003 and Pete's Complete Auto Repair occupied the site from 2004 through at least

2012. Based on the anticipated groundwater flow direction to the west, this site is located hydrologically cross gradient to the subject property. Based on the fact that this site was a "soil-only" case, the case was closed by the RWQCB and the anticipated groundwater flow direction (cross-gradient to the subject property), this nearby leaking UST site is not expected to be adversely affecting soil or groundwater beneath the subject property.

Review of State of California Division of Oil and Gas Records

A review of the Department of Conservation, Division of Oil, Gas & Geothermal Resources Online Mapping System indicates that no oil wells are located within ¼ mile of the subject property.

KNOWN OR SUSPECT CONTAMINATED RELEASE SITES WITH POTENTIAL VAPOR MIGRATION

The EDR report was reviewed to identify nearby known or suspect contaminated sites that have the potential for contaminated vapor originating from the nearby site to be migrating beneath the subject property. Based on the ASTM E 2600-10, *Standard Guide for Vapor Encroachment Screening on Property Involved in Real Estate Transactions*, the following minimum search distances were initially used to determine if contaminated soil vapors from a nearby known or suspect contaminated site have the potential to be migrating beneath the subject property:

- 1/10 mile (528 feet) for petroleum hydrocarbons
- 1/3 mile (1,760 feet) for other contaminants of concern (COCs)

If up-gradient known or suspect contaminated sites are located within the above referenced distances from the subject property, online resources are reviewed to determine the extent of the contaminated plume at those sites. The following describes search distances for contaminated plumes of petroleum hydrocarbons and other COCs.

Petroleum Hydrocarbons

Based on our review of the EDR report information as indicated above, there are no adjacent or up-gradient known or suspect petroleum hydrocarbon impacted soil or groundwater plumes located within 30 feet of the subject property.

Other COCs

Based on our review of the EDR report, there are no adjacent or up-gradient known or suspect contaminated soil or groundwater plumes located within 100 feet of the subject property.

HISTORICAL USE INFORMATION ON THE PROPERTY AND THE ADJOINING PROPERTIES

The historic records review completed for this Phase I ESA includes aerial photographs, topographic maps, and city directories as detailed in the following sections. Copies of the historical resources reviewed are included in Appendix 3. A summary of the historical use information available for the subject property is provided below.

Review of Historic Aerial Photographs

Aerial photographs from EDR's aerial photograph collection were obtained and reviewed.

Review of City Directory Listings

EDR was contracted to provide copies of city directory listings for the subject property.

Review of Fire Insurance Maps

As indicated in the attached report, fire insurance maps were not available for the subject property or adjacent properties.

Review of Historic Topographic Maps

Historic topographic maps from EDR's map collection were reviewed.

Review of City of Los Angeles Building Permit Records

Rincon submitted a Research Request Form to review building permits with the City of Los Angeles Department of Building and Safety (LADBS). However, at the time of this report these records have not been provided.

Summary of Historic Uses

Subject Property

Based on our review of the documents listed above it appears that the subject property was vacant land from at least 1900 through at least 1938 (with possible former agricultural in at least 1928) and was developed with the existing restaurant structure since at least 1946. The 1928 aerial photograph depicts smaller trees in a pattern similar to an orchard on the subject property. According to the Los Angeles County Office of the Assessor website, the original onsite structure was constructed in 1946, with an "effective year built" noted as 1950, indicating that either original construction was finalized or that a reconstruction occurred at that time. The subject property was listed as Murphy's Drive-In in the 1950 city directory. Denny's has occupied the subject property since at least 2006.

Northern Adjacent Properties

Based on our review of the documents listed above it appears that the eastern portion of the northern adjacent property was in residential use from at least 1928 through at least 2012. The western portion of the northern adjacent property was depicted as undeveloped land associated with a larger structure (possible former orchard and ranch house) from at least 1928 through at

least 1938, was identified as "Verdugo Hills Sanitarium" from at least 1950 through at least 1962, and was developed as apartment buildings from at least 1981 through at least 2012.

Eastern Adjacent Properties

Based on our review of the documents listed above it appears that the eastern adjacent property consisted of a road in the vicinity of Wilsey Avenue followed by residential use from at least 1928 through at least 2012. The adjacent property to the southeast (located south of a road in the vicinity of Day Street) is identified as a commercial office from at least 1950 through at least 2012. A gasoline service station (7545 Foothill Boulevard) is identified further to the southeast from at least 1950 through at least 1970.

Southern Adjacent Properties

Based on our review of the documents listed above it appears that the southern adjacent properties consisted of a road in the vicinity of Foothill Boulevard followed by vacant land scattered with rural residential and possibly commercial use from at least 1928 through the early 1950s. Additional commercial development is depicted in the 1960s, filling in vacant land and replacing past residential uses along Foothill Boulevard. According to the city directories reviewed, commercial uses have included businesses, such as a market, realty and insurance offices, print and copy center, locksmith, laundry and cleaning (in 1950 at 7566 Foothill Boulevard), auto body shop (in 1985 at 7570 Foothill Boulevard), auto sales (in 1991 at 7572 Foothill Boulevard), and an auto clinic (in 1970 at 7572 ½ Foothill Boulevard).

Western Adjacent Properties

Based on our review of the documents listed above it appears that the western adjacent properties consisted of roads in the vicinity of Plainview Avenue and Foothill Boulevard followed by vacant land scattered with rural residential or commercial use from at least 1928 through at least 1938. Additional residential and commercial development is depicted in the 1950s through 1970s. According to the city directories reviewed, the commercial uses have included businesses, such as a market, restaurant, antique shop, garage/Texaco Service Station (1950 through 1956 at 7606 Foothill Boulevard), and Lirones Motorsports auto repair (1991 through 2013 at 7616 Foothill Boulevard). A residential apartment building was identified at 10205 Plainview Avenue from at least 1950 to at least 2006.

Gaps in Historical Sources

Several gaps of greater than 5 years were identified in the historical records reviewed, from 1901 to 1928, from 1928 to 1938, from 1938 to 1946, from 1956 to 1962, and from 1995 to 2001. With the exception of the 1938 to 1946 gap, the gaps listed above are considered insignificant because the subject property use appears to be similar prior to and following the gaps. The 1938 to 1946 gap is considered insignificant because the topographic map and the assessor's information confirm that the onsite structure was built in 1946.

INTERVIEWS

Rincon Consultants performed interviews regarding the subject property and surrounding areas. The purpose of the interview was to discuss current and historical subject property conditions and to obtain information indicating the presence of recognized environmental conditions in connection with the property.

INTERVIEW WITH OWNER

An interview questionnaire was provided to the property owner, James Papadopoulos prior to the site reconnaissance. A copy of the completed questionnaire is included in Appendix 1. The following information is based on our review of the completed questionnaire.

Mr. Papadopoulos indicated the following:

- He obtained ownership of the subject property in 1978.
- He did not know when the structure was built and he did not know who the former owner of the subject property was.
- He indicated the site is currently in use as a diner/restaurant. He did not know the previous use of the site.
- No hazardous wastes are generated at the site.
- He indicated there are no industrial drums, storage tanks (above or below ground), fill dirt, pits, ponds, lagoons, sumps, clarifiers, solvent degreasers, or hazardous materials on the site.
- He is unaware of the presence of stained soil or pesticides on the subject property.

Mr. Papadopoulos indicated that he is not aware of any pending, threatened, or past litigation or administrative proceedings relevant to hazardous substances or petroleum products in, on, or from the property. In addition, he is not aware of any notice from any government entity regarding any possible violation of environmental laws or possible liability relating to hazardous substances or petroleum products.

INTERVIEW WITH SITE REPRESENTATIVE

The following information is based on information obtained during our February 5, 2015 interview with the site representative, George Stavaris, Partner with Triniti Partners (the real estate representative). The following information is based on information obtained during this interview.

- Denny's has occupied the subject property for at least 10 years.
- The on-site commercial structure has been in use as a restaurant diner since at least the 1970s.
- The previous owner is unknown.

The site representative indicated he is unaware of the presence of industrial drums, storage tanks (above or below ground), fill dirt, pits, ponds, lagoons, sumps, clarifiers, solvent degreasers, stained soil, hazardous materials or hazardous wastes on the site.

INTERVIEWS WITH OCCUPANTS

Several of the occupants were interviewed during the site reconnaissance, and the storage and kitchen areas were observed. The occupants indicated the areas where cleaning products and used kitchen cooking oil are stored. No other hazardous materials were observed during the site reconnaissance.

INTERVIEWS WITH LOCAL GOVERNMENT OFFICIALS

During the preparation of this Phase I ESA, we reviewed the SWRCB online GeoTracker database to determine if the subject property is listed in the database as an unauthorized release site. In addition, we reviewed the Department of Toxic Substances Control (DTSC) online Envirostor database to determine if the subject property is listed as a hazardous waste permitted facility or cleanup site in the Envirostor database. The subject property is not listed on the SWRCB GeoTracker database or on the Envirostor database.

The City of Los Angeles Department of Building and Safety (LADBS) was contacted on February 11, 2015 regarding the subject property. Mr. Alex Moffat with LADBS indicated that information could not be provided over the phone. Rincon submitted a Research Request Form for building permits and other records via fax. However, as of the date of this report these records have not been provided to Rincon.

INTERVIEWS WITH OTHERS

Rincon did not attempt to interview neighboring property owners or others as part of this research effort.

SITE RECONNAISSANCE

Rincon Consultants performed a reconnaissance of the subject property on February 5, 2015 accompanied by George Stavaris, Partner with Triniti Partners (the real estate representative). The purpose of the reconnaissance was to observe existing subject property conditions and to obtain information indicating the presence of recognized environmental conditions in connection with the property.

METHODOLOGY AND LIMITING CONDITIONS

The site reconnaissance was conducted by 1) observing the subject property from public thoroughfares, 2) observing the adjacent properties from public thoroughfares, 3) observing the interior of the onsite structures, 4) observing the exterior of the structures, 5) backtracking to correlate exterior features with interior features, as necessary, 6) observing the subject property from roads and walking paths.

CURRENT USE OF THE PROPERTY AND ADJACENT PROPERTIES

The subject property is currently developed with a Denny's restaurant and associated parking lots. Properties in the vicinity of the subject property include an apartment complex to the north, single family homes to the east, commercial businesses (including auto repair businesses) to the south across Foothill Boulevard and commercial businesses to the west across Plainview Avenue and Foothill Boulevard.

PAST USE OF THE PROPERTY AND ADJACENT PROPERTIES

Based on our site reconnaissance, former past uses at the subject property and adjacent properties are not readily apparent. However, Mr. Stavaris indicated that the subject property has been in use as a diner/restaurant since at least the 1970s.

CURRENT OR PAST USES IN THE SURROUNDING AREAS

The subject property is surrounded by residential and commercial land uses as detailed in the Site Description section of this report. Past uses of the surrounding area are not readily apparent based on the site reconnaissance.

GEOLOGIC, HYDROGEOLOGIC, HYDROLOGIC AND TOPOGRAPHIC CONDITIONS

Geologic, Hydrogeologic, Hydrologic and topographic information are as previously stated in the Physical Settings Section of this report.

GENERAL DESCRIPTION OF STRUCTURES

Onsite structures are as described previously in the Site Description section of this report.

INTERIOR AND EXTERIOR OBSERVATIONS

Storage Tanks

During the site reconnaissance, above-ground storage tanks or evidence of underground storage tanks were not observed.

Drums

During the site reconnaissance, storage drums were not observed.

Hazardous Substances and Petroleum Products

Small quantities of various cleaning products were observed in a storage closet located near the kitchen. In addition, one container of used cooking oil was observed in the kitchen area. A Denny's representative indicated that the used cooking oil is picked up and disposed offsite by

a grease disposal company. No other hazardous substances or petroleum products were observed. Rincon did not observe indications of releases from these containers.

Unidentified Substance Containers

Unidentified substance containers or unidentified containers that might contain hazardous substances were not observed during the site reconnaissance.

Odors

During the site reconnaissance, Rincon did not identify any strong, pungent, or noxious odors.

Pools of Liquid

During the site reconnaissance, Rincon did not identify any pools of liquid including standing surface water. In addition, sumps containing liquids likely to be hazardous substances or petroleum products were not observed.

Indications of Polychlorinated Biphenyls (PCBs)

During the site reconnaissance, Rincon observed two pole-mounted transformers, one located along Plainview Avenue and one located along Wilsey Avenue. There was no indication of releases in the vicinity of the transformers.

Other Conditions of Concern

During the site reconnaissance Rincon did not note any of the following:

- clarifiers and sumps
- degreasers/parts washers
- pits, ponds, and lagoons
- stressed vegetation
- solid waste/debris
- waste water
- wells
- septic systems/effluent disposal system

Stained Pavement – Stained pavement was noted in the parking lot area. Staining appeared to be from vehicles that use the parking lot area.

Cleaning Washout Sink – During the site reconnaissance, Rincon observed a washout sink located in the kitchen area of the Denny's Restaurant. A Denny's representative indicated that the washout sink is used for cleaning purposes including disposing of water/cleaning product mixtures used to clean the floors. The Denny's representative indicated the washout sink is connected to the sewer system.

EVALUATION

FINDINGS

No known or suspect environmental conditions associated with the property were identified during the preparation of this Phase I ESA.

OPINIONS

The subject property was formerly an orchard in at least 1928:

- ***Former use of the subject property for agricultural purposes*** – According to the historical resources reviewed, the subject property appears to have been in use as an orchard in at least 1928. Based on the length of time since the property was utilized for agriculture and the fact that the subject property has been graded and developed with hardscape, the former use of the subject property for agricultural purposes is considered a de minimis condition which is defined pursuant to ASTM E 1527-13 as "*a condition that generally does not present a threat to human 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. Conditions determined to be de minimis conditions are not recognized environmental conditions nor controlled recognized environmental conditions*".

One adjacent property was listed in one of databases searched by EDR:

- ***NS Auto -7572 Foothill Blvd.***: NS Auto was formerly located about 100 feet south of the subject property (across Foothill Boulevard) and was listed in the EDR Historical Auto Stations database. The EDR Historical Auto Stations database listings are obtained from EDR's review of city directory and business directory listings. According to the EDR report, NS Auto occupied this adjacent property in at least 2003. No releases are reported for this adjacent site by EDR. The listing of this adjacent property in the EDR Historical Auto Stations database is not indicative of a release of hazardous materials on the adjacent property. However, even if a hazardous material release has occurred at this adjacent site, based on the distance from the subject property (about 100 feet across Foothill Boulevard), and the anticipated groundwater flow direction to the west (hydrologically cross-gradient to the subject property), this adjacent site is not expected to be adversely affect soil or groundwater beneath the subject property. The presence of this adjacent site is considered a de minimis condition.

One nearby property was listed in the leaking UST database:

- ***76 Products Station #4595/ TOSCO Corporation #30681/ Union Oil #4595 – 7545 Foothill Blvd.:*** The 76 Products station was located about 150 feet southeast of the subject property and was listed in the leaking UST database. According to the EDR report and GeoTracker, a release of gasoline affected soil beneath the 76 Products site. Reportedly groundwater was not impacted. The release was reportedly discovered in 1993 and the case was closed by the RWQCB in 1999. According to the EDR report, Pete's Union 76 occupied the site through at least 2003 and Pete's Complete Auto Repair occupied the site from 2004 through at least 2012. Based on the anticipated groundwater flow direction to the west, this site is located hydrologically cross gradient to the subject property. Based on the fact that this site was a "soil-only" case, the case was closed by the RWQCB and the anticipated

groundwater flow direction (cross-gradient to the subject property), this nearby leaking UST site is not expected to be adversely affect soil or groundwater beneath the subject property. The presence of this nearby leaking UST site is considered a de minimis condition.

CONCLUSIONS

Rincon has performed a Phase I ESA in general conformance with the scope and limitations of ASTM E 1527-13 for the property located at 7577 Foothill Boulevard, Tujunga, California. This assessment has revealed no evidence of recognized environmental conditions in connection with the property.

RECOMMENDATIONS

Because we have no evidence indicating that the subject property has been impacted by hazardous materials or petroleum products, no additional assessment is recommended.

However, based on our review of historical sources, the existing restaurant structure was built in 1946. Although not considered a recognized environmental condition (REC), pursuant to ASTM E 1527-13, structures constructed prior to 1978 may contain lead based paint (LBP) and structures constructed prior to 1981 may contain asbestos containing building materials (ACBM). Based on the age of the onsite structure, there is the potential that LBP and ACBM were used during the construction of the onsite structure. To determine if LBP and ACBM are present in the onsite structure, LBP and ACBM surveys should be conducted.

DEVIATIONS

A lien search and chain of title review were not completed as part of this assessment. Other deviations from ASTM E 1527-13 Practice were not encountered during the completion of this Phase I ESA.

REFERENCES

The following published reference materials were used in preparation of this Phase I ESA:

Environmental database: Environmental Data Resources (EDR) report dated February 2, 2015.

Geology: California Geologic Survey (CGS), *California Geomorphic Provinces Note 36,* December, 2002; California Department of Water Resources (DWR), *California's Groundwater Bulletin 118*, 2003; Dibblee, T.W., and Ehrenspeck, H.E., *Geologic Map of the Sunland and Burbank (north 1/2) Quadrangles, Los Angeles County, California,* 1991; State of California, Division of Mines and Geology, *Special Studies Zones - Sunland Quadrangle* , January 1, 1979; Regional Water Quality Control Board (RWQCB) online database (GeoTracker).

Groundwater: California DWR, *California's Groundwater Bulletin 118*, 2003; RWQCB online database (GeoTracker).

Topography: USGS topographic map (1995 Sunland Quadrangle)

Oil and gas records: State of California, Division of Oil, Gas and Geothermal Resources website: http://www.consrv.ca.gov/DOG/index.htm.

Aerial photographs: Photos provided by EDR.

City directory listings: Listings provided by EDR.

Historic topographic maps: Maps provided by EDR.

SIGNATURES OF ENVIRONMENTAL PROFESSIONALS

The qualified environmental professionals that are responsible for preparing the report include Sarah Larese and Walt Hamann. Their qualifications are summarized in the following section.

"We declare that, to the best of our professional knowledge and belief, we meet the definition of Environmental Professional 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 appropriate inquiries in conformance with the standards and practices set forth in 40 CFR Part 312."

Signature	Date
Walt Hamann, PG, CEG, CHG	Vice President
Name	Title
Signature	Date
Sarah A. Larese	Senior Environmental Scientist
Name	Title

QUALIFICATIONS OF ENVIRONMENTAL CONSULTANTS

The environmental consultants responsible for conducting this Phase I ESA and preparing the report include Sarah Larese, Tricia Ainsworth, Kristin Roberts and Walt Hamann. Their qualifications are summarized below.

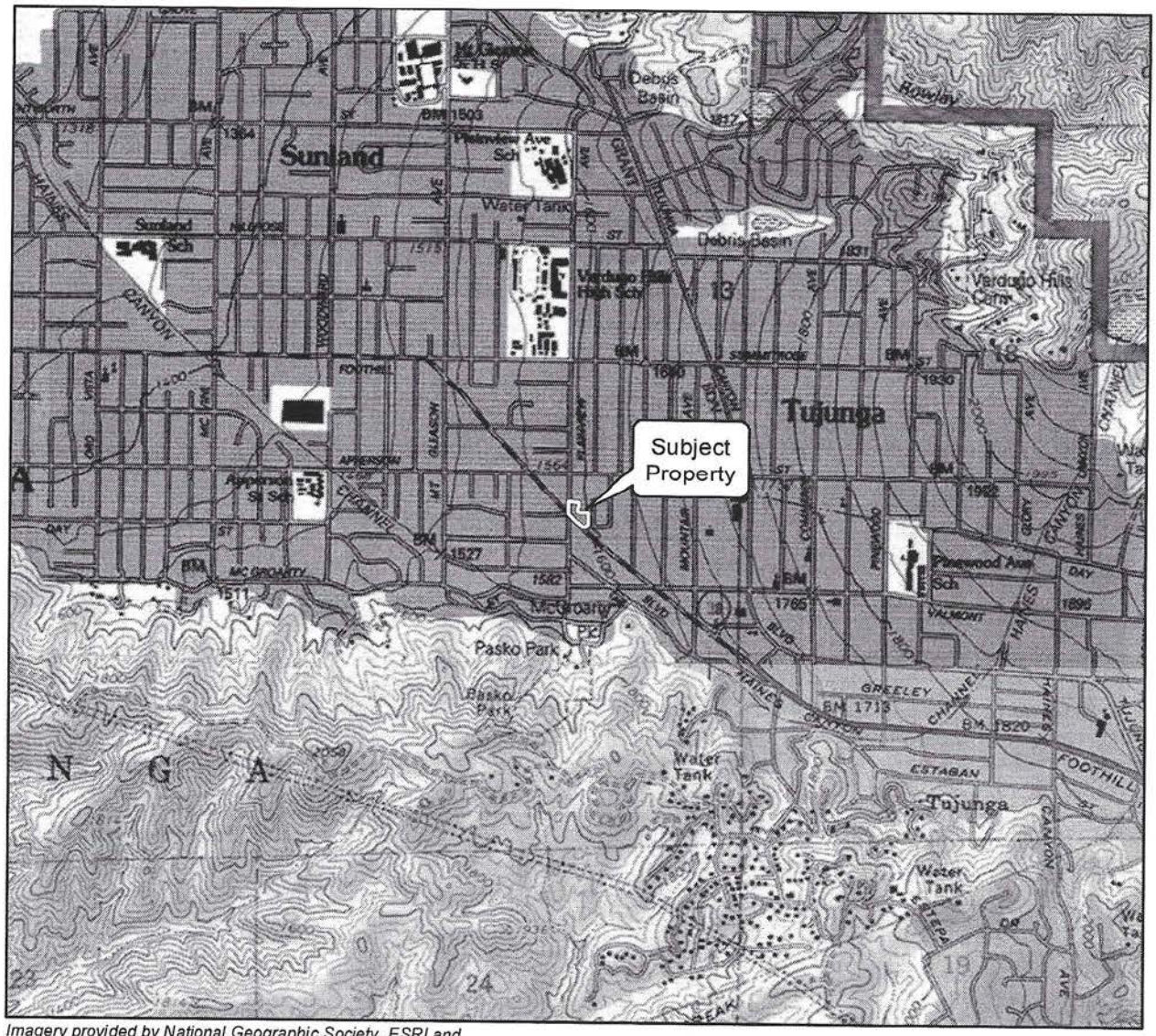
Environmental Professional Qualifications	X2.1.1 (2) (i) - Professional Engineer or Professional Geologist License or Registration, and 3 years of full-time relevant experience	X2.1.1 (2) (ii) - Licensed or certified by the Federal Government, State, Tribe, or U.S. Territory to perform environmental inquiries	X2.1.1 (2) (iii) – Baccalaureate or Higher Degree from and accredited institution of higher education in a discipline of engineering or science and the equivalent of 5 years of full-time relevant experience	X2.1.1 (2) (iii) – Equivalent of 10 years of full-time relevant experience
Walt Hamann	PG, CHG, CEG		MS Geology	30 years
Sarah Larese			BA Environmental Studies	16 years
Tricia Ainsworth			BS Environmental Engineering	15 years
Kristin Roberts			BS Soil Science	3 years

Walt Hamann, PG, CEG, CHG, is a Principal and Senior Geologist with Rincon Consultants. He holds a Bachelor of Arts degree in geology from the University of California, Santa Barbara and a Master of Science degree in geology from the University of California, Los Angeles. He has over 30 years of experience conducting assessment and remediation projects and has prepared or overseen the preparation of hundreds of Phase I and Phase II Environmental Site Assessments throughout California. Mr. Hamann is a Professional Geologist (#4742), Certified Engineering Geologist (#1635), and Certified Hydrogeologist (#208) with the State of California.

Sarah A. Larese is a Senior Environmental Scientist with Rincon Consultants. She holds a Bachelor of Science degree in environmental studies from the University of California, Santa Barbara, California. Ms. Larese has experience in development, implementation and project management of environmental assessment and remediation projects, especially relating to underground storage tanks. Ms. Larese's responsibilities at Rincon include implementation of Phase I and II Environmental Site Assessments as well as conducting site remediation field activities and preparation of environmental reports. She has 16 years of experience conducting research, assessment and remediation projects.

Tricia Ainsworth is an Environmental Engineer with Rincon Consultants. She holds a Bachelor of Science degree in environmental engineering from California Polytechnic State University, San Luis Obispo. Ms. Ainsworth has experience with regulatory compliance and reporting in the fields of air, water, and hazardous waste management, as well as environmental assessment and remediation of soil and groundwater. Ms. Ainsworth's responsibilities at Rincon include implementation of site assessments and development of site remediation programs within the Environmental Site Assessment and Remediation Group. Ms. Ainsworth is a certified Engineer-in-Training (#XE105131) with the State of California.

Kristin Roberts is an Environmental Scientist with Rincon Consultants. She holds a Bachelor of Science degree in Soil Science with a concentration in Land Resources from California Polytechnic State University of San Luis Obispo. Ms. Roberts supports and manages SWPPP compliance services and conducts environmental Phase I and Phase II assessments for various project assignments within the Environmental Site Assessment and Remediation Group. Ms. Roberts is a Certified Professional in Erosion and Sediment Control (CPESC #7494) and Qualified SWPPP Practitioner and Developer (QSP/D #24530)

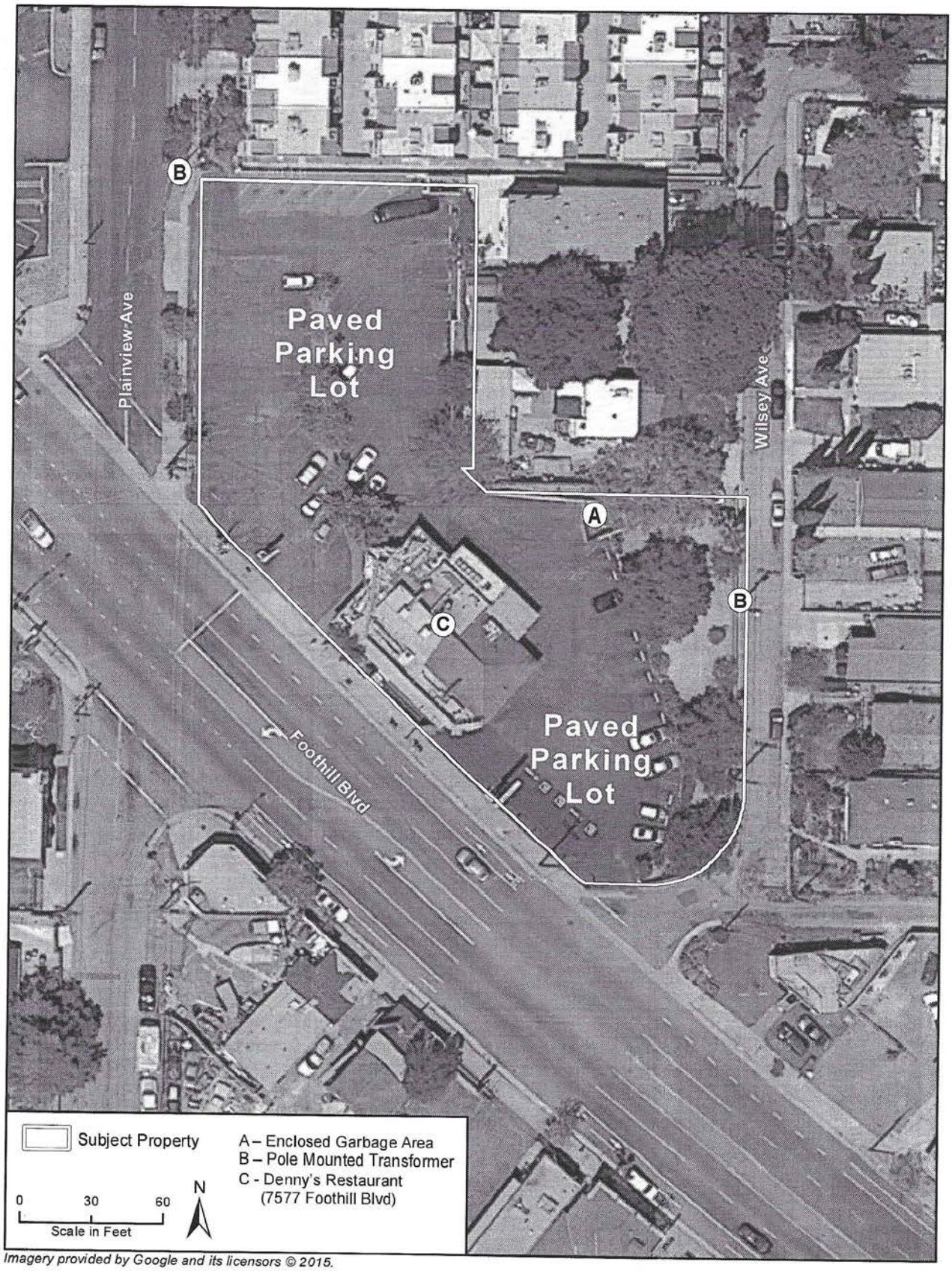


Imagery provided by National Geographic Society, ESRI and its licensors © 2015. The topographic representation depicted in this map may not portray all of the features currently found in the vicinity today and/or features depicted in this map may have changed since the original topographic map was assembled.

Vicinity Map

Figure 1

Rincon Consultants, Inc.

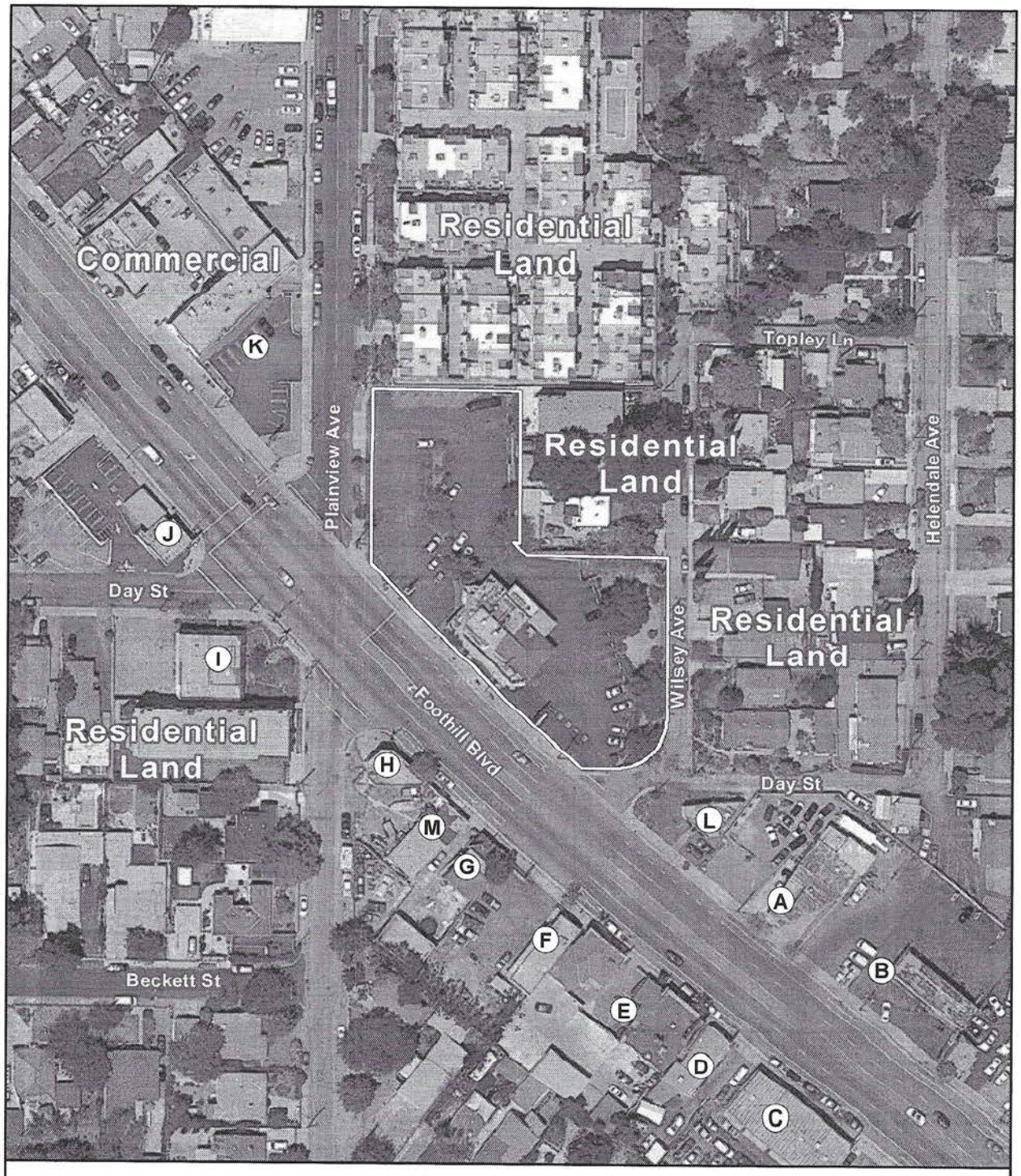


Imagery provided by Google and its licensors © 2015.

Site Map

Figure 2

Rincon Consultants, Inc.



Subject Property

0 60 120
Scale in Feet

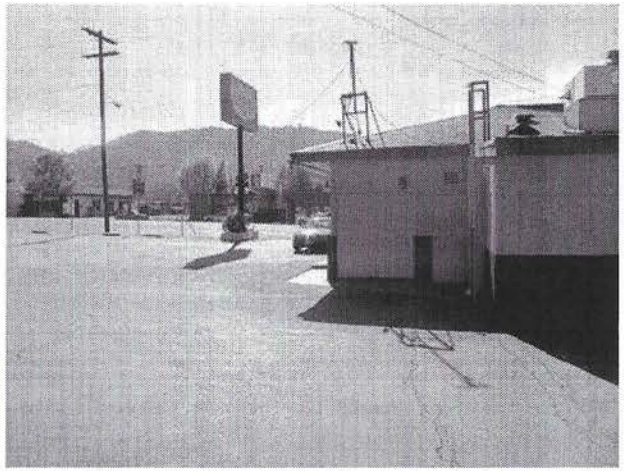
N

A – VGA Motors (7545 Foothill Blvd)
B – Pacoima Motors (7529 Foothill Blvd)
C – Auto Service (7538 Foothill Blvd)
D – El Mar Upholstery Cars and Boats (7550 Foothill Blvd)
E – Auto Body and Painting/Detailing (7558 Foothill Blvd)
F – Sunland Printing (7566 Foothill Blvd)
G – Air Supply Duct Supply (7568 Foothill Blvd)
H – Modest Fly Art (7576 Foothill Blvd)
I – Antique Store (7610 Day St)
J – Tommy's Hamburgers (7606 Foothill Blvd)
K - City Market Liquor (7611 Foothill Blvd)
L - Slater Realty (7561 Foothill Blvd)
M - Advanced Pool & Spa (7572 Foothill Blvd)

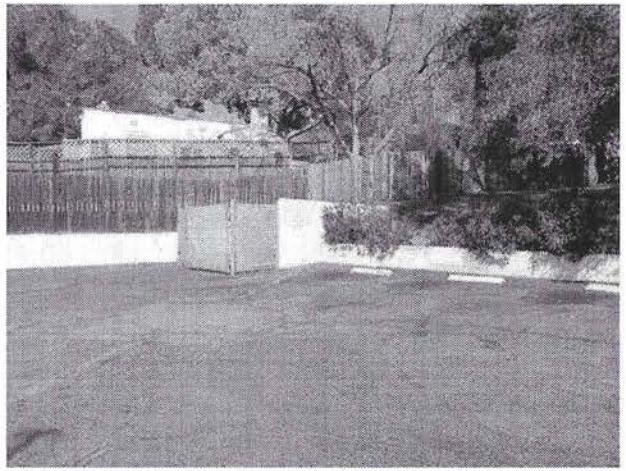
Adjacent Land Use Map

Figure 3

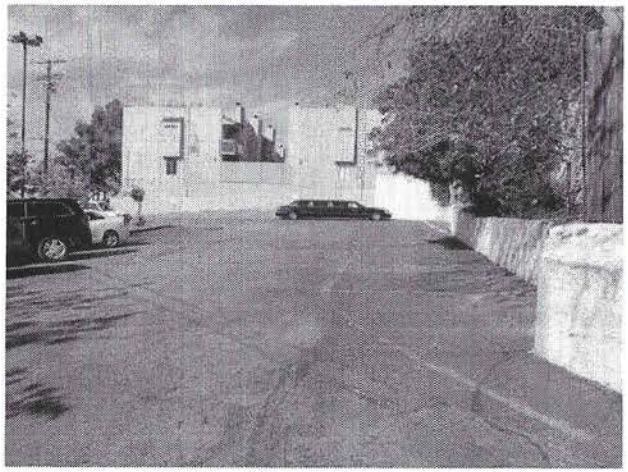
Photograph 1. View of the central southern portion of the subject property, facing northwest.



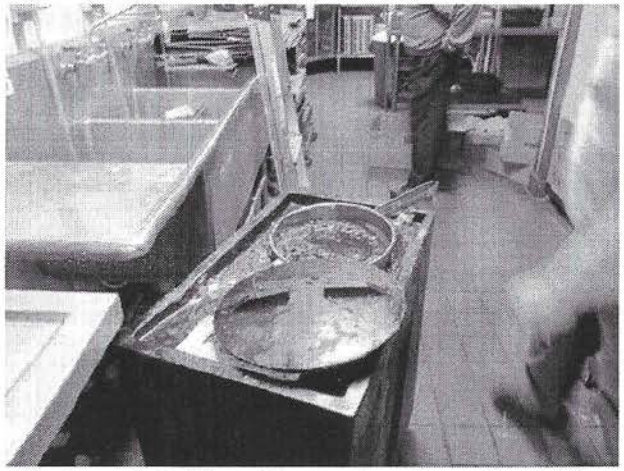
Photograph 2. View of the southern-southeastern portion of the subject property, facing south.



Photograph 3. View of the northeastern portion of the subject property with enclosed garbage area, facing north.



Photograph 4. View of the northern portion of the subject property followed by northern adjacent apartment complex, facing north.



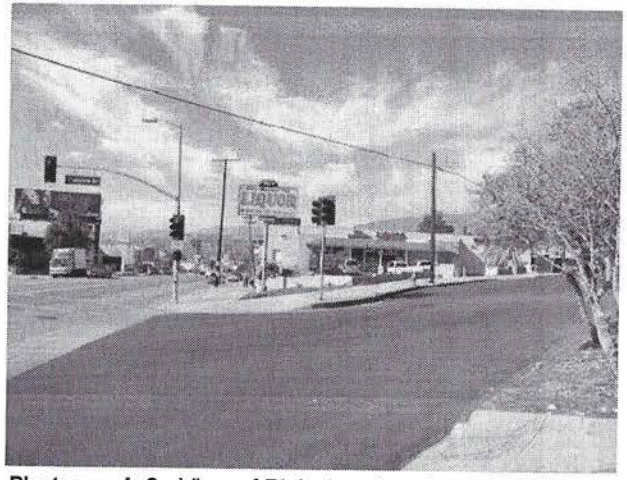
Photograph 5. View of the used cooking oil located in the kitchen area of the Denny's Restaurant.

Photograph 6. View of the washout sink located in the kitchen area of the Denny's Restaurant.

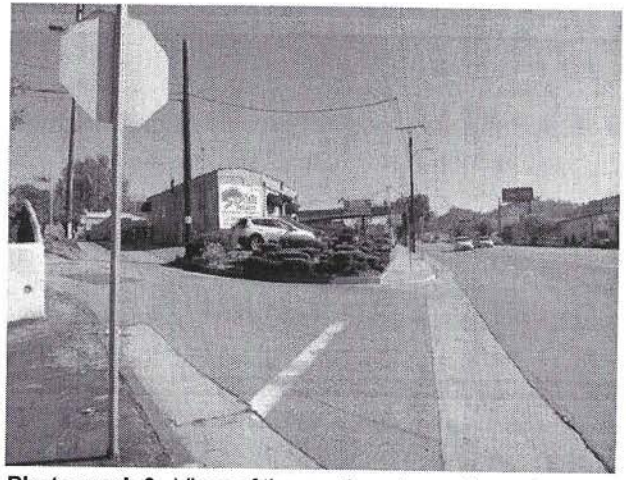
Site Photographs

Figure 4

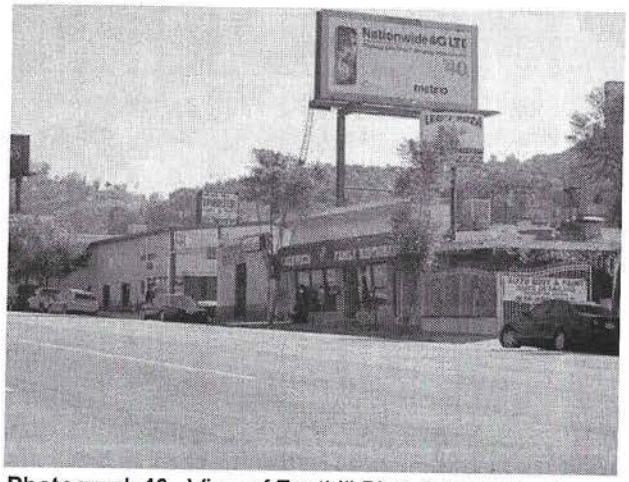
Photograph 7. View of the storage supply closet with small quantities of cleaning product in the Denny's Restaurant.



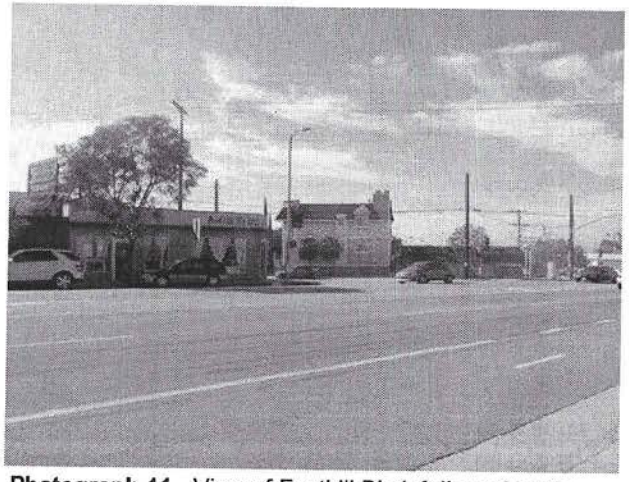
Photograph 8. View of Plainview Ave. followed by the northwestern adjacent City Market Liquor, facing northwest.



Photograph 9. View of the southeastern adjacent commercial business (Slater Reality - 7561 Foothill Blvd.) followed by VGA Motors (7545 Foothill Blvd.), facing southeast.



Photograph 10. View of Foothill Blvd. followed by the southern adjacent commercial businesses, facing southeast.



Photograph 11. View of Foothill Blvd. followed by the southwestern adjacent commercial businesses, facing southwest.

Photograph 12. View of the Foothill Blvd., Day St. and Plainview Ave. intersection followed by the western adjacent commercial businesses, facing west.

Site Photographs

EXHIBIT C

PHOTOS

PHOTO SURVEY MAP

7577 FOOTHILL BLVD TUJUNGA, CA 91042

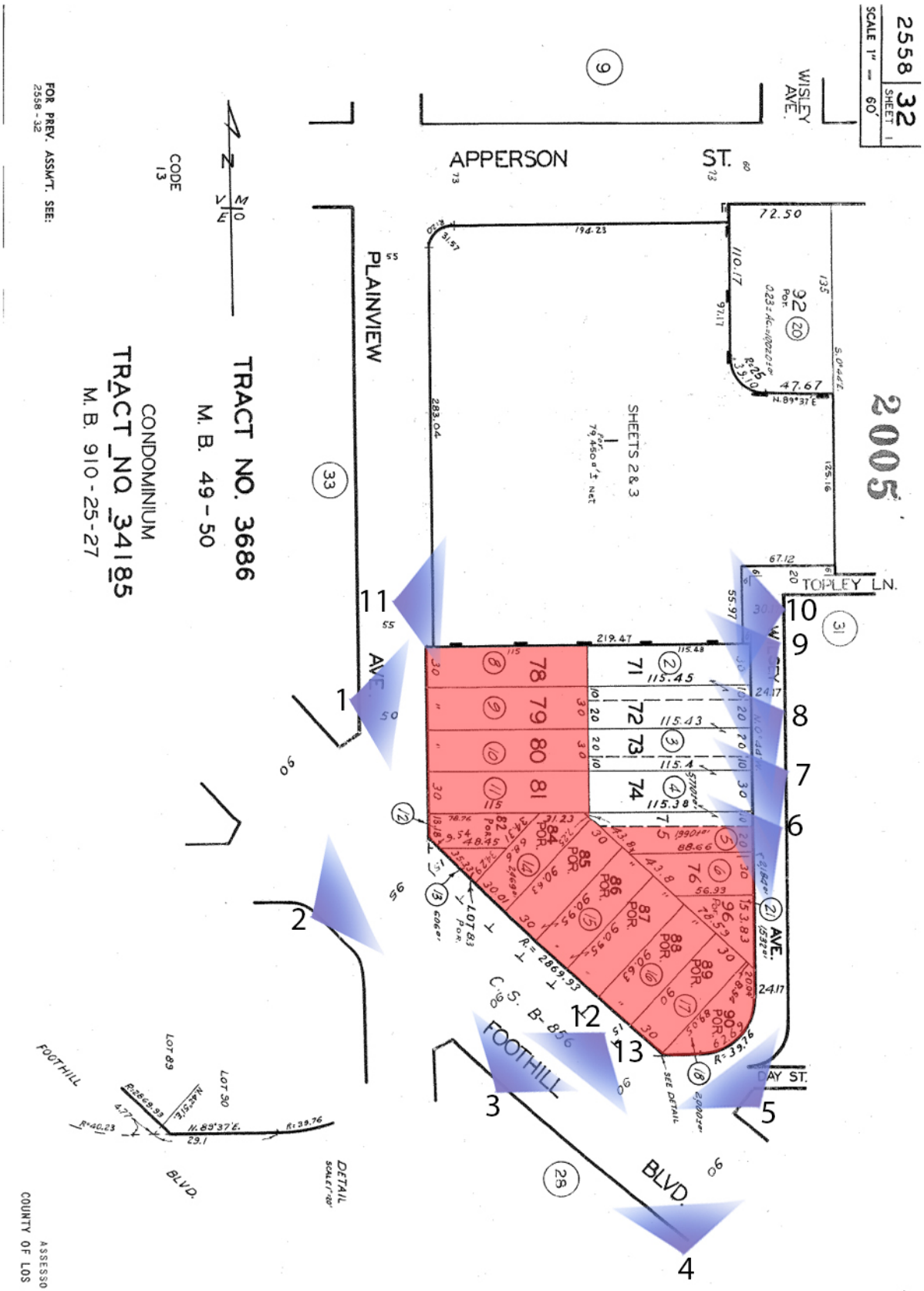


PHOTO SURVEY MAP

7577 FOOTHILL BLVD TUJUNGA, CA 91042

1. 7577 FOOTHILL BLVD, TUJUNGA, CA 91042

2. 7577 FOOTHILL BLVD, TUJUNGA, CA 91042

PHOTO SURVEY MAP

7577 FOOTHILL BLVD TUJUNGA, CA 91042

3. 7577 FOOTHILL BLVD, TUJUNGA, CA 91042

4. 7577 FOOTHILL BLVD, TUJUNGA, CA 91042

PHOTO SURVEY MAP

7577 FOOTHILL BLVD TUJUNGA, CA 91042

5. 7577 FOOTHILL BLVD, TUJUNGA, CA 91042

6. 7577 FOOTHILL BLVD, TUJUNGA, CA 91042

PHOTO SURVEY MAP

7. 10221 WILSEY AVE. TUJUNGA, CA 91042 (adjacent property)

8. 10227 WILSEY AVE. TUJUNGA, CA 91042 (adjacent property)

PHOTO SURVEY MAP

9. 10229 WILSEY AVE. TUJUNGA, CA 91042 (adjacent property)

10. 10260 PLAINVIEW AVE. TUJUNGA, CA 91042 (adjacent property)

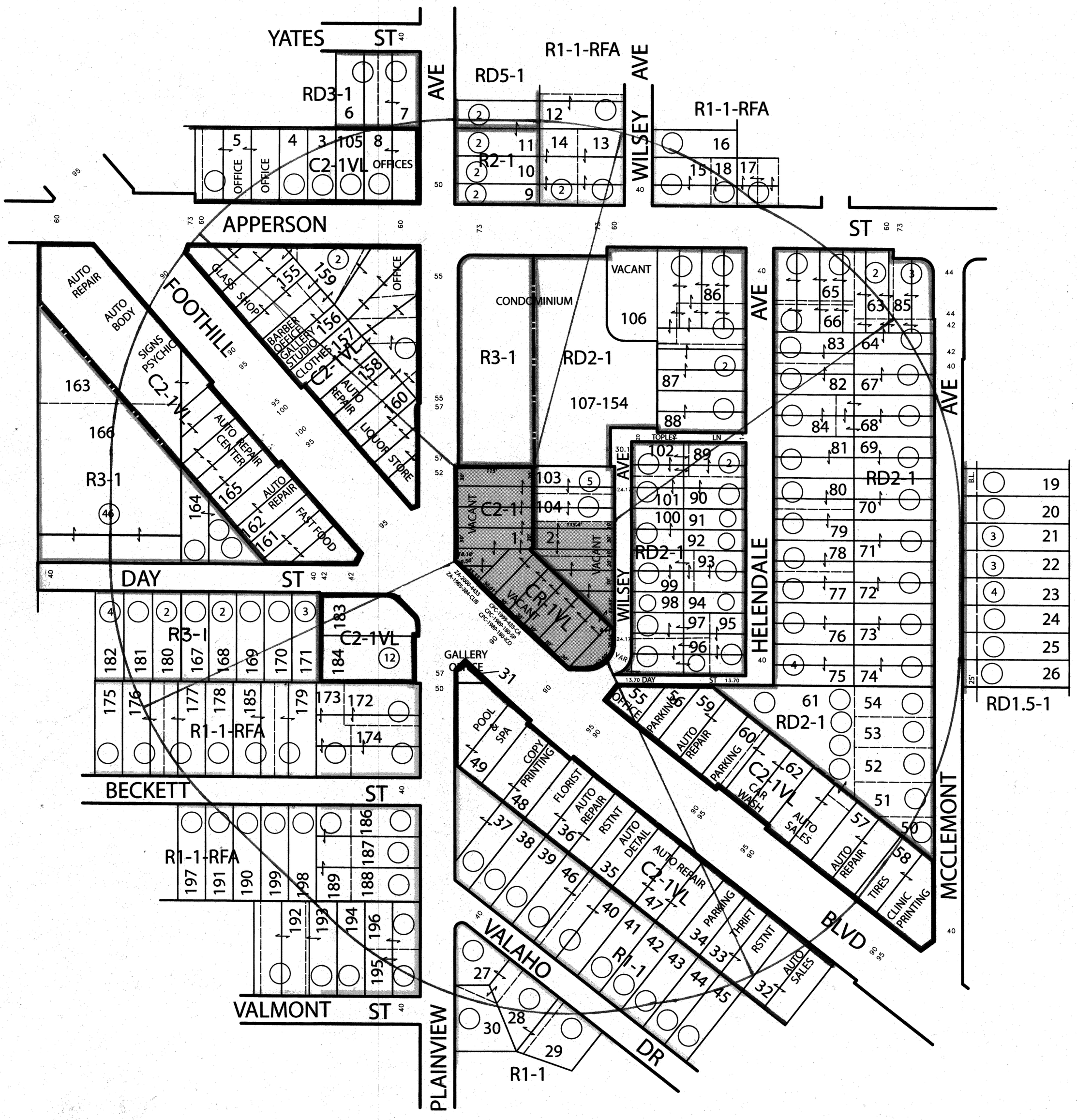
PHOTO SURVEY MAP

11. 10260 PLAINVIEW AVE. TUJUNGA, CA 91042 (adjacent property)

12. -13. 7568-7578 FOOTHILL BLVD. TUJUNGA, CA 91042 (across Foothill)

EXHIBIT D

MAPS



DENSITY BONUS-OFF MENU / SPECIFIC PLAN AMENDMENT
PROJECT PERMIT COMPLIANCE

QMS Quality Mapping Service

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

THOMAS BROTHERS
Page: 503 **Grid:** J-4

ASSESSOR PARCEL NUMBER: 2558-032-(004,006,008-018,021)

SITE ADDRESS: 10211-10217 WILSEY AVE
10222-10230 N. PLANVIEW AVE
7569-7583 W. FOOTHILL BLVD

LEGAL

LOT: POR 73, 74-76,78-90,96
TRACT: 3686 M.B. 49-50

CD: 7
CT: 1012.10
PA: SUNLAND-TUJUNGA
LAKE VIEW TERRACE
SHADOW HILLS-
EAST LA TUNA CANYON
USES: FIELD/RECORD

CASE NO:
SCALE: 1" = 100'
D.M.: 204A197,204B197

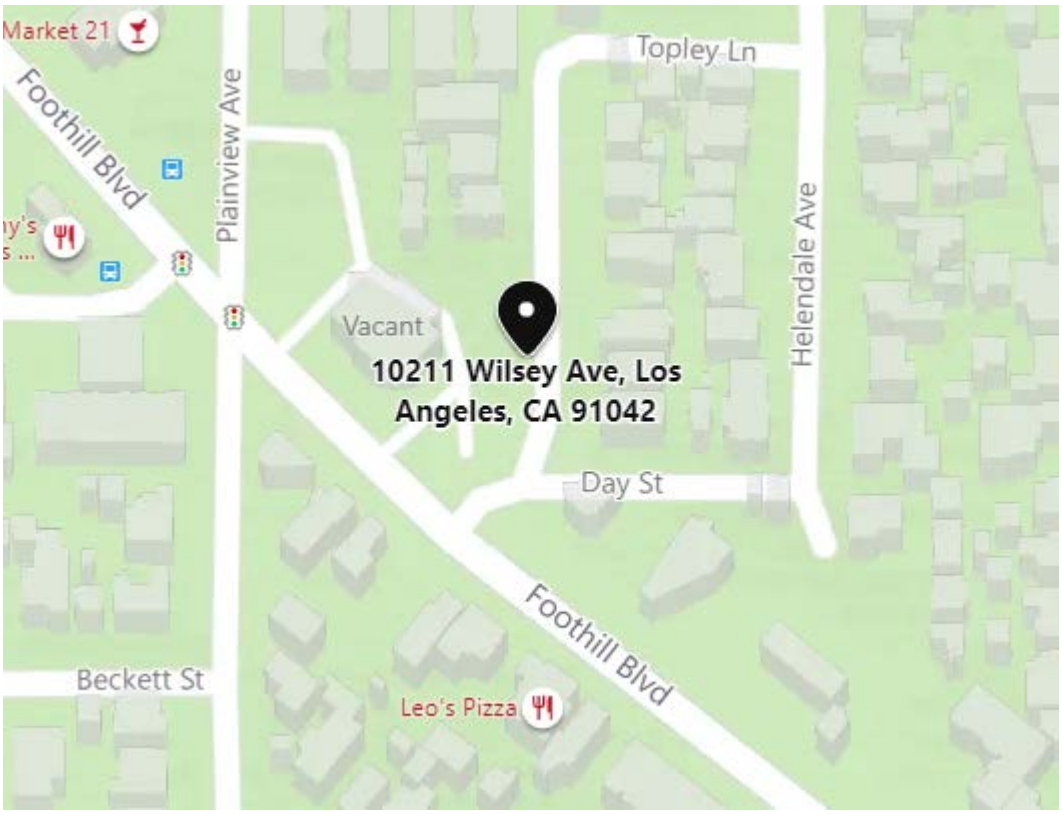
CONTACT: MAYER BROWN
PHONE: 213-229-5162

NORTH

DATE: 08-04-2021
Update:

NET AC: 1.048 +/-
QMS: 21-207

Vicinity Map



Address: 10211-10217 WILSEY AVE
10222-10230 N PLAINVIEW AVE
7569-7583 W FOOTHILL BLVD

QMS # 21-207

EXHIBIT E

PUBLIC COMMENTS

September 8, 2023

More Song, City Planner

more.song@lacity.org

Department of City Planning

200 North Spring Street Room 763 Los Angeles, CA 90012

RE: Case Number CPC-2021-9909-DB-SP-SPP-HCA Environmental Case Number ENV-2021-9910-CE

Dear Ms. Carter;

I am a property owner and stakeholder in the community of Tujunga. My residence is within 500 feet of the property involved in this project.

I OBJECT TO THE FOLLOWING:

The project is excessive for the surrounding single family residential neighborhood of two-bedroom homes built in the 1930's. The waivers and incentives are designed to circumvent the community's anti-mansionization regulations, and the Foothill Boulevard Corridor Specific Plan.

I do not want this to be built here. Please conduct an in-depth traffic control study to determine the extent of rush hour traffic increase on Foothill Blvd and the increase of the air pollution and noise during rush hour morning and evening.

I leave at 7:30 am to go to work up Foothill and I have to wait for all the traffic and it takes 5 to 10 minutes to get a clear path to cross over the Blvd. to go up Foothill. Also note that the Residential streets immediately East of this project are extremely narrow eg. Day Street is 12 feet wide curb to curb so is Topley Lane. Wilsey Avenue is less than 19 feet curb to curb with 10 permitted parking spaces on East side of the street only.

Plainview is the only adjacent street, wide enough for 2 way traffic and parking on both sides of the street. The existing apartments 10260 Plainview and 10229 Wilsey Ave were built with less than sufficient parking spaces on their properties to accommodate the tenants' cars so all the existing parking is taken up. It is very hard to get onto Apperson from Helendale to go up or down the street. You have to wait quite a while to get a clear shot at entering the street. I very much object to the building of this complex due to the parking situation, traffic, overcrowding on the streets.

reets and when started, the shaking of the ground will affect the houses above the construction causing cracking and some walls to collapse. Where will all the construction people park when the project starts.

Most of the parking is already taken up on the surrounding street. I think there is other areas that could accommodate a project like this one just not here. I will also point out there has been alot of traffic accidents and pedestrian fatalities on Foothill Blvd. both up and down the streets and this will only get worse with the project.

Please help me and my neighbors to stop this developer's 2nd attempt to undermine our community's lifestyle. Thank you for reviewing my comments and concerns and understanding my distress over this planned project.

Sincerely,

Brenda Barboni
10222 WILSEY AVE
TUJUNGA, CA 91042
818-417-8556

Michelle Carter <michelle.carter@lacity.org>

7577 Foothill Blvd CPC-2021-9909-DB-SPP-HCA

Pati Potter <patip91040@ca.rr.com> Fri, Apr 28, 2023 at 2:18 PM
To: "michelle.carter@lacity.org" <michelle.carter@lacity.org>

I am sorry on the wording I used in the hearing on 4/25. I get tongue tied and could not think of the property terminology, so I said Special entitlements or maybe I said Treatment. I did not mean that this project was getting any special treatment, but all projects are getting bonus particularly for parking.
My objection is that the City is allowing less parking which will force this residence and their guest to find parking on an already crowed street. This may mean people will park on Wilsey Ave (aka Topley Ln) a VERY narrow street just to the east of this project. That street cannot handle parking on both sides of the street. 1 space for a 1 bedroom, married couples don't bother to rent!

Not sure what was said about the sidewalk, but it needs to be at least the same width as the side walk in front of the townhomes to the north of this site.

Do we really need more apartments as many said n the meeting, they are not aware of the recently finished or still in construction of apartment buildings in Tujunga.

And can there be put in whatever determination these is to be that these unit can never be turned over to Homekey project of LA Housing such as the brand new apartment building at 10140 Hillhaven, Tujunga

Thank you
Pati Potter
Sunland resident

More Song <more.song@lacity.org>

7577 Foothill Blvd CPC-201-9909-DB-SP-SPP-HCA and ENV-2021-9910-CE

1 message

William H Daffer <whdaffer@gmail.com> Tue, Sep 12, 2023 at 5:19 PM
To: more.song@lacity.org
Cc: William H Daffer <william_daffer@yahoo.com>

Greetings.

I am a resident of Tujunga CA, and I'm concerned about the proposal for the plans for 7577 Foothill Blvd, Tujunga CA, 91042. I would like to attend the City Planning Commission meeting that will be discussing this property.

My concerns are the variances being requested as to setback and height, I believe they will be disruptive of the locale and see no reason why they should be granted.

Respectfully;
William H. Daffer
william_daffer@yahoo.com

More Song <more.song@lacity.org>

The proposed apartment complex replacing the Denny's Restaurant on Plainview/Foothill Blvd., Tujunga

1 message

editor thefoothillspaper.com <editor@thefoothillspaper.com> Wed, Sep 13, 2023 at 1:09 PM
To: "more.song@lacity.org" <more.song@lacity.org>

I just received notice that the developer/owner of this parcel is asking for variances on the building height, space from the sidewalks and amount of bonified parking for the development. The building looks like what was developed in Old Town Pasadena, but there, they also widened the streets, and increased the amount of pedestrian access & egress.

I want to go on record as to denying the proposed variances and keep the structure as OKed by the LA City planning commission.

Yours in service,

David Doc DeMulle'
Editor
The Foothills Paper

818.951.0943

More Song <more.song@lacity.org>

Case Number CPC-2021-9909-DB-SP-SPP-HCA Environmental Case Number ENV-2021-9910-CE

1 message

Susan Denning <huroniroquios1946@gmail.com> Tue, Sep 5, 2023 at 4:37 PM
To: "more.song@lacity.org" <more.song@lacity.org>

September 5, 2023

TO: More Song
City Planner
more.song@lacity.org
(213)978-1319
200 North Spring Street, Room 763
Los Angeles, CA 90012

FROM: Susan Denning
huroniroquios1946@gmail.com
(818)951-3198
10208 Wilsey Avenue
Tujunga, CA 91042

RE: Case Number CPC-2021-9909-DB-SP-SPP-HCA
Environmental Case Number ENV-2021-9910-CE

I am a property owner and stakeholder in the community of Tujunga. My residence faces the property involved in this project.

MY OBJECTIONS ARE AS FOLLOWS:

1. The project scope is excessive for the surrounding single family residential neighborhood of two-bedroom homes built in the 1930's. The structure design appears to have come from 1950's prison designs and only needs razor wire and armed guards on the roof.

2. The waivers and incentives are designed to circumvent the community's anti-mansionization regulations and the Foothill Boulevard Corridor Specific Plan.

2.A. Please reduce the proposed height to no more than 33 feet. Please require the setbacks along Foothill, Wilsey and Plainview to remain at 15 feet and the building separations to remain at 54 feet.

2.B. . Please reduce the number of units to under 35. This should allow for approximately 70 tenants with one parking place per tenant to conform with the current need for each tenant to have private transportation to/from work and other activities. The above should reduce the stress of weight from this masssive structure on our hillside which lies on an earthquake fault.

2.C. Finally the above will create a structure that complements the existing apartments at 10260 Plainview adjacent to the current empty lot at 7577 West Foothill Blvd.

3. Please conduct an in-depth traffic control study to determine the extent of rush hour traffic increase on Foothill Boulevard and the increase of air pollution..

3.A. The residential streets immediately east of this project are extremely narrow, e.g. Day Street is 12 feet wide curb-to-curb so is Topley Lane; Wilsey Avenue is less that 19 feet curb-to-curb with 10 permitted parking spaces on the east side of the street only.

3.B. The existing apartments at 10260 Plainview and 10229 Wilsey Avenue were built with less than sufficient parking spaces on their properties to accommodate the tenants' cars, so the existing legal street parking is already used up by these cars.

4. There are two (2) fifty plus year old California oaks, an endangered species, on the property which are protected and should be considered in any plans for this property. THAT DOES NOT MEAN REMOVE THEM.

5. Require replacement of the existing walls and fence on the east and north sides of the property with a six foot cinderblock wall topped with a two foot wrought iron fence. This will prevent unauthorized access between the property and the residences adjacent to it.

RECOMMENDED ALTERNATIVES: Replace the front residential units on Foothill Boulevard with a two-story commercial section: ground floor with a coffee shop and laundromat open to the public on Foothill; second floor a gym with sections for yoga, exercise machines, kids trampolines, golf practice and massage therapy open only to tenants who pay an use fee. This would conform to the zoning requirements currently in place and provide extra revenue to cover staffing and security for the building.

Thank you for listening and representing Sunland-Tujunga stakeholders in decisions that impact our lives and the generations to come. I agree that we need more housing, but not a dangerous monstrosity of overdevelopment.

SUSAN DENNING

cc: Sierra Club Angeles Chapter
3250 Wilshire Blvd., #1106
Los Angeles, CA 90010
c/o Chair, Fred Dong
madelinesdad@earthlink.net

Monica Rodriguez
Council District 7
c/o Ricardo Flores
ricardo.x.flores@lacity.org

Sunland-Tujunga Neighborhood Council
District 3
c/o Jon von Gunten
jon@globescope.us

More Song <more.song@lacity.org>

7577 Foothill Blvd at Plainview Ave. Tujunga

1 message

Donald Dunham <donmar4@ca.rr.com> Thu, Sep 14, 2023 at 2:03 PM
To: more.song@lacity.org

Re: Case **#CPC**-2021-9909-DB-SP-SPP-HCA and ENV-2021-9910-CE

Hello. I live on Art Street in the Shadow Hills area of Sunland (just a couple of miles from the above property and drive by there constantly. I understand that there is a new permit request for the above property where Denny's used to be. I would love to have another Denny's or any nice restaurant for that matter at this location again.

I am bothered by the change in the set back requirements. They should not be narrowed. All the towns in this country and (Western Europe) that are pleasant, have lots of foot traffic and (sometimes even) narrower streets and have less problem with speeding cars have nice wide sidewalks.

We should strive for that here.

Donald Dunham, Esq.
(818) 446-0457

Sunland-Tujunga Neighborhood Council

Certified May 27, 2003

***P.O. Box 635 • Tujunga, CA 91043-0635 • 818-951-7411 •* Website: stnc.org**

February 10, 2022

Via: Email

Los Angeles City Planning Department
Attn: City Planners
Phillip Bazan – phillip.bazan@lacity.org
Eric Claros – eric.claros@lacity.org
Expedited Processing Section – planning.expedited@lacity.org

RE: Case #CPC-2021-9909-DB-SP-SPP-HCA AND ENV-2021-9910-EAF
7577 West Foothill Blvd. Tujunga, CA 91042
NON-SUPPORT OF PROJECT: Proposed 46-unit, 42-foot tall Multi-Family Apartment building located in the Foothill Blvd Corridor Specific Plan C2-1, CR-1VL & RD2-1 zones.

Summary: The Sunland-Tujunga Neighborhood Council (STNC) Land Use Committee (LUC) met with the owner's representative, Edgar Khalatian, at our January 10, 2022 public meeting. Mr. Khalatian gave a power point presentation.

The Sunland Tujunga Neighborhood Council strongly opposes this proposed project for the following reasons:

- **Request for a Specific Plan Amendment & Special Plan Project Permit Compliance:** The project violates the commercial-only provisions of the Foothill Boulevard Corridor Specific Plan (FBCSP), does not meet the needs of the community, requests numerous changes and entitlements to enable building the project and would negatively impact the quality of life and the safety of the neighboring community. It should be noted that the project is prohibited under the commercial-only provisions of the FBCSP. The developer is requesting an amendment to the FBCSP to create a new target area to allow for residential construction. This would create an undesirable precedent.

- **Community concerns:** Sunland-Tujunga needs commercial development to provide new jobs, small business opportunities, and entertainment venues such as restaurants for the community. The community is concerned that this developer has not made any arrangements for developing appropriate improvements to the infrastructure, such as water, sewage, electricity, adequate emergency fire evacuation routes, traffic and adjacent traffic / parking congestion. The small-town nature of this community and the mountain views are all valuable aspects of Sunland-Tujunga and protected by zoning overlays. The size and density of this project will tower over the three street intersections of Plainview Avenue, Foothill Boulevard and Day Street and will block the mountain and Valley views for surrounding properties – which the community insists is the unique quality and basis of their property value. The increased density, without adequate study and without infrastructure improvements will diminish the enjoyment of the neighboring properties and decrease property values for the current residents and property owners.

- **Traffic, Parking and Safety Concerns:** The streets around the project are narrow. No accommodation for guest parking has been made except to say the guest can park on Wilsey which already is over- crowded with very limited city street parking; and yet the developers have not included improvements to ameliorate this problem. Further, Plainview, Foothill and Day Street converge into one intersection directly in front of the project, creating confusion and hazards for both drivers and pedestrians. The traffic problems existing at this three-street intersection have not been addressed by the developers and will increase with the additional vehicles from this development.

- **Ingress and Egress:** The developers show just one ingress and one egress to the parking structure at Plainview. It is unclear in the plans how the developer will mitigate the existing and soon- to-be created traffic problems.

- **Evacuation Concerns:** Foothill Boulevard is the only commercial corridor in this community and serves as the only evacuation route for all of the residents of Sunland-Tujunga, both on the East and West sides of the town. In the event of another wild fire, or other natural disasters requiring immediate evacuation, the congestion of residents at this intersection would increase the bottleneck danger already existing.

Sunland-Tujunga Neighborhood Council

Certified May 27, 2003

***P.O. Box 635 • Tujunga, CA 91043-0635 • 818-951-7411* • Website: stnc.org**

- **Environmental Concerns**: Since the turn of the last century, those with crippling respiratory illnesses looked to Sunland-Tujunga as one of only two places in the world with the ideal air quality for healing respiratory conditions. After spending a brief holiday in Tujunga, settled at the time by only a handful of households, California Poet Laureate and Mission Play author John Steven McGroarty promptly moved here after sleeping through the night for the very first time, finally able to breathe. An asthmatics colony through the 1980s, people feared that Tujunga Valley would lose the healing quality of its air after the opening of the 210 freeway, but although the quality deteriorated through to the early years of the 21st Century, the last of the AQMD's readings showed it tentatively holding on. To this day, approximately half the households of Sunland-Tujunga have an asthmatic who relies on the fragile air quality the Lung Association has called endangered. The growth in population represented by a development of this size with its incumbent additional vehicles' fossil fuel emissions and natural gas methanes could easily tip the air quality from its life-sustaining magic for asthmatics to just another Valley community blanketed by a persistent brown haze of pollution.

- **Aesthetics:** Overall, this gigantic building looming over the intersection would be out of character with the community. It would decrease rather then increase the quality of life for the area, both in terms of reduced aesthetics and by not providing the commercial products and services that our Sunland-Tujunga residents do need.

The STNC recommends that the request to amend the FBCSP be denied. The community remembers that this property has a long and successful history of restaurant use and recognizes its highest and best use is for a restaurant, specifically family-style. The economic feasibility of a restaurant has been established. It is zoned for restaurant use including the two zoning overlays, so it is legally feasible. The past one-story restaurants with onsite parking, ingress and egress from both Foothill Blvd and Plainview, shows a commercial restaurant is physically possible. Further, the community insists that if alternate uses outside of the zoning overlays are considered, that (1) an EIR be required to address the concerns noted above (2) all impacts of such an egregious development on the community be studied, (3) mitigating actions including wild fire evacuation, water use, utilities infrastructure and traffic be addressed and (4) that these issues be resolved before project approval.

Upon the recommendation of the STNC's Land Use Committee, the Sunland-Tujunga Neighborhood Council, at its February 9, 2022 meeting voted to oppose this application by a vote of **19** (yea), 0 (nay), 0 (abstained) and 0 (recused).

Thank you for the opportunity to submit these comments and considering the community. If you have any questions, please contact us by email at secretary@stnc.org. or phone 818-951-7411.

Sincerely,

Lydia Grant

Lydia Grant, President
Sunland-Tujunga Neighborhood Council

cc: Councilmember Monica Rodriguez, CD7 councilmember.rodriguez@lacity.org
paola.bassignana@lacity.org
dominick.ortiz@lacity.org
anissa.raja@lacity.org
Owner's Rep: Edgar Khalatian ekhalatian@mayerbrown.com

April 13, 2023

Michelle Carter
City Planning Associate
Department of City Planning
200 North Spring Street, Room 763
Los Angeles, CA 90012

Dear Ms. Carter:

RE: Case Number CPC-2021-9909-DB-SP-SPP-HCA
Environmental Case Number ENV-2021-9910-CE

I am a property owner and stakeholder in the community of Tujunga. My residence is within 500 feet of the property involved in this project.

I OBJECT TO THE FOLLOWING:

1. The project scope is excessive for the surrounding single family residential neighborhood of two-bedroom homes built in the 1930's.

2. The waivers and incentives are designed to circumvent the community's anti-mansionization regulations and the Foothill Boulevard Corridor Specific Plan. I do not want this monstrosity designed by an architect who has seen too many 1950 movies with prisons of this design in my neighborhood. Please reduce the height to no more than 33 feet. Please require the setbacks along Foothill to remain at 15 feet and the building separations to remain at 54 feet.

3. Please reduce the number of units to under 35. This should allow for approximately 70 tenants with one parking place per tenant to conform with the current need for each tenant to have transportation to/from work and other activities. This should also reduce the stress of weight on our hillside which lies on an earthquake fault. Finally this will create a structure that complements the existing apartments at 10260 Plainview adjacent to the current empty lot at 7577 West Foothill Blvd.

4. Please conduct an in-depth traffic control study to determine the extent of rush hour traffic increase on Foothill Boulevard and the increase of air pollution during rush hour morning and evening. Also please note that the residential streets immediately east of this project are extremely narrow, e.g. Day Street is 12 feet wide curb-to-curb so is Topley Lane; Wilsey Avenue is less that 19 feet curb-to-curb with 10 permitted parking spaces on the east side of the street only. Plainview is the only adjacent street wide enough for 2-way traffic and parking on both side

of the street. The existing apartments at 10260 Plainview and 10229 Wilsey Avenue were built with less than sufficient parking spaces on their properties to accommodate the tenants cars so the existing legal street parking is already used up by these cars. This design also should require **all** vehicular traffic exiting or entering the property to do so only directly from Foothill Boulevard since none of the residential streets can accommodate the volume of traffic this project would add to the area.

5. There are two (2) fifty plus year old California oaks, an endangered species, on the property which are protected and should be considered in any plans for the property.to

PLEASE NOTE: **None** of the 21 permit application clearances needed in January 2021 were cleared with good reason. The revisions to the design previously submitted still are a devious attempt to work around the existing protections to this community's lifestyle. This developer is greedy and overreaching. Please help me and my neighbors to stop his attempt to undermine our community's lifestyle.

Thank you for reviewing my comments and understanding my distress over this planned project.

Sincerely,

Ararat Shamirzaeian
Tenik Hakopdakerian

10220 Wilsey Ave
Tujunga CA, 91042

email: Tenikc@yahoo.com

Michelle Carter

City Planning Associate

Department of City Planning

200 North Spring Street Room 763

Los Angeles, CA 90012

Dear Ms. Carter;

RE: Case Number CPC-2021-9909-DB-SP-SPP-HCA

Environmental Case Number ENV-2021-9910-CE

I am a property owner and stakeholder in the community of Tujunga. My residence is within 500 feet of the property involved in this project.

I OBJECT TO THE FOLLOWING:

The project is excessive for the surrounding single family residential neighborhood of two-bedroom homes built in the 1930's.

The waivers and incentives are designed to circumvent the community's anti-mansionization regulations, and the Foothill Boulevard Corridor Specific Plan. I do not want this to be built here.

Please conduct an in-depth traffic control study to determine the extent of rush hour traffic increase on Foothill Blvd and the increase of the air pollution during rush hour morning and evening., ,

I leave at 7:30 am to go to work up Foothill and I have to wait for all the traffic and it takes 5 to 10 minutes to get a clear path to cross over the Blvd. to go up Foothill.

Also note that the Residental streets immediately East of this project are extremely narrow e.g. Day Street is 12 feet wide curb to curb so Topley Lane.

Wilsey Avenue is less than 19 feet curb to curb with 10 permitted parking spaces on East side of the street only. Plainview is the only adjacent street, wide enough for 2 way traffic and parking on both sides of the street. The existing apartments 10260 Plainview and 10229 Wilsey Ave were built with , less than sufficient parking spaces on their properties to accommodate the tenants' cars so all the existing parking is taken up.

It is very hard to get onto Apperson from Helendale to go up or down the street. You have to wait quite a while to get a clear shot at entering the street.

I very much object to the building of this complex due to the parking situation, traffic, overcrowding on streets and when started, the shaking of the ground will affect the houses above the construction causing cracking and some walls to collapse. Where will all the construction people park when the project starts. Most of the parking is already taken up on the surrounding street. I think there is other areas that could accommodate a project like this one just not here.

I will also point out there has been alot of traffic accidents on Foothill Blvd. both up and down the streets and this will only get worse with the project.

Please help me and my neighbors to stop this developer's attempt to undermine our community's lifestyle.

Thank you for reviewing my comments and concerns and understanding my distress over this planned project.

Sincerely,

Brenda Barlow
10222 WILSEY AVE
TUJUNGA CA 91042

Michelle Carter
City Planning Associate
Department of City Planning
200 North Spring Street, Room 763
Los Angeles, CA 90012

Dear Ms. Carter:

RE: Case Number CPC-2021-9909-DB-SP-SPP-HCA
Environmental Case Number ENV-2021-9910-CE

I am a property owner and stakeholder in the community of Tujunga. My residence is within less than 500 feet of the property involved in this project. My property and the property in question would share a fence line.

The following are my words, thoughts and facts about this proposed apartment building:

This property had a thriving Denny's restaurant on it before its proprietor was priced off the property when it was purchased by a developer. Left derelict intentionally so as to have the restaurant torn down for the expressed purpose of circumventing our zoning laws and putting up another apartment building in one of the most inappropriate places in our city. The proposed location for this apartment building is at the corner of Plainview Ave, Foothill Blvd but also includes Day street as a third intersecting street. Thls is the single most accident prone intersection in Tujunga. Adding an apartment building with so many tenants will lead to absolute chaos during heavy traffic hours.

On each corner of this busy tri-street intersection there are nothing but businesses. This developer is trying to circumvent our zoning laws for the sake of profit and greed. We as homeowners directly affected by this proposed monstrosity, shouldn't have to be talking about this, as any reasonable person can see an apartment building in this location is completely inappropriate.

Our little city of Tujunga is landlocked, we have one road in and one road out that's it. The city cannot contain more people. This developer seeks to build an apartment complex in a city that cannot contain more people, cars and additional traffic. Parking is also an issue of contention since both streets Plainview Avenue and Wilsey Avenue are both filled with cars from the adjacent Apartment buildings on forementioned streets. Leaving more than 50% of the apartment residents without site parking, causing huge overflow onto the street. This is solely due to the thoughtless building of apartment buildings without adequate parking. As it currently stands Los Angeles county allows up to four adults per bedroom additionally living rooms can be converted to a bedroom. When I brought this up during the local city Council meeting the developer was unwilling to provide four parking spaces for every room that can be used as a bedroom as the potential for only adults living in each apartment exist, all with the ability to own a car. I live daily with the mistakes of the past having no available street parking due to the

adjacent apartment building next to me on Wilsey Ave, a single lane street, only allowing parking on one side of the street. Let's not continue to make the mistakes of the past.

For my part, as I cannot speak for my neighbors, I did buy my property for the views. To the South of my property the hills with the Cross on high and the tree where we hiked up to bury my youngest son's hamster, that's precious to me. And out West a spectacular view over our city at sunset. Losing these views I equate to destroying the American dream. Allowing this apartment building to be built will completely take away any view I had of our beautiful little city. The sheer height of this apartment building will completely shade my backyard, blocking all views to the South and West. We will have no late day sun coming onto my property. No more sunsets from my backyard. Just people looking onto my property from their apartment, completely destroying any sense of privacy we had in our backyard and I suspect significantly lowering my property value. At that point I as well at least the 7 other properties effected on Wilsey Ave would have to retain a lawyer to seek financial compensation from the city and developer.

The proposed apartment building property has multiple old-growth protected oak trees on it. I did question the developer during our local city council meeting about the fate of the trees and he had no answer for this. I would hope given the protected nature of these trees and the fact that they were around before most of us were born we should at least give some thought to their protection before just cutting them down for profit.

•

I've lived here now for more than 15 years in my little Craftsman house on Wilsey Ave. I see myself as a steward to this property as it is over 100 years old and I suspect the trees on the property are also over 100 years old. Raising my youngest son, seeing the passing of my best friend and neighbor, Deadly fires on the hill sides and even one beautiful snow day the first winter I moved in. A great Halloween party where the entire block was invited. I know all of my neighbors by first name I speak to them frequently. We've all talked about this proposed apartment building and none of us want this built in this particular spot. There are plenty of places to build apartment buildings, a land locked city like Tujunga is not that place and most certainly not at the corner of Plainview Avenue and Foothill Boulevard.

This proposed apartment building would be a blithe on our city. It has caused me undue stress thinking about its impact on my life and that of my neighbors, my community. This can not be allowed to progress any further.

Thank you
Daniel, Lily, Ryder Hatcher
10227 Wilsey Ave
Tujunga, CA. 91042

Daniel Hatcher 4/20/23

this has to do with the hearing on the

Michelle Carter

City Planning Associate

Department of City Planning

200 North Spring Street Room 763

Los Angeles, CA 90012

Dear Ms. Carter;

RE: Case Number CPC-2021-9909-DB-SP-SPP-HCA

Environmental Case Number ENV-2021-9910-CE

I am a property owner and stakeholder in the community of Tujunga. My residence is within 500 feet of the property involved in this project.

I OBJECT TO THE FOLLOWING:

The project is excessive for the surrounding single family residential neighborhood of two-bedroom homes built in the 1930's.

The waivers and incentives are designed to circumvent the community's anti-mansionization regulations, and the Foothill Boulevard Corridor Specific Plan. I do not want this to be built here.

Please conduct an in-depth traffic control study to determine the extent of rush hour traffic increase on Foothill Blvd and the increase of the air pollution during rush hour morning and evening., ,

I leave at 7:30 am to go to work up Foothill and I have to wait for all the traffic and it takes 5 to 10 minutes to get a clear path to cross over the Blvd. to go up Foothill.

Also note that the Residental streets immediately East of this project are extremely narrow e.g. Day Street is 12 feet wide curb to curb so Topley Lane.

Wilsey Avenue is less than 19 feet curb to curb with 10 permitted parking spaces on East side of the street only. Plainview is the only adjacent street, wide enough for 2 way traffic and parking on both sides of the street. The existing apartments 10260 Plainview and 10229 Wilsey Ave were built with , less than sufficient parking spaces on their properties to accommodate the tenants' cars so all the existing parking is taken up.

It is very hard to get onto Apperson from Helendale to go up or down the street. You have to wait quite a while to get a clear shot at entering the street.

I very much object to the building of this complex due to the parking situation, traffic, overcrowding on streets and when started, the shaking of the ground will affect the houses above the construction causing cracking and some walls to collapse. Where will all the construction people park when the project starts. Most of the parking is already taken up on the surrounding street. I think there is other areas that could accommodate a project like this one just not here.

I will also point out there has been alot of traffic accidents on Foothill Blvd. both up and down the streets and this will only get worse with the project.

Please help me and my neighbors to stop this developer's attempt to undermine our community's lifestyle.

Thank you for reviewing my comments and concerns and understanding my distress over this planned project.

Sincerely,

Shawn Simpson
10222 Wilsey Ave (caregiver)
Tuj Calf 91042 At this address

I moved up here 35 yrs ago because I had asthma and it controlled it to were I dont need any more meds. Since all these apartments have been build I have noticed my asthma is returning. I also wanted to live here because of the view of mountains I DO NOT Agree with these people, Developer who ever, to be building the Apartments all over this city. Its is a joke. No parking, over crowded, and the new Lights are the biggest problem now. There is a few more Issues with this also.

I think I have said enough for now. They cannot change the laws as to what can be built here. they don't live here Do it in your city. Sun-Tuj Does not want anymore apartments up here.

Thank you

AND I hope you Follow the laws. they cannot change it.

Again thax

Shawn Simpson